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DEPARTMENT OF DEFENSE REPORT TO THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Department of the Air Force Analysis and Recommendations

BRAC 2005

(Volume V, Part 1 of 2)

May 2005

SECRETARY OF THE AIR FORCE
WASHINGTON

09 MAY 2005

MEMORANDUM FOR THE SECRETARY OF DEFENSE

SUBJECT: Air Force 2005 Base Closure and Realignment Recommendations

Attached please find the Air Force recommendations for installations to be closed or realigned under the 2005 BRAC process. As required by Section 2903 (c) (5) of the Defense Base Closure and Realignment Act of 1990, I certify that the information contained in the Air Force report and the supporting data are accurate and complete to the best of my knowledge and belief.

The Air Force has taken bold steps to re-shape the force and institutionalize the changes needed to transform the Air Force, including adjusting to substantial force structure changes and leveraging the inherent strengths and advantages of our National Guard and Reserve forces. The Air Force will reinvest any reserve component manpower made available as a result of BRAC realignments or closures into other high priority Air Force missions, including emerging missions. Replacing older missions with emerging missions required by the new defense strategy helps ensure our reserve components remain relevant and engaged parts of the Total Force while providing the Air Force with an efficient and effective means to meet these new challenges.

The Air Force BRAC recommendations take a comprehensive, 20-year view, giving us the ability to reset our forces in a strategic way and create innovative organizational and basing solutions, capitalizing on joint opportunities where it makes sense, reducing inefficiencies, and freeing valuable resources. I look forward to working closely with you as our recommendations proceed through the BRAC process.

Michael L. Dominguez
Acting Secretary of the Air Force

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Certification

The Base Closure Executive Group was chartered by the Secretary of the Air Force to advise and assist him in selecting bases for realignment or closure under the Defense Base Closure and Realignment Act of 1990. The Base Closure Executive Group (BCEG) oversaw the process of collecting, verifying, and analyzing data for the Air Force. The BCEG ensured all levels of the Air Force complied with the Internal Control Plan and the Secretary's guidance.

The undersigned certify that the information contained in the Air Force Report (and supporting data) is accurate and complete to the best of his / her belief.

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Executive Summary

Purpose of BRAC

The purpose of Base Realignment and Closure is to divest the Air Force of infrastructure it no longer needs while improving the overall effectiveness of our air forces and the military value of the retained portfolio of infrastructure.

Air Force BRAC Strategy

Two broad dynamics are at work in the Air Force. The first is a declining force structure. The second is a force fragmented into small, inefficient units. As Air Force force structure decreases over the next decade, the remaining force structure can be organized into more effective fighting units, while still retaining the experienced and skilled men and women the Air Force needs. As part of its overall BRAC strategy, the Air Force established four goals that support DoD's goals for BRAC.

- *Transform by maximizing warfighting capability of each squadron*
- *Transform by realigning Air Force infrastructure with future defense strategy*
- *Maximize operational capability by eliminating excess physical capacity*
- *Capitalize on opportunities for joint activity*

The Air Force strategy for BRAC was to increase effectiveness and reduce excess infrastructure and capacity by realigning and right-sizing operational and support units. The Air Force's excess capacity existed in small blocks scattered around the Air Force's infrastructure portfolio. The Air Force needed to consolidate its declining fleet into fewer, larger units--at installations of high military value.

Air Force BRAC Results

The Air Force recommendations in this report <u>maximize warfighting capability</u> by fundamentally reshaping the Service. To more effectively employ the shrinking force structure reflected in the 2025 Force Structure Plan, we organize our weapons systems into fewer, larger squadrons. Small squadrons are inefficient; these more optimally sized units are more efficient and more effective. The recommendations in this report improve the alignment of our major weapons systems. In our flying squadrons, we sustain the active / Air National Guard / Air Force Reserve mix in our combat and mobility air forces. Within the mobility air forces, we realign to correct an imbalance in our C-130 force manning. Our reserve components remain relevant and engaged parts of the Total Force while providing the Air Force with an efficient and effective means to meet new challenges. Reserve component manpower that becomes available as a result of Air Force BRAC recommendations will be reinvested into other high priority Air Force missions, including emerging Air Force missions. We expect the ongoing Quadrennial Defense Review to further define the nature and extent of these missions.

The Air Force recommendations in this report realign Air Force force structure to <u>better support the future defense strategy</u>. The strategic objectives of the 2005 National Defense Strategy include defending the U.S. homeland from direct attack, securing strategic access and

retaining global freedom of action. The Air Force recommendations in this report help secure the homeland by providing the required capability to meet NORTHCOM air sovereignty taskings. Additionally, the recommendations in this report help secure strategic access and retain global freedom of action by preserving and optimizing the Air Force mobility infrastructure along deployment arcs to anticipated global hot spots. Global strike infrastructure is optimized with an eye toward responsiveness, flexibility, and operational security--helping ensure freedom of action. For example, Air Force recommendations retain C-17s with new Army Stryker brigades in Alaska and Hawaii--providing strategic mobility in the western Pacific. Combined, the Air Force recommendations ensure rapid and responsive air power can be delivered anywhere.

The recommendations in this report eliminate excess physical capacity by closing 10 Air Force installations and realigning an additional 60 installations. Of the 142 installations with operational flying missions today, the Air Force BRAC recommendations reduce that number by 28 flying units, a 20% reduction. Including installations receiving forces the Air Force recommendations affect a total of 115 installations -- representing 76% of the Air Force.

Finally, the Air Force recommendations, independently and in conjunction with recommendations of the Joint Cross-Service Groups, capitalize on opportunities for joint activity by hosting sister service combat and combat support organizations. For example, Eglin AFB will host the Army's Seventh Special Forces Group and Shaw AFB will host the Third Army Headquarters. These recommendations also establish joint initial training location for the Joint Strike Fighter at Eglin AFB.

Base Realignment and Closure offers the Air Force a unique opportunity--resizing and realigning our squadrons in transformational new ways. Taking a comprehensive, 20-year view, BRAC 2005 gives us the ability to reset our forces in a strategic way, and support ten, equally capable AEFs. BRAC also allows us to bed down new weapons systems where their transformational capabilities can be most effective. Finally, by creating innovative organizational and basing solutions, capitalizing on joint opportunities where it makes sense, reducing inefficiencies, and freeing valuable resources the Air Force has taken bold steps to re-shape the force and institutionalize the changes needed to transform the Air Force.

The following tables list the installations the Air Force recommends for closure or realignment. Realignment is defined as an installation recommended for a reduction in personnel or functions. For realignments, the table indicates all realignment recommendations where that installation appears. Installations are listed alphabetically by state.

Air Force Closure Recommendations (10)
Kulis AGS, Alaska
Onizuka Air Force Station, California
Otis Air National Guard Base, Massachusetts
W.K. Kellogg AGS, Michigan
Cannon AFB, New Mexico
Niagara Falls ARS, New York
Mansfield-Lahm AGS, Ohio
Pittsburgh ARS, Pennsylvania (listed with the Pope AFB)
Ellsworth AFB, South Dakota
Gen Mitchell ARS, Wisconsin

Air Force Realignment Recommendations (62)	
Realigned Installation	**Parent Recommendation (s)**
Birmingham AGS, Alabama	Self-titled
Dannelly Field, Alabama	Realign Hill
Eielson AFB, Alaska	Self-titled
Elmendorf AFB, Alaska	Self-titled, Close Kulis, Realign Mt. Home
Luke AFB, Arizona	Realign Ft. Smith, Realign Hill, Establish LSC
Fort Smith AGS, Arkansas	Self-titled (with Luke)
Little Rock AFB, Arkansas	Establish LSC
Beale AFB, California	Self-titled
Edwards AFB, California	Realign Hill
March Air Reserve Base, California	Self-titled
Bradley AGS, Connecticut	Self-titled
New Castle AGS, Delaware	Self-titled
Hurlburt Field, Florida	Establish LSC
Jacksonville AGS, Florida	Establish CIRF
Tyndall AFB, Florida	Establish CIRF
Moody AFB, Georgia	Realign Eielson
Robins AFB, Georgia	Self-titled
Hickam AFB, Hawaii	Establish LSC
Boise AGS, Idaho	Self-titled and Realign Hill
Mt. Home AFB, Idaho	Self-titled
Capital AGS, Illinois	Self-titled
Scott AFB, Illinois	Establish LSC
Hulman AGS, Indiana	Self-titled
Ft. Wayne AGS, Indiana	Realign Capital
Des Moines AGS, Iowa	Realign Capital, Realign Richmond
McConnell AFB, Kansas	Realign Grand Forks
NAS New Orleans ARS, Louisiana	Self-titled
Andrews AFB, Maryland	Self-titled
Martin State AGS, Maryland	Self-titled and Realign Bradley

Air Force Realignment Recommendations (62)	
Barnes AGS, Massachusetts	Realign Bradley
Selfridge Air National Guard Base, Michigan	Realign Beale, Realign Bradley, and Close Kellogg
Duluth AGS, Minnesota	Self-titled
Key Field AGS, Mississippi	Self-titled
Lambert-St. Louis AGS, Missouri	Self-titled
Great Falls AGS, Montana	Self-titled
Nellis AFB, Nevada	Realign Hill, Realign Mt. Home
Reno-Tahoe AGS, Nevada	Self-titled
Atlantic City, New Jersey	Close Otis
Schenectady AGS, New York	Self-titled
Pope AFB, North Carolina	Self-titled
Grand Forks AFB, North Dakota	Self-titled
Hector AGS, North Dakota	Self-titled
Altus AFB, Oklahoma	Establish LSC
Tinker AFB, Oklahoma	Realign Andrews
Will Rogers AGS, Oklahoma	Realign Andrews
Springfield-Beckley AGS, Ohio	Self-titled
Portland AGS, Oregon	Self-titled
Willow Grove ARS, Pennsylvania	Department of the Navy
Shaw AFB, South Carolina	Realign Bradley, Realign Eielson
Joe Foss AGS, South Dakota	Realign Capital
Nashville AGS, Tennessee	Self-titled
Carswell Joint Reserve Base, Texas	Realign Hill
Dyess AFB, Texas	Close Ellsworth
Ellington AGS, Texas	Self-titled
Lackland AFB, Texas	Self-titled
Randolph AFB, Texas	Realign Andrews
Hill AFB, Utah	Self-titled
Langley AFB, Virginia	Self-titled and Establish CIRF
Richmond AGS, Virginia	Self-titled
Fairchild AFB, Washington	Self-titled
Yeager AGS, West Virginia	Self-titled, and Realign Pope
Dane County (Truax) AGS, Wisconsin	Realign Capital

AFB: Air Force Base
ARS: Air Reserve Station
AGS: Air Guard Station
NAS: Naval Air Station
CIRF: Centralized Intermediate Repair Facility
LSC: Logistics Support Center

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1 Introduction and Background

1.1 Introduction

The recommendations in this report achieve Air Force and Department of Defense (DoD) goals for BRAC 2005. The 2005 BRAC recommendations arrive on the heels of a bold new National Defense Strategy for 2005 that reaffirms DoD's commitment to defend the homeland, establishes a capabilities-based defense strategy, and challenges the military departments to transform themselves to better meet new threats in a changed security environment.

1.2 Air Force Strategy for BRAC 2005

The Air Force strategy for BRAC was to increase effectiveness and reduce excess infrastructure and capacity by realigning and right sizing operational and support units. The Air Force's excess capacity existed in small blocks scattered around the Air Force's infrastructure portfolio. The Air Force needed to consolidate its declining fleet into fewer, larger units--at installations of high military value.

Two broad dynamics are at work in the Air Force. The first is a declining force structure. The second is a force fragmented into small, inefficient units. As Air Force force structure decreases over the next decade, the remaining force structure can be organized into more effective fighting units, while still retaining the experienced and skilled Airmen the Air Force needs.

1.3 Air Force Goals for BRAC 2005

The Secretary of the Air Force (SecAF) established four goals for the 2005 BRAC consistent with the Department of Defense goals. Broadly stated, the DoD goals are to eliminate excess infrastructure and rationalize infrastructure to the new defense strategy.[1]

The Air Force goals are:

- *Transform by maximizing the warfighting capability of each squadron*
- *Transform by realigning Air Force infrastructure with future defense strategy*
- *Maximize operational capability by eliminating excess physical capacity*
- *Capitalize on opportunities for joint activity*

The Air Force recommendations in this report <u>maximize warfighting capability</u> by fundamentally reshaping the Service, effectively consolidating older weapons systems into fewer, larger squadrons. Small squadrons are inefficient; these more optimally sized units are more efficient and more effective operationally. The optimal size for an active duty fighter squadron is 24 aircraft. For stand-alone reserve component units, 18 aircraft is an acceptable fit because reserve component organizations generally have higher experience levels and recruit locally to keep units manned. For most mobility aircraft either 16 or 12 is best depending on the aircraft or service component. Again, the experience of the reserve components makes 12 acceptable. Table 1 summarizes the optimal size for Air Force flying units.

Optimal Flying Squadron Sizes		
	Optimal	**Acceptable**
Fighter (F-15/16, A-10)	24	18
Bomber (B-52, B-1)	12	12
Large Transport (C-5, C-17)	12	12
Tactical Transport (C-130)	16	12
Tanker (KC-135)	16	12

Table 1: Air Force Optimal Flying Squadron Sizes

The Air Force recommendations reduce excess infrastructure and improve the organization of our major weapons systems. For example, at the end of 2006, current plans call for 44% of the F-16 force to be comprised of 24 or 18 aircraft squadrons. The Air Force BRAC recommendations create an F-16 force in 2011 comprised entirely of operational squadrons of 24 or 18 aircraft. For A-10s the figures are 33% in 2006 and 100% by 2011. Substantial gains are also made in our mobility forces. In 2006 current plans call for 18% of the KC-135 tanker fleet to be comprised of optimal or acceptable sized units, after the BRAC recommendations take effect, the 2011 figure is 79%. Likewise, the C-130 fleet goes from 5% in 2006 to 83% in 2011. Figure 1 and Figure 2 illustrate the consolidation in combat and mobility forces. These improvements make it easier to balance forces across our expeditionary force packages.

Another example of how the Air Force recommendations realign Air Force force structure to better support the future defense strategy is by leveraging the inherent strengths and advantages of our Air National Guard and Reserve forces. First, we retain the current aggregate active/reserve component force mixes in the combat and mobility air forces. Reserve component manpower that becomes available as a result of Air Force BRAC recommendations will be reinvested into emerging Air Force missions. Replacing older missions with emerging missions required by the new defense strategy helps ensure the reserve components remain relevant and engaged parts of the Total Force while providing the Air Force with an efficient and effective means to meet these new challenges. The Nation's demand for air and space capabilities will require the Air Force to continue to rely on the Air National Guard and Air Force Reserve to complement its force structure and provide a surge capability in new and emerging missions as we move into the future.

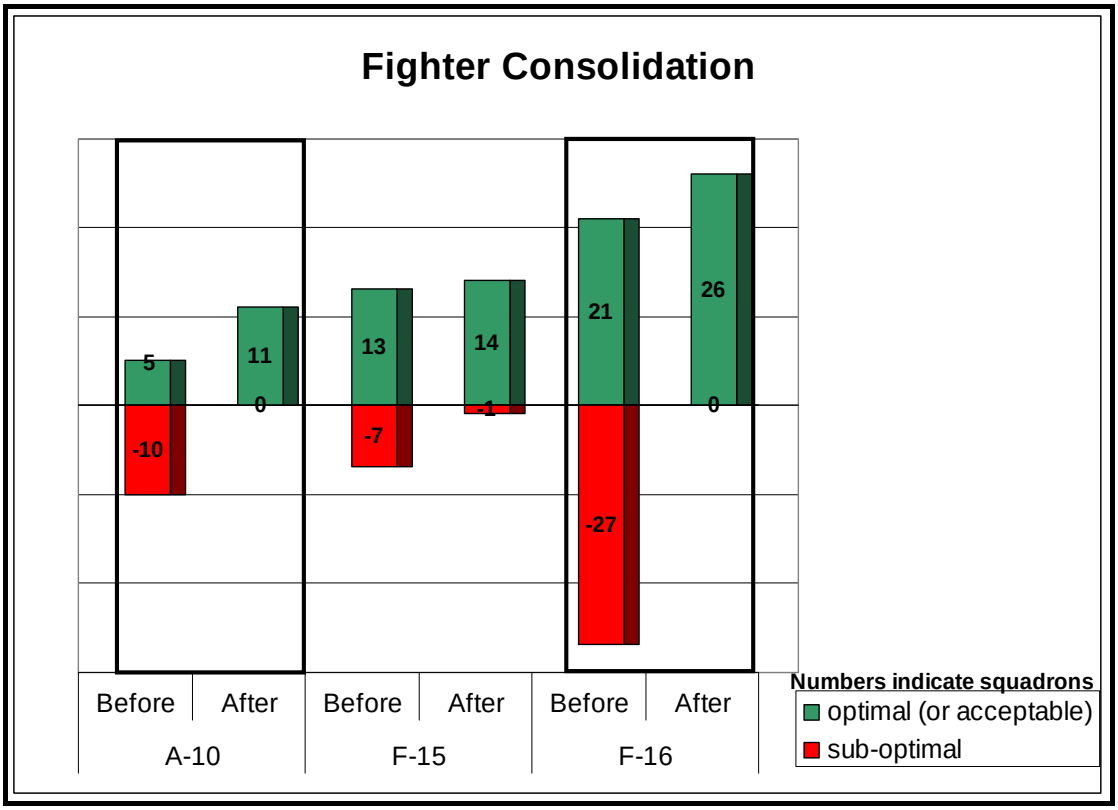

Figure 1: Squadron Consolidation, Combat Air Forces

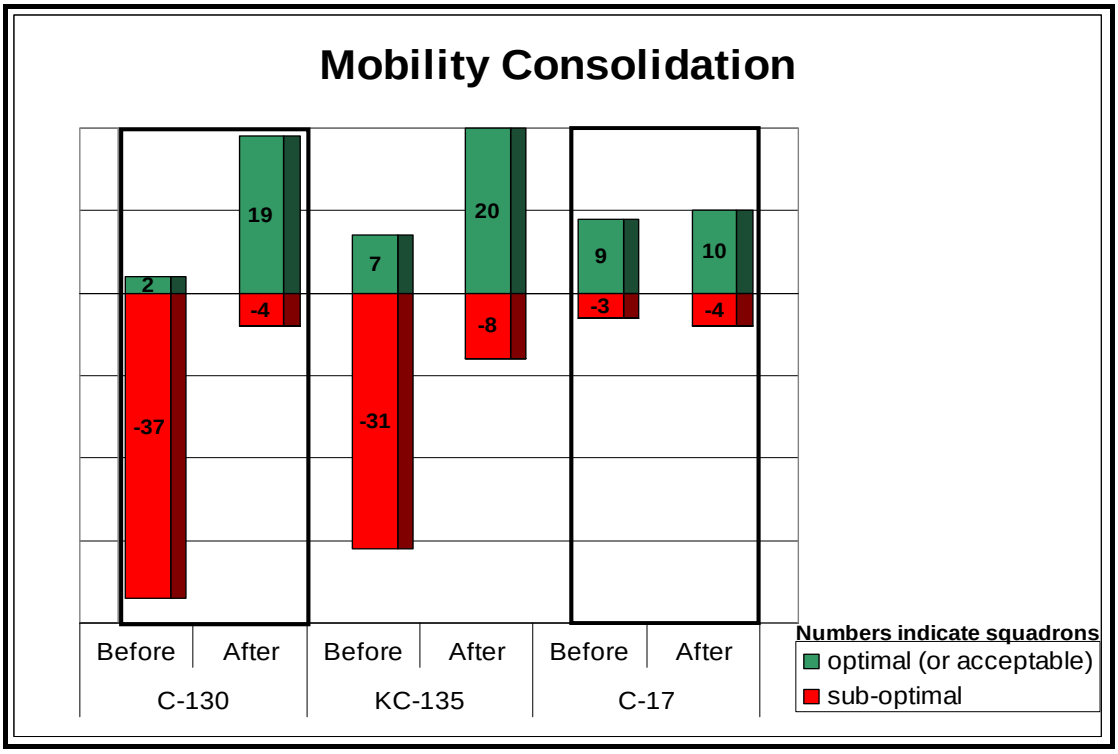

Figure 2: Squadron Consolidation, Mobility Air Forces

The Air Force recommendations in this report realign Air Force force structure to better support the future defense strategy. The strategic objectives of the 2005 National Defense Strategy include defending the U.S. homeland from direct attack and securing strategic access and retaining global freedom of action. The Air Force recommendations in this report help secure the homeland by providing the required capability to meet U.S. Northern Command (USNORTHCOM) air sovereignty taskings. Additionally, the recommendations in this report help secure strategic access and retaining global freedom of action by preserving and optimizing the Air Force mobility infrastructure along deployment arcs to anticipated global hot spots. Global strike infrastructure is optimized with an eye toward responsiveness, flexibility, and operational security--helping ensure freedom of action. For example, Air Force recommendations retain C-17s with new Army Stryker brigades in Alaska and Hawaii--providing strategic mobility in the western Pacific. Combined, the Air Force recommendations ensure rapid and responsive air power can be delivered anywhere on the globe.

The recommendations in this report eliminate excess physical capacity by closing 10 Air Force installations--three active bases and seven reserve component installations. Further, the Air Force recommendations propose realignments at an additional 62 installations. Of the 142 installations with operational flying missions today, the Air Force BRAC recommendations reduce that number by 28 flying units, a 20% reduction. The reduction in excess infrastructure outlined in Table 2 provides an indication of the impact of the Air Force recommendations in this report. In aggregate the Air Force recommendations reduce excess flightline infrastructure by 37% while still leaving 5.4 million square yards of ramp space for surge and emerging missions. For buildings and facilities, the Air Force recommendations reduce excess infrastructure by 79%, leaving 9.5 million square feet for surge and emerging missions.

Finally, the Air Force recommendations, independently and in conjunction with recommendations from the Joint Cross-Service Groups, capitalize on opportunities for joint activity by hosting sister service combat and combat support organizations. For example, Eglin AFB will host the Army's Seventh Special Forces Group. The Headquarters for Third Army (the Army component of Central Command (CENTCOM)) moves to Shaw AFB and co-locates with Ninth Air Force (the Air Force component of CENTCOM). Additionally, the Air Force transfers ownership of Pope AFB to the Army, enabling Army closures and realignments and while leaving permanently based at Pope the aerial port and tactical airlift capabilities needed by the XVIII Airborne Corps. Other Air Force recommendations put optimally sized A-10 squadrons in proximity to Fort Polk, Benning, and Stewart to provide the combat air support assets needed for at the Joint Readiness Training Center (Polk) and Ranger School (Benning) and the 1/75th Ranger Regiment (Stewart / Hunter AAF). Finally, these recommendations establish joint initial training location for the Joint Strike Fighter at Eglin AFB with access to the robust range and airspace complex in the Gulf of Mexico.

Flightline and Ramp (millions of square yards)				
	Total AF Ramp Capacity	AF Reqts	Sister Service Reqts	Excess Capacity
FY03	33.4	24.4	0.5	8.5
FY 11	29.3	23.2	0.7	5.4
BRAC Changes	-12%	-6%	40%	-37%
Bottom Line: Excess ramp capacity reduced by 37% -- Joint ramp use up 40%,				

Buildings and Facilities (millions of square feet)				
	Total AF Facility Capacity	AF Reqts	Tenant Occupancy	Excess Capacity
FY03	465.8	285.60	135.7	44.5
FY 11	427.7	281	137.2	9.5
BRAC Changes	-8.17%	-1.61%	1.14%	-79%
Bottom Line: Excess building capacity reduced by 79%				

Table 2: Air Force Excess Capacity Reductions

1.4 Air Force BRAC Organization

1.4.1 Responsibility for Analysis

The SecAF delegated responsibility for the analysis and coordination required to develop Air Force closure and realignment recommendations to the Assistant Secretary of the Air Force for Installations, Environment, and Logistics (SAF/IE). The Air Force principal charged with carrying out the installation analysis and recommendation development was the Deputy Assistant Secretary for Basing and Infrastructure Analysis (SAF/IEB). SAF/IEB's two divisions were charged respectively with installations analysis and Joint Cross-Service Group liaison and coordination. Figure 3 depicts the Air Force BRAC organization.

1.4.2 Base Closure Executive Group

The SecAF chartered the Air Force Base Closure Executive Group (BCEG) to serve as the Air Force's deliberative body for BRAC. The BCEG was co-chaired by the Deputy Assistant Secretary for Basing and Infrastructure Analysis and the Air Force Assistant Deputy Chief of Staff for Plans and Programs. BCEG membership included representatives from the Air National Guard, the Air Force Reserve, the major Air Staff Deputates, and Air Force Assistant Secretariats. BCEG meetings included a representative from the Air Force Audit Agency (AFAA). The Air Force General Counsel's Office recorded minutes for each session.

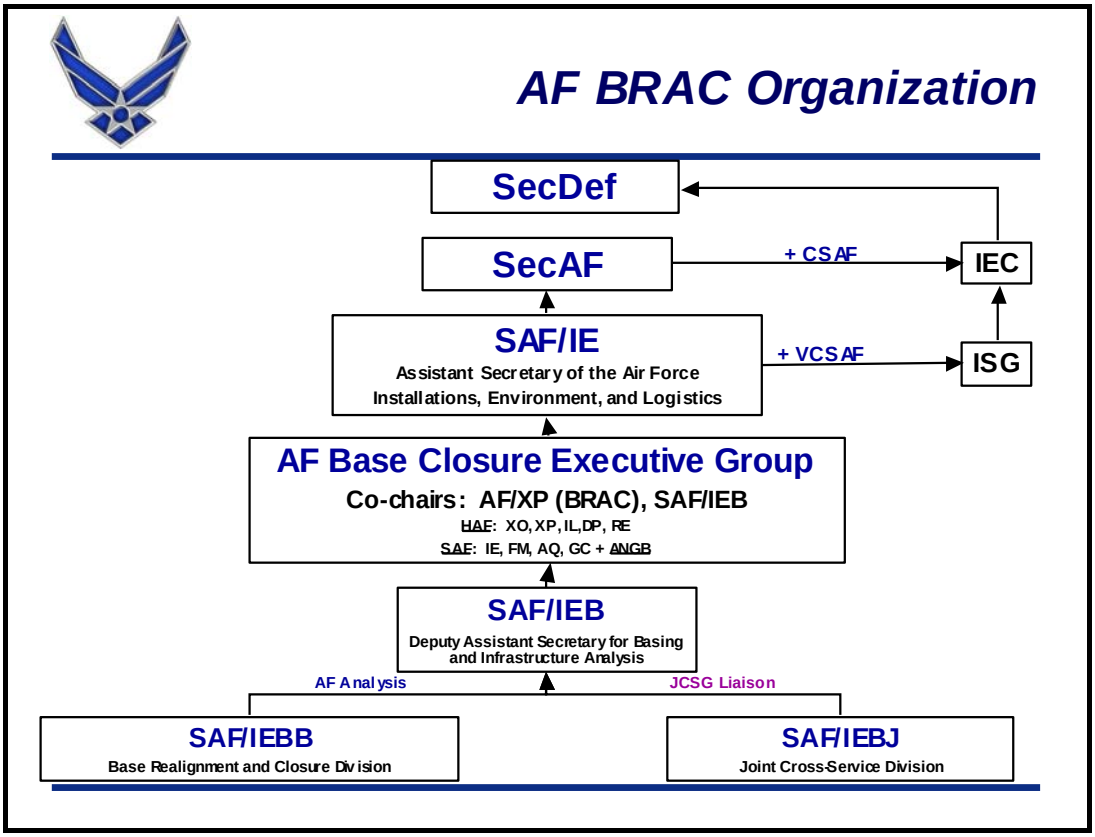

Figure 3: Air Force BRAC Organization

1.5 Background

1.5.1 Prior BRAC Rounds

The 2005 round of BRAC is the most recent in a series of five rounds beginning in 1988. For the Air Force, each of the four previous rounds focused on a particular area of force structure or infrastructure. Previous recommendations tended to focus on active duty installations--fully 82% of all recommendations for closure or realignment affected active duty bases. Table 3 summarizes the last four BRAC rounds and lists the major installations recommended for closure or realignment.

BRAC Closures and Realignments

Historical Context

1988	1991	1993	1995
Chanute (A) George (A) Mather (A) Norton (A) Pease (A)	Bergstrom (A) Carswell (A) Castle (A) Eaker (A) England (A) Grissom (A) Loring (A) Lowry (A) Myrtle Beach (A) Rickenbacker (A) Williams (A) Wurtsmith (A) Richards/ Gebaur (R) **Realign** *MacDill (A)* *Moody (A)*	Gentile (A) Griffiss (A) Homestead (A) K.I. Sawyer (A) March (A) Newark (A) Plattsburgh (A) O'Hare (G/R) **Realign** *McGuire (A)*	Kelly (A) McClellan (A) REDCAP (A) Reese (A) Bergstrom (R) Greater Pittsburgh (R) Ontario AGS (G) Roslyn AGS (G) **Realign** *Eglin (A) (EMTE)* *Grand Forks (A)* *Hill (A) (UTTR)* *Malmstrom (A)* *Onizuka (A)* *Rome Lab (A)*

(A): Active base; (R): Reserve base; (G): Air National Guard Base

Table 1: Prior Air Force BRAC Recommendations

1.1.1 A Decade of Defense Reviews

Changes in the strategic context of U.S. national security during the 1990's drove the Air Force to re-examine how it organizes, trains, and equips to fight. The end of the Cold War, Desert Storm, the Balkan conflicts, and the rise of other regional areas of interest affected thinking on national security during this period. As a consequence of (and in response to) these events, the 1990s saw a series of major defense reviews. These reviews included: *The Base Force Review (1991), The Bottom-Up Review and The Roles and Missions Commission (1993) The Quadrennial Defense Review (QDR) and The National Defense Panel (1997), and the Quadrennial Defense Review (2001).*

QDR 01 was characterized by two major themes: service transformation and force sizing. The report recognized that the U.S. military must transform to meet new challenges, however it made few changes to major defense programs and deferred most decisions to the FY 2003 defense budget request. The report also abandoned the two major theater war force-sizing construct in favor of a capabilities based approach. This new approach, know as 1-4-2-1, required the military to defend the homeland from attack, deter aggression and coercion in four critical regions, swiftly defeat two aggressors in near simultaneous operations, and preserve the ability to inflict one major defeat. This shifted the force-sizing paradigm from geography-based

with assumed opponents to a capabilities-based approach that did not assume the enemy or the location.

2002 National Security Strategy

> *Defending our Nation against its enemies is the first and fundamental commitment of the Federal Government.*
>
> -- *National Security Strategy of the United States of America, September 2002*

The National Security Strategy identified protecting the U.S. homeland as the first priority of the U.S. government.[2] The National Defense Strategy, as set forth in the 2001 QDR report makes protecting the U.S. homeland the highest priority for the Department of Defense. The Air Force, as part of a joint, inter-agency team, is committed to providing the capabilities required to contribute to an active, layered defense of the U.S. The Air Force recommendations consider both aspects of homeland security, homeland defense (HLD) and domestic support operations (DSO)--often simply referred to as "civil support." The Air Force consulted with USNORTHCOM to ensure these recommendations consider the geographic location of our installations and preserve sufficient installations near our borders and near high-value targets to support air sovereignty as part of homeland defense. These recommendations also considered manning and recruiting issues for our reserve components--who are expected to play a significant role in homeland security operations for the Air Force.

2006: QDR 06

Although QDR 06 will occur after service BRAC recommendations have been submitted to the commission, there are a number of common goals and tenets between QDR and BRAC--preeminent among them is transformation. The QDR uses a strategic approach to ensure DoD harnesses all aspects of transformation. BRAC focuses on organizational concepts and supporting infrastructure to maximize the warfighting capability of Air Force squadrons--choosing a strong constellation of supporting bases. In the process the Air Force can eliminate excess physical capacity--freeing resources for new challenges.

1.6 Air Force Transformation

1.6.1 Air Force Transformation Strategy

The Air Force's Transformation Flight Plan defines transformation as:

> *A process by which the military achieves and maintains advantage through changes in operational concepts, organization, and/or technologies that significantly improve its warfighting capabilities or ability to meet the demands of a changing security environment.*[3]

The Air Force's transformation strategy is to work within DoD to enhance joint warfighting, aggressively pursue innovative ideas and technology, create flexible, agile, organizations, and shift to capabilities and effects based planning and programming. The Air Force is committed to developing transformational capabilities to meet the goals set out in QDR 01 and the new joint operating concepts.

The Air Force is transforming around seven emerging capabilities-based operating concepts (CONOPS): Global Mobility, Global Response, Global Strike, Homeland Security, Nuclear Response, and Space / C4ISR, and Agile Combat Support. The Air Force Transformation Flight Plan describes how these CONOPS will help shift the Air Force from a platform-centric garrison force to a capabilities-based expeditionary force by "offering solutions to a variety of complex problems warfighters can expect to encounter in the future."[4] Informed by our CONOPS, the Air Force recommendations anticipate new organizational constructs, new capabilities, and new ways of delivering battlefield effects.

1.6.2 Air Force Core Competencies

The Air Force's three core competencies, Developing Airmen, Technology-to-Warfighting, and Integrating Operations, are key enablers to our transformation strategy. The Air Force's basing strategy plays a prominent role in ensuring these core competencies are maintained and enhanced.

Developing Airmen with a warrior ethos and an expeditionary mentality requires a robust and flexible training infrastructure. Basic and special skills training require diverse industrial, academic, and support facilities. Mission-oriented training requires airspace and ranges, ground maneuver areas, as well as simulators and other training aids. The recommendations in this report support these requirements by retaining and investing in installations that rated high in these areas. The Army Special Forces Group relocation to Eglin AFB will provide operations and training synergy and access to a robust special operations training range complex. The JSF initial training location at Eglin AFB will provide Air Force, Navy, and Marine operators and maintainers with a location meeting the needs of all--while providing easy access to the range and airspace complexes in the Gulf of Mexico.

Technology-to-warfighting speaks to the Air Force's ability to quickly transform technical advances in the lab into tactical advantage on the battlefield. The Air Force white paper on organizing principles describes a "process that uses operating concepts to define and articulate Air Force requirements in terms of combat capabilities, we quickly move technology from the lab to the warfighter using rapid prototyping, experimentation, design, and testing. It has taken decades to develop, educate, and populate our technology centers, labs and surrounding industrial partners--they are national resources."[5] A basing strategy must preserve or enhance Air Force relationships with industry and applied science and engineering. In conjunction with the Joint-Cross Service Groups, the recommendations in this report benefit from such resources by ensuring the Air Force gets maximum use from those bases where such relationships exist. For example, although Onizuka AFS is recommended to close, its mission re-locates to Vandenberg AFB, which can also access a large local population of experienced personnel. Vandenberg was also rated as the Air Force's second best Space Operations base in the Air Force's military value analysis.

Integrating operations is how the Air Force achieves air dominance over the battlefield. To succeed we must train as an integrated, cohesive force. The recommendations in this report support this training by creating associations that facilitate units training together locally and at national training areas. Co-locating the Third Army and Ninth Air Force (both CENTCOM components) at Shaw AFB is an example of the integration in the Air Force recommendations.

1.6.3 Expeditionary Air Forces (EAF)

The Air Force developed the Expeditionary Air Forces (EAF) construct to better manage personnel and operations tempo. The Air Force organizes and trains using the Air and Space Expeditionary Force (AEF) framework, dividing our combat and agile combat support (ACS) forces into ten AEFs. AEFs are groups of capabilities, from which the Air Force can select to form an Air and Space Expeditionary Task Force (AETF). AETFs are the Air Force's warfighting unit; they are task-organized to provide those capabilities required for the mission.

The AEF concept uses a phased, rotational deployment cycle to create predictability for Air Force members and their families while providing a pool of ready and trained airmen to regional combatant commanders (RCCs). The recommendations in this report support the AEF organizing principle by standardizing the squadron and wing sizes at many of our bases with an active flying mission. This helps the Air Force balance capabilities across AEFs. The recommendations also realign and consolidate our aircraft so there are fewer units flying mixed models of the same aircraft. This makes maintenance and support easier and more efficient.

1.6.4 Air Force Combat Support Forces

The Air Force requires Agile Combat Support (ACS) to create, effectively deploy, and sustain US military power. Expeditionary Combat Support (ECS) is the deployed subset of ACS. It is responsive, highly mobile, and capable of providing persistent and effective support to deployed air and space forces.[6] The Air Force's ECS forces are made up of medics, logisticians, engineers, communications, security forces, fire fighters, services, and contracting experts--among others (see Table 4). These forces provide a highly mobile, flexible, and integrated base support and operating system. Many of our ECS units are based on installations that host other unrelated units, such as flying squadrons. However, ECS forces are often tasked and deployed independent of flying units.

The amount of ECS forces in the Air National Guard and Air Force Reserve is significant. According to data from the Air Force's AEF Center at Langley AFB, which manages all Air Force deployment packages, 33 percent of Air Force ECS forces reside in our reserve components, 20 percent in the Air National Guard and 13 percent in Air Force Reserve. The trained and experienced ECS personnel in our reserve components are vital to the success of deployed Air Force combat organizations and the recommendations in this report make every effort to retain them, even when the flying unit they share a base with is closed or realigned.

Most ECS forces in the Air National Guard and Air Force Reserve are permanent members of their local community. Air Force reserve component forces are kept to a high level of readiness--they are essentially ready to deploy at any time. The demands of civilian jobs, Air Force drill, and periodic deployments mean they cannot commute long distances for training. In many cases where, because of declining force structure, the Air Force recommended the closure of a flying mission at an installation, the ECS forces were retained in smaller footprint on the installation. In such situations the "fence line" shrinks down to just the small facilities the ECS forces need for training and equipment storage.

Agile Combat Support Specialties		
Acquisition	Airfield Operations	Air Traffic Control
Chaplain	Civil Engineer	Communications
Contracting	Finance	Health Services
Historian	Judge Advocate	Logistics Readiness
Maintenance	Manpower-Personnel	Munitions
Special Investigations	Postal	Public Affairs
Safety	Science and Technology	Security Forces
Services	Test and Evaluation	

Table 2: Air Force Combat Support Specialties

1.1.2 Homeland Defense and Air Sovereignty Alert

In 2002, the President and Congress established USNORTHCOM as a geographic combatant command headquartered in Colorado Springs. USNORTHCOM, United States Pacific Command (USPACOM) conduct constant military operations in the homeland under the Chairman of the Joint Chiefs of Staff execution order NOBLE EAGLE. The North American Defense Command (NORAD) is the functional combatant command responsible for air defense of the continental US, Alaska, Canada, the Virgin Islands, and Puerto Rico (USPACOM is responsible for Hawaii and Guam).

As part of its responsibility for air defense, NORAD has identified a requirement for a number of Air Sovereignty Alert (ASA) sites in the U.S. These sites must meet certain response criteria stipulated by USNORTHCOM. The Air National Guard, flying F-15 and F-16 aircraft, operate most of these sites. Some of these sites have permanently based aircraft and others have rotational aircraft.

The Air Force analysis process took this homeland security mission into account when developing recommendations. The need to support ASA requirements was included as one of the five Air Force "imperatives." Additionally, the Air Force BRAC team worked with USNORTHCOM to ensure the Air Force recommendations met USNORTHCOM's requirements.

The Air Force recommendations for BRAC 2005 affected five ASA sites, Ellington, TX, Duluth, MN, Selfridge, MI, Portland, OR, and Otis, MA. All except Otis will continue their ASA mission in place, but with rotational aircraft. The Otis ASA commitment will move to Bradley AGS, CT. These realignments allow the Air Force to realize overall savings from consolidating and relocating flying missions.

1.1.3 New Weapons and Capabilities

Part of the Air Force's transformation will involve new weapons with new capabilities. The Air Force must keep ranges and airspace relevant to our missions and develop basing strategies that use them efficiently. Basing and infrastructure decisions must anticipate these new requirements. Operationally relevant airspace and ranges for faster aircraft, sophisticated weapons with longer range, including directed-energy and space systems will continue to be vital for testing new systems and training Airmen. Improved capabilities will drive range and

airspace requirements like volume, proximity, and attributes to evolve. As larger volumes of airspace are needed to accommodate new systems, time management procedures must evolve, not only to ensure that readiness, testing, and training remain relevant, but also to support the FAA in providing a healthy, robust National Airspace System for all users. Unmanned vehicles present special challenges that our basing strategy must consider. Future Air Force systems will also need the necessary electromagnetic bandwidth to leverage new weapons technologies.

1.7 Air Force Basing Considerations

To help make consistent, coherent and forward-looking basing recommendations, the Air Force developed a white paper combining historical basing trends, expeditionary tenets, task force CONOPS, homeland defense, and core competencies. This white paper, *Air Force Organizing Principles*, captures these ideas for the Air Force and informed the Air Force BRAC process. As part of the BRAC process, OSD published a list of overarching principles to help focus service analysis. The Air Force in turn established 16 principles to help guide its deliberations. Five of these principles were defined as "imperative."

1.7.1 Air Force Basing Principles

A principle is an enduring, fundamental tenet that describes an operational or physical characteristic that has or produces military value. The 11 Air Force basing principles are:

1. *Maintain squadrons within operationally efficient proximity to DoD-controlled airspace, ranges, MOAs, and low-level routes*
2. *Optimize the size of our squadrons -- in terms of aircraft model, aircraft assigned, and crew ratios applied (e.g., same MDS's)*
3. *Retain enough capacity to base worldwide Air Force forces entirely within the United States and its territories*
4. *Retain aerial refueling bases in optimal proximity to their missions*
5. *Better meet the needs of the Air Force by maintaining/placing ARC units in locations that best meet the demographic and mission requirements unique to the ARC*
6. *Ensure joint basing realignment actions (when compared to the status quo) increase the military value of a function, or decrease the cost for the same military value of that function*
7. *Ensure long-range strike bases provide flexible strategic response and strategic force protection*
8. *Support the AEF construct by keeping two geographically separate munitions sites*
9. *Retain enough surge capacity to support deployments, evacuations, and base repairs*
10. *Consolidate and/or co-locate older fleets*
11. *Ensure global mobility by retaining two air mobility bases and one additional wide-body capable base on each coast*

1.7.2 Air Force Basing Imperatives

The five Air Force basing imperatives are:

1. *Ensure unimpeded access to polar and equatorial earth orbits*

2. *Preserve land-based strategic deterrent infrastructure as outlined by the Strategic Arms Reduction Treaty (START)*
3. *Ensure continuity of operations by maintaining airfield capabilities within the NCR to support the POTUS, Special Airlift Missions, and foreign dignitary visits*
4. *Provide air sovereignty basing to meet the site protection and response time criteria stipulated by USNORTHCOM and USPACOM*
5. *Support global response by U.S. forces by keeping sufficient sovereign U.S. mobility bases along deployment routes to potential crisis areas*

1.8 Air Force BRAC Results

Base Realignment and Closure offers the Air Force a unique opportunity--resizing and recomposing our squadrons in transformational new ways. Taking a comprehensive, 20-year view, BRAC 2005 gives us the ability to reset our forces for the future and support ten, equally capable AEFs. By capitalizing on joint opportunities where it makes sense, reducing inefficiencies, and retaining valuable community-based resources to recruit and retain quality people, the Air Force can modernize and recapitalize--developing the capabilities needed to meet 21st century threats. The recommendations outlined in chapter 5 of this report represent bold steps to re-shape the force and institutionalize the changes needed to transform the Air Force. Including receiver installations, the Air Force recommendations affect a total of 115 installations -- representing 76% of the Air Force. The result of these realignments and closures is to accommodate the retirement our oldest aircraft and consolidate our remaining force structure at fewer, larger units. In certain instances, the Air Force recommendations direct the planned retirement of force structure at a designated location. Figure 4 provides an indication of the scale of BRAC 2005 for the Air Force.

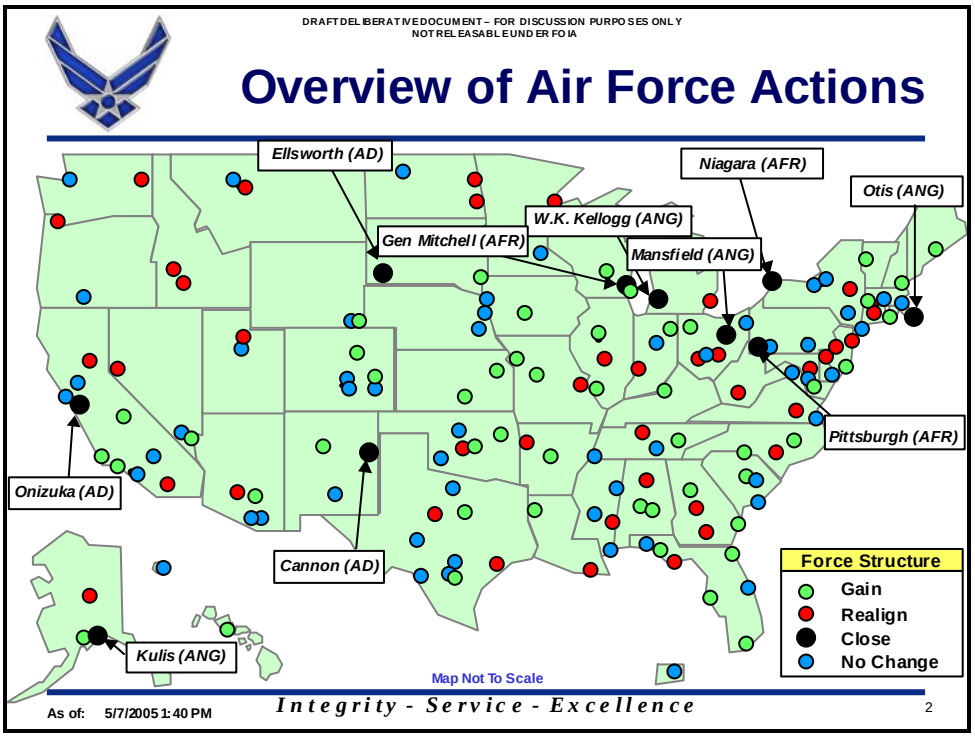

Figure 4: Overview of Air Force BRAC Recommendations

[1] See SECDEF memo dated 15 Nov 2002, document U18364-02.
[2] The White House, *The National Security Strategy of the United States*, September 2002, available online at www.whitehouse.gov
[3] U.S. Air Force, *The U.S. Air Force Transformation Flight Plan*, 2003, prepared by HQ USAF/XPX, November 2003, available online at www.af.mil/library/posture/AF_TRANS_FLIGHT_PLAN-2003.pdf, ii
[4] Ibid, Executive Summary, v…
[5] U.S. Air Force, *U.S. Air Force White Paper: Air Force Organizing Principles*, 2004, unpublished, available as Attachment 1 to this report, 6

[6] Air Force Doctrine Document 2-4, *Combat Support*, 4 March 2005, prepared by HQ AFDC/DR, Maxwell AFB, AL

2 Force Structure Implications

2.1 Force Structure Implications of BRAC Recommendations

During analysis, The Air Force used the classified force structure plan submitted to Congress by the Joint Staff on 15 March 2005. This force structure plan included a 20-year force structure projection (the 2025 Force). Although the focus of our analysis was on the BRAC Implementation Period, the Air Force considered force structure needs beyond 2011 to ensure sufficient capacity for emerging missions.

The following table lists alphabetically by state the summary results of the BRAC recommendations of the Air Force. In certain instances, the Air Force recommendations direct the planned retirement of force structure at a designated location. Additionally, the recommendations of the other military departments and the Joint Cross-Service Groups are included to give a complete picture of all BRAC recommendations on Air Force installations. The source of the non-Air Force recommendations is indicated parenthetically.

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Alabama	
Birmingham IAP	
- ANG KC-135Rs	To Bangor Apt., NE; McGhee-Tyson AGS, TN; and Phoenix Sky Harbor IAP, AZ
- ANG Fire fighters	To Dannelly Field AGS, AL
+ Armed Forces Reserve Center, Birmingham (Army)	From Birmingham AGS, AL
Dannelly Field ANGB	
+ F-16 block 30	From Great Falls IAP AGS, MT
+ ANG Fire fighters	From Birmingham IAP AGS, AL
Maxwell AFB	
+ C-130H	From Mansfield-Lahm AGS, OH
- C4ISR RDAT&E Consolidations (Tech)	To Hanscom AFB, MA
- Establish Joint CoE for Religious Functions (E&T)	To Fort Jackson, SC
Redstone Arsenal	
+ Establish Joint Centers for Rotary Wing RDAT&E (Tech)	From Robins AFB, GA
Alaska	
Eielson AFB	
- A-10	To Barksdale AFB, LA; Moody AFB, GA; and back-up aircraft inventory
- F-16 block 40	To Nellis AFB, NV
Elmendorf AFB	
Establish Joint Base-Elmendorf-Rich. (HSA)	From Fort Richardson, AK
+ C-130H	From Dyess AFB, TX
+ ANG Wing	From Kulis AGS, AK
+ C-130H, HC-130N, HH-60	From Kulis AGS, AK
- F-15E	To Mountain Home AFB, ID
- F-15C/D	To Langley AFB, VA

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Kulis AGS	
- ANG Wing	To Elmendorf AFB, AK
- C-130H, HC-130N, HH-60	To Elmendorf AFB, AK
Arizona	
Air Force Research Lab Mesa City	
- Defense Research Service Led Labs (Tech)	To Wright-Patterson AFB, OH
Luke AFB	
- Regional Supply Sq manpower	To Logistics Readiness Sq Langley AFB, VA
- F-16 Blk 25 & 42	To retire
- F-16 Blk 32	To Fresno Air Terminal AGS, CA
- JSF Initial Joint Trng Site (E&T)	To Eglin AFB, FL
Phoenix Sky Harbor IAP AGS	
+ KC-135R	From Birmingham IAP AGS, AL
Arkansas	
Fort Smith Regional Apt. AGS	
- F-16 block 32	To Fresno Air Terminal AGS, CA; and to retire
- F-16 block 25	To retire
- Fire fighters	To Savannah IAP AGS GA; and Tulsa IAP AGS, OK
Little Rock AFB	
+ C-130E/H	From: Niagara Falls ARS, NY, Schenectady Apt AGS, NY, Reno-Tahoe IAP AGS, NV, Mansfield-Lahm Mncpl Apt AGS, OH, Pope AFB, NC, Dyess AFB, TX, General Mitchell ARS, WI
+/- C-130J	Transfer from active duty to ANG at Little Rock
- C-130 E	To retire and back up aircraft inventory
- C-130J	To Quonset State Apt. AGS RI; Channel Islands AGS, CA, and Little Rock AFB, AR (ANG)
- Regional Supply Sq manpower	To Logistics Readiness Sq, Scott AFB, IL

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

California	
Beale AFB	
- AFRC Air Refueling Wing	Realign in place for emerging missions
- KC-135R	To Selfridge ANGB MI; and McGhee Tyson Apt. AGS, TN
Channel Islands AGS	
+ Expeditionary Combat Support (Aerial Port)	From Reno-Tahoe IAP AGS, NV
+ C-130J	From Little Rock AFB, AR, and Martin State AGS, MD
- C-130E	To retire
NAS China Lake	
+ Establish Joint Centers for Fixed Wing RDAT&E (Tech)	From Wright-Patterson AFB, OH
Edwards AFB	
+ Maritime/ Air & Space C4ISR RDAT&E (Tech)	From Eglin AFB, FL
- Department of Defense Joint Regional Correctional Facilities (HSA)	To Marine Corps Station Miramar, San Diego, CA
Fresno-Yosemite Air Terminal AGS	
+ Expeditionary Combat Support (Fire fighters)	From Reno-Tahoe IAP AGS, NV
+ F-16 block 32	From Luke AFB, AZ, Fort Smith Mncpl. Apt. AGS, AR, and Nellis AFB, NV
March ARB	
- ANG KC-135R	To March (AFRC) ARB, CA; Pease International Tradeport AGS, NH; McGhee-Tyson ANGB, TN; and McConnell AFB, KS
MCAS Miramar	
- Joint Strike Fighter Initial Trng Site (E&T)	To Eglin AFB, FL

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Onizuka AFS	
- AF Satellite Control Network backup	To Vandenberg AFB, Ca
Vandenberg AFB	
+ AFRC Air Refueling Wing Expeditionary Combat Support	From Portland IAP AGS, OR
+ AF Satellite Control Network backup	From Onizuka AFS Sunnyvale, CA
Colorado	
Buckley AFB	
+ F-16	From Springfield-Beckley
Buckley AFB Annex	
+ Consolidate Defense Finance and Accounting Functions (HSA)	From Offutt AFB, NE
- Consolidate/Co-locate Personnel & Recruiting Centers for Army, Navy, and Air Force (HSA)	To Randolph AFB, TX
- Consolidate/Co-locate Active and Reserve Personnel & Recruiting Centers for Army, Navy, and Air Force (HSA)	To Robins AFB, GA
Colorado Springs	
- Co-locate Military Investigation Agencies (HSA)	To Peterson AFB, CO
Fort Carson	
+ Convert Inpatient Services to Clinics (Med)	From USAF Academy, CO
Peterson AFB	
+ Co-locate Service Investigation Agencies (HSA)	From Colorado Springs, CO
+ C-130Hs	From Dyess AFB
USAF Academy	
- Convert Inpatient Services to Clinics (Med)	To Fort Carson, CO

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Connecticut	
Bradley IAP AGS	
+ Centralized Intermediate Repair Facility	From Barnes AGS, MA, Selfridge ANGB, MI, Shaw AFB, SC, Martin State AGS, MD
+ Air Sovereignty Alert facility	From Otis ANGB, MA
- A-10	To Barnes Mncpl Apt AGS, MA, and to retire

Delaware	
Dover AFB	
+ Expeditionary Combat Support (Aerial Port & Fire fighters)	From New Castle County Apt. AGS, DE
+ Establish National Military Medical Center and realign Air Force Institute of Pathology (Med)	From Walter Reed Army Medical Center, DC
New Castle County Apt. AGS	
- C-130H	To Charlotte/Douglas IAP AGS, NC; and Savannah IAP AGS, GA
- Flying related Expeditionary Combat Support	To McGuire State AGS, RI; and Dover AFB, DE

Florida	
Eglin AFB	
+ Expeditionary Combat Support (AFRC) manpower	From Willow Grove ARS, PA
+ JSF Initial Joint Trng Site (E&T)	From MCAS Miramar, CA, Luke AFB, AZ, NAS Oceana, VA, NAS Pensacola, Fl, Sheppard AFB, TX
+ Relocate Wpns /Armaments RDAT&E Ctrs (Tech)	From Fort Belvoir, VA, and Hill AFB, UT
+ Relocate 7th SFG (Army)	From Fort Bragg, NC
- Regional Supply Sq manpower	To Logistics Support Center, Scott AFB, Ill
- Maritime /Air & Space C4ISR RDAT&E (Tech)	To Edwards AFB, CA
Homestead ARB	
+ F-16 block 30	From Hill AFB, UT, and Richmond IAP AGS, VA

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Jacksonville IAP AGS	
+ F-15C	From Otis ANGB, MA, and Mountain Home AFB, ID
- F-100 engine intermediate maintenance	To Centralized Intermediate Repair Facility at NAS New Orleans ARS, LA (ANG)
MacDill AFB	
+ Air Refueling Wing (AFRC--personnel only)	From Selfridge ANGB, MI
+ KC-135R	From Grand Forks AFB, ND
- Convert inpatient services to clinics (Med)	N/A
Patrick AFB	
- Integrated Wpns /Armaments RDAT&E Ctrs (Tech)	To Sub Base Kings Bay, GA
NAS Pensacola	
+ DoD Undergraduate Pilot and NAV/ NFO/ CSO training (E&T)	From Randolph AFB, TX
- JSF Initial Trng Site (E&T)	To Eglin AFB, FL
- Create CoE for Chem/Bio/Rad (Med)	To Wright-Patterson AFB, OH
Tyndall AFB	
+ F-15 Avionics Centralized Intermediate Repair Facility	From Langley AFB, VA
- F-100 engine intermediate maintenance	To Centralized Intermediate Repair Facility at NAS New Orleans ARS, LA (ANG)
- Create CoE for Chem/Bio/Rad (Med)	To Aberdeen Proving Grounds, MD
Georgia	
NAS Atlanta	
- Close NAS Atlanta, GA; (Navy)	To Dobbins ARB, GA, Robins AFB, GA
Dobbins ARB	
+ C-130H	From Gen Mitchell ARS, WI
+ Naval Air Reserve and Navy Marine Corps Reserve Center (Navy)	From NAS Atlanta, GA

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Sub Base Kings Bay	
+ Integrated Wpns /Armaments RDAT&E Ctrs (Tech)	From Patrick AFB, FL
Moody AFB	
+ A-10	From Pope AFB, GA, and Eielson AFB, AK
+ ALQ-184 maint. manpower for Centralized Intermediate Repair Facility	From Shaw AFB, SC
- T-6, T-38 (E&T)	To Columbus AFB, MS, Laughlin AFB, TX, Randolph AFB, TX, Sheppard AFB, TX, Vance AFB, OK
Savannah IAP AGS	
+ C-130H	From New Castle County Apt. AGS, DE
+ Fire fighter positions	To Fort Smith Mncpl. Apt. AGS, AR
Robins AFB	
- KC-135R	To McConnell AFB, KS
+ 202 EIS, Middle Georgia Rgnl. Apt., Macon	To Robins AFB, GA
+ Storage and distribution functions (S&S)	Various locations
+ Consolidate service ICPs under DLA (S&S)	From Hill AFB, UT; Lackland AFB, TX; Tinker AFB, OK; Wright-Patterson AFB, OH
+ Privatized supply, storage and distribution (S&S)	Various locations
+ AH-1 Cobra helicopter (Navy)	From NAS Atlanta, GA
+ Consolidate/Co-locate service personnel & recruiting centers (HSA)	From Air Reserve Personnel Center, CO
- Consolidate civilian personnel offices within each service and the defense agencies (HSA)	To Randolph AFB, TX
- Consolidate/Co-locate service personnel & recruiting centers (HSA)	To Randolph AFB, TX
- Establish Joint Centers for Fixed Wing Air Platform RDAT&E (Tech)	To Wright-Patterson AFB, OH
- Establish Joint Centers for Rotary Wing Air Platform RDAT&E (Tech)	To Redstone Arsenal, AL

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Hawaii	
Hickam AFB	
+ KC-135R	From Grand Forks AFB, ND
- RSS positions	To Logistics Support Center, Langley AFB, VA,
Establish Jnt Bases (Hickam/Pearl Harbor) (HSA)	N/A
Idaho	
Boise Air Terminal AGS	
+ A-10	From Willow Grove ARS, PA
- C-130H	To Cheyenne AGS, WY
Mountain Home AFB	
+ F-15E	From Elmendorf AFB, AK
- F-16 block 52	To McEntire AGS, SC; Nellis AFB, NV; and back-up aircraft inventory
- F-15C	To Nellis AFB, NV; Jacksonville IAP AGS, FL; and to retire
Illinois	
Capital Mncpl. Apt. AGS	
+ F-100 Engine Centralized Intermediate Repair Facility	From Truax, AGS, WI; Joe Foss Field AGS, SD; Des Moines AGS, IA; Fort Wayne AGS, IN; and Lackland AFB, TX
- F-16 block 30	To Fort Wayne IAP AGS, IN
- Fire fighters	To Dane County Rgnl Apt.-Truax Field AGS, WI
Greater Peoria Regional Apt. AGS	
+ C-130H	From Nashville IAP AGS, TN
Scott AFB	
+ KC-135R	From Grand Forks AFB, ND
- KC-135E	To retire
+ Logistics Readiness Sq	From Hurlburt AFB, FL; Little Rock AFB, AR; and Altus AFB, OK
+ Fire fighters	From Lambert-St Louis IAP AGS, MO
+ Co-locate TRANSCOM Components	From Alexandria/I-395 Annex, VA, Fort
(HSA)	Eustis VA, Norfolk VA

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

- Disestablish inpatient capabilities at Scott AFB (Med)	N/A
Indiana	
Fort Wayne IAP AGS	
+ F-16 block 30	From Capital Apt. AGS, IL, and Hulman Regional Apt. AGS, IN
- F-16 block 25	To retire
- F-110 intermediate maintenance	To Capital AGS, IL
Grissom ARB	
- Close Navy Marine Corps Reserve Center (Navy)	
Hulman Regional Apt. AGS	
- F-16 block 30	To Fort Wayne IAP AGS, IN; and to retire
Iowa	
Des Moines IAP AGS	
+ F-16 block 30	From Great Falls IAP AGS, MT, Springfield Beckley Mncpl. Apt. AGS, OH, and Richmond IAP AGS, VA
- F-16 block 42	To Toledo Express Apt. AGS, OH; and Tulsa IAP AGS, OK
- F-110 intermediate maintenance	To Capital AGS, IL
Sioux Gateway AGS	
+ KC-135R	From Fairchild AFB, WA (ANG)
+ Regional Supply Sq manpower	From LRS Langley AFB, VA
- KC-135E	To retire
Kansas	
Forbes Field AGS	
+ KC135R	From McConnell AFB, KS (ANG), and Portland IAP, OR (AFRC)
- KC-135E	To retire
+ ANG ops and maintenance manpower	From McConnell AFB, KS (ANG)

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

McConnell AFB	
+ KC-135R	From Grand Forks AFB, ND, Robins AFB, GA, March ARB, CA
- KC-135R	To Forbes Field AGS, KS
+ Standard Air Munitions Package (STAMP)/Standard Tank, Rack, Adaptor, and Pylon Packages (STRAPP)	From Lackland AFB, (Medina Annex), TX
- ANG Air Refueling Wing ops and maint. manpower	To Forbes Field AGS, KS

Kentucky	
Louisville IAP AGS	
+ Aerial Port Squadron (ANG)	From Mansfield-Lahm Mncpl. Apt. AGS, OH
+ C-130H	From Nashville IAP AGS, TN

Louisiana	
Barksdale AFB	
+ A-10	From Eielson AFB, AK, and NAS New Orleans ARS, LA
New Orleans ARS	
+ Centralized Intermediate Repair Facility (ANG)	From Tyndall AFB, FL; and Jacksonville AGS, FL
- AFRC A-10	To Whiteman AFB, MO; and Barksdale AFB, LA
- AFRC WG HQ element	To Nellis AFB, NV
- AFRC Expeditionary Combat Support	To Buckley AFB, CO
+ ANG F-15C	From Portland IAP AGS, OR
+ 214th EIS (geographically separated unit)	From Jackson Barracks, New Orleans, LA

Maine	
Bangor IAP AGS	
+ KC-135R	From Birmingham AGS, AL, Key Field AGS, MS, and Niagara AGS, ME
- KC-135E	To retire

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Maryland	
Aberdeen Proving Grounds	
+ 311 Human Sys. WG (Med)	From Brooks City-Base, TX
- Create CoE for Chem/Bio/Rad (Med)	From Brooks City-Base, TX, Tyndall AFB, FL
Andrews AFB	
+ F-16 block 30	From Cannon AFB, NM
- Air Force Flight Standards Agency	To Will Rogers Apt. AGS, OK
- C-21	To Will Rogers Apt. AGS, OK
- Air Force Flight Standards Agency support personnel	To Tinker AFB, OK
+ Co-locate miscellaneous USAF leased locations and National Guard HQ (HSA)	From Alexandria/I-395 Annex, VA, Crystal City, VA, Rosslyn - Ballston, VA
- Disestablish Andrews AFB inpatient services (Med)	N/A
- Co-locate service investigation agencies (HSA)	To MCB Quantico, VA
NNMC Bethesda	
+ Co-locate Service and DoD Medical Activities (HSA)	From Bolling AFB, DC
+ Consolidate Extramural Research Prgm Mgrs	From Arlington, VA
Martin State Apt. AGS	
+ A-10	From Willow Grove ARS, PA
- C-130J	To Channel Islands AGS, CA; and Quonset State Apt. AGS, RI
- Engine intermediate maintenance	To Bradley IAP AGS, CT
Fort Meade	
+ Collocate Defense/Service Adjudication Activities at Ft Meade (HSA)	From Bolling AFB, DC
NAS Pax River	
+ Establish Joint Centers for Rotary Wing RDA, &T&E (Tech)	From Wright-Patterson AFB, OH

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Massachusetts	
Barnes Mncpl. Apt. AGS	
+ A-10	From Bradley IAP AGS, CT
- TF-34 engine intermediate maintenance	To Bradley IAP AGS, CT
Hanscom AFB	
+ C4ISR RDAT&E Consolidations (Tech)	From Lackland AFB, TX, Maxwell AFB, AL, Wright-Patterson AFB, OH
- Defense Research Service Led Labs (Tech)	To Kirtland AFB, NM, Wright-Patterson AFB, OH
Otis ANGB	
- F-15C	To Jacksonville IAP, FL and Atlantic City IAP AGS, NJ
- Fire fighters	To Quonset State Apt. AGS, RI
Westover ARB	
+ Armed Forces Reserve Center (Army)	From Chicopee, MA
Michigan	
Selfridge ANGB	
+ ANG KC-135R	From Selfridge (AFRC) ANGB, MI, and Beale AFB, CA
+ A-10	From W K Kellogg Apt. AGS, MI, Willow Grove ARS, PA
- AFRC KC-135R	To Selfridge ANGB, MI
- F-16 block 30	To retire
- C-130E	To retire
- Engine Intermediate Maintenance	To Bradley IAP AGS, CT
W. K. Kellogg Apt. AGS	
- A-10	To Selfridge ANGB, MI
Minnesota	
Duluth IAP AGS	
- F-16 block 25	To retire
Mississippi	
Columbus AFB	
+ T-6 (E&T)	From Moody AFB, GA

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Keesler AFB	
-Disestablish inpatient capabilities at Kessler AFB (Med)	N/A
Key Field AGS	
- KC-135R	To General Mitchell Apt. AGS, WI; McGhee-Tyson Apt. AGS, TN; Bangor Apt. AGS, ME; and back-up aircraft inventory
Missouri	
Lambert-St Louis IAP AGS	
- F-15	To Nellis AFB, NV; and Atlantic City IAP AGS, NJ
- Fire fighters	To Scott AFB, IL
Rosecrans Memorial Apt. AGS	
+ C130Hs	From Will Rogers World Apt. AGS, OK
+ Aeromedical Squadron	From Will Rogers World Apt. AGS, OK
Whiteman AFB	
+ A-10	From NAS New Orleans ARS, LA
Montana	
Great Falls IAP AGS	
- F-16 block 30	To Dannelly Field AGS, AL; Des Moines IAP AGS, IA; and to retire
- Fire fighters and Expeditionary Combat Support elements	To Malmstrom AFB, MT
Malmstrom AFB	
+ Armed Forces Reserve Center	From Galt Hall USARC, MT
Nebraska	
Offutt AFB	
+ Expeditionary Combat Support (AFRC-non-flying) manpower	From Pittsburgh IAP ARS, PA
- Consolidate Defense Finance and Accounting System (HSA)	To Buckley AFB Annex, CO

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Nevada	
Nellis AFB	
+ F-15C	From Lambert-St Louis IAP AGS, MO, and Mountain Home AFB, ID
+ F-16 block 40	From Cannon AFB, NM, and Eielson AFB, AK
+ ANG operations and maintenance manpower (associate)	From Reno-Tahoe IAP AGS, NV
+ AFRC wing HQ element	From New Orleans ARS
+ F-16 block 52	From Mountain Home AFB, ID
- F-16 block 42	To Tulsa IAP AGS, OK; and to retire
- F-16 block 32	To Fresno Air Terminal AGS, CA; and to retire
Reno-Tahoe IAP AGS	
- C-130H	To Little Rock AFB, AR
- Expeditionary Combat Supports (flying)	To Channel Islands AGS, CA (Aerial Port); and Fresno Air Terminal AGS, CA (Fire fighters)
New Hampshire	
Pease International Tradeport AGS	
+ KC-135R	From March (ANG) CA
New Jersey	
Atlantic City IAP AGS	
+ F-15C	From Otis ANGB, MA, Lambert-St Louis IAP AGS, MO, and Portland IAP AGS, OR
- F-16 block 25	To Burlington IAP AGS VT; and to retire
McGuire AFB	
+ H-53, C-130, C-9, C-12, AH-1 (Navy)	From MCRC Johnstown, PA, Willow Grove, PA
Establish Jnt Base (McGuire/Dix/Lakehurst) (HSA)	N/A
Establish Jnt Mobilization Site (McGuire/Dix/Lakehurst) (HSA)	N/A

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

New Mexico	
Cannon AFB	
- F-16	To Dane County Regional APT, Truax Field AGS, WI (block 30); Joe Foss Field AGS, SD (block 30); Kirtland AFB, NM (block 30); Andrews AFB, MD (block 30); Hill AFB, UT (block 40); Nellis AFB, NV (block 40); and back-up aircraft inventory (block 40/50)
Kirtland AFB	
+ F-16 block 30	From Cannon AFB, NM
+ Armed Forces Reserve Center	From Jenkins Armed Forces Reserve Center, NM
+ Defense Research Service Led Laboratories (Tech)	From Hanscom AFB, MA
- Department of Defense Joint Regional Correctional Facilities (HSA)	To MCAS, Miramar, San Diego, CA
New York	
Niagara Falls IAP ARS	
- C-130H	To Little Rock AFB, AR
- KC-135R	To Bangor IAP AGS, MA
- AFRC Expeditionary Combat Support	To Schriever AFS, CO
- AFRC HQ elements	To Langley AFB, VA
Schenectady Apt. AGS	
- C-130H	To Little Rock AFB, AR
Rome Labs	
- Defense led Research labs (selected)	To Wright-Patterson AFB, OH
North Carolina	
Charlotte/Douglas IAP AGS	
+ C-130H	From New Castle County Apt. AGS, DE

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Pope AFB	
+ C-130H	From Yeager AGS, WV and Pittsburgh ARS, PA
+ Expeditionary Combat Support (AFRC)	From Gen Mitchell ARS, WI
- C-130E	To Little Rock AFB, AR
- A-10	To Moody AFB, GA
+ HQ US Army Forces Command and HQ US Army Reserve Command (HSA)	From Fort McPherson, GA
+ US Army Forces Command (HSA)	From Fort Gillem, GA, Ft Dix, NJ
Seymour Johnson AFB	
+ Centralized Intermediate Repair Facility	From Langley AFB, VA
+ KC-135R	From Grand Forks AFB, ND
North Dakota	
Grand Forks AFB	
- KC-135R	To Scott AFB, IL; Seymour-Johnson AFB NC; McConnell AFB, KS; MacDill AFB, FL; and Hickam AFB, HI
Hector IAP AGS	
- F-16 block 15	To retire
+ Armed Forces Reserve Centers (Army)	From Fargo, ND
Ohio	
Mansfield Lahm Apt. AGS	
- C-130H	To Maxwell AFB, AL, and Little Rock AFB, AR
- Aerial Port Sq	To Louisville IAP AGS, KY
- Fire fighters	To Toledo Express APT AGS, OH
+ Armed Forces Reserve Centers (Army)	From Scouten Army Reserve Center, Mansfield, OH; Parrott Army Reserve Center, Kenton, OH
Springfield- Beckley Mncpl. Apt. AGS	
- F-16 block 30	To Des Moines IAP AGS, IA; Buckley AFB, CO; and to retire
- Fire fighters	To Rickenbacker AGS, OH
+ Armed Forces Reserve Centers (Army)	From Springfield OH

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
Toledo Express Apt. AGS	
+ Fire fighters (ANG)	From Mansfield-Lahm Mncpl. Apt. AGS, OH
+ F-16 block 42	From Des Moines AGS, IA
Wright-Patterson AFB	
+ Consolidate service ICPs and transfer to DLA(S&S)	From various
+ Defense Research Service Led Laboratories (Tech)	From Air Force Research Lab Mesa, AZ Hanscom AFB, MA Rome Laboratory,NY
+ Establish Jnt Centers for Fixed Wing Platforms RDAT&E (Tech)	From Hill AFB, UT, Robins AFB, GA, Tinker AFB, OK
+ Realign Air Force Human Systems D&A (Med)	From Brooks City-Base, TX
- C4ISR RDAT&E Consolidations (Tech)	To Hanscom AFB, MA
- Consolidate Civilian Personnel Offices within each Service and the Defense Agencies (HSA)	To Randolph AFB, TX
- Defense Research Service Led Laboratories (Tech)	To Hanscom AFB, MA
- Establish Jnt Centers for Fixed Wing Air Platform RDAT&E (Tech)	To NAS China Lake, CA
- Establish Jnt Centers for Rotary Wing RDAT&E (Tech)	To NAS Pax River, MD
Youngstown-Warren Regional Apt. ARS	
+ Expeditionary Combat Support (Aeromedical) manpower	From Pittsburgh IAP ARS, PA
Oklahoma	
Altus AFB	
- Regional Supply Squadron manpower	To Logistics Support Ctr, Scott AFB, IL
Tinker AFB	
+ AIS BOS personnel	From Randolph AFB, TX
+ KC-135R	From Portland IAP AGS, OR
+ Ops and maint. manpower (for 4 aircraft)	From Portland IAP AGS, OR
- Global Air Traffic Operations Prgm Office	To Will Rogers World Apt. AGS, OK
- Consolidate service ICPs and transfer to DLA(S&S)	To Robins AFB, GA and DLA

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
- Privatize Supply, Storage and Distribution on Specific Commodities (S&S)	
- Storage and Distribution Functions (S&S)	
- Consolidate Civilian Personnel Offices within each Service and the Defense Agencies (HSA)	To Randolph AFB, TX
- Establish Joint Centers for Fixed Wing Air Platform RDAT&E (Tech)	To Wright-Patterson AFB, OH
Tulsa IAP AGS	
+ F-16 block 42	From ANG fighter wing Des Moines, IA, and Nellis AFB, NV
+ Fire fighters	From Fort Smith Mncpl. Apt. AGS, AR
Vance AFB	
+ Armed Forces Reserve Center (Army)	From Robbins United States Army Reserve Center located in Enid, Oklahoma
+ Undergraduate Pilot and NAV/ NFO/ CSO Trng (E&T)	From Moody AFB, GA
Will Rogers World Apt. AGS	
+ Air Force Flight Standards Agency (AFFSA)	From Andrews AFB, MD
+ C-21	From Andrews AFB, MD
+ USAF Advanced Instrument School	From Randolph AFB, TX
+ Global Air Traffic Operations Program Office	From Tinker AFB, OK
- C-130H	To Carswell ARS, TX; and Rosecrans Memorial Air Port AGS, MO
- Aeromedical Squadron, Fire fighters	To Rosecrans Memorial Apt. AGS, MO
- Aerial Port	To Carswell ARS, TX
Oregon	
Portland IAP AGS	
- KC-135R	To Tinker AFB, OK (AFRC); Forbes AGS, KS, and to back-up aircraft inventory
- F-15C	To Atlantic City IAP AGS, NJ; NAS JRB New Orleans, LA
- AFRC Air Refueling Wing ops and maint. manpower	To Tinker AFB, OK

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
- AFRC Air Refueling Wing Expeditionary Combat Support	To Vandenberg AFB, CA
- Rescue squadron (AFRC)	To McChord AFB, WA
- EIS (Jackson Barracks)	To NAS New Orleans, LA
Pennsylvania	
MCRC Johnstown	
- Close NAS JRB Willow Grove, PA, Realign Cambria Apt (Johnstown), PA; (Navy)	To McGuire AFB, NJ
Pittsburgh IAP-ARS	
- C-130H	To Pope/Ft Bragg, NC
- Expeditionary Combat Support (Aeromedical)	To Youngstown-Warren Regional Apt. ARS, OH
- Expeditionary Combat Support (non-flying) elements	To Offutt AFB, NE
Tobyhanna	
+ Realign all depot maintenance workload and capability (Ind)	From Lackland AFB, TX
Willow Grove ARS	
- C-130E	To retire
- A-10	To Boise Air Terminal AGS, ID; Martin State Apt. AGS, MD; Selfridge ANGB, MI; Retire
- Expeditionary Combat Support (AFRC) manpower	To Eglin AFB, FL
- Close NAS JRB Willow Grove, PA, Realign Cambria Apt, PA (Navy)	To McGuire AFB, NJ
Rhode Island	
Quonset State Apt. AGS	
+ Fire fighters	From Otis ANGB, MA
+ C-130J	From Martin St., MD and Little Rock AFB, AR
+ Expeditionary Combat Support (Aeromedical Sq)	From New Castle County Apt. AGS, DE
- C-130E	To retire

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

South Carolina	
Charleston AFB	
Establish Jnt Base (Charleston AFB/NAS Charleston) (HSA)	N/A
Fort Jackson	
+ Establish Joint CoE for Religious Functions (E&T)	From Maxwell AFB, AL
McEntire AGS	
+ F-16 block 52	From Mt Home AFB, ID
Shaw AFB	
- TF-34 engine intermediate maintenance	To Bradley IAP AGS, CT and Moody AFB, GA
- ALQ-184 intermediate maintenance manpower	To Langley AFB, VA
+ 3d Army Headquarters (Army)	From Fort McPherson, GA
South Dakota	
Ellsworth AFB	
- B-1B	To Dyess AFB, TX
Joe Foss Field AGS	
+ F-16 block 30	From Cannon AFB, NM
- F-110 intermediate maintenance	To Capital AGS, IL
Tennessee	
McGhee-Tyson Apt. AGS	
+ KC-135R	From Key Field AGS, MS, Birmingham IAP AGS, AL, Beale AFB, CA, and March (ANG), CA
- KC-135E	To retire
Nashville IAP AGS	
- C-130H	To Greater Peoria Apt. AGS, IL; Louisville IAP AGS, KY
- Expeditionary Combat Support (Fire fighters & Aerial Port)	To Memphis IAP AGS, TN

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
- Expeditionary Combat Support (Aeromedical)	To Carswell ARS, TX
Texas	
Carswell ARS	
+ C-130H	From Will Rogers World Apt. AGS, OK
+ F-16 block 30	From Hill AFB, UT
+ Aeromedical ECS	From Nashville
Dyess AFB	
+ B-1B	From Ellsworth AFB, SD
- C-130H	To Elmendorf AFB, AK; Peterson AFB, CO and Little Rock AFB, AR
+ Armed Forces Reserve Center	From Grimes United States Army Reserve Center, Abilene, Texas
Lackland AFB	
+ F-16 block 30	From Springfield-Beckley IAP, AGS, OH
- Standard Air Munitions Package (STAMP)/Standard Tank, Rack, Adaptor, and Pylon Packages (STRAPP) (Medina Annex)	To McConnell AFB, KS
- F-110 Intermediate Maintenance	To Capital AGS, IL
+ Establish Joint Base (Lackland/Ft. Sam Houston/Randolph) (HSA)	Realign
- Department of Defense Joint Regional Correctional Facilities (HSA)	To Ft Leavenworth, KS
- Disestablish Inpatient Facility (Med)	To Fort Sam Houston, TX
- Transfer Service ICPs to DLA and Consolidate (Include DLRs) (S&S)	To Robins AFB, GA and DLA
- C4ISR RDAT&E Consolidations (Tech)	To Hanscom AFB, MA
- Establish Joint CoE for Culinary Trng (E&T)	To Fort Lee, VA
- Joint Center for Consolidated Transportation Management Trng (E&T)	To Fort Lee, VA
- Realign all depot maintenance workload and capability (Ind)	To Tobyhanna, PA
+ AFRC Expeditionary Combat Support	From Nashville
Randolph AFB	

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
+ Establish Joint Base (Lackland/Ft. Sam Houston/Randolph) (HSA)	N/A
+ Consolidate Civilian Personnel Offices within each Service and Defense Agencies (HSA)	From Bolling AFB, DC, Hill AFB, UT, Robins AFB, GA, Tinker AFB, OK, Wright-Patterson AFB, OH, Air Reserve Personnel Center, CO, Robins AFB, GA
+ Undergraduate Pilot and NAV/ NFO/ CSO Trng (E&T)	From Moody AFB, GA
- Undergraduate Pilot and NAV/ NFO/ CSO Trng (E&T)	To NAS Pensacola, FL
- Advanced Instrument School (AIS)	To Will Rogers, OK
Sheppard AFB	
+ T-6, T-38 (E&T)	From Moody AFB, GA
- Disestablish Medical Wing Inpatient Facility (Med)	To Fort Sam Houston, TX
- JSF Initial Joint Trng Site (E&T)	To Eglin AFB, FL
Brooks City – Base	
- USAF School of Aerospace Medicine, Institute of Operational Health, 311 Human Sys. WG, AF Research lab and assorted AF medical functions	To Wright-Patterson AFB, OH, Randolph AFB, TX, Lackland AFB, TX, Ft Sam, TX, and Aberdeen Prov. Gnd., MD
Utah	
Hill AFB	
+ F-16 block 40	From Cannon AFB, NM
- F-16 block 30	To Homestead ARB, FL; Carswell ARS, NAS Fort Worth JRB, TX
- Privatize Supply, Storage and Distribution on Specific Commodities (S&S)	To Tinker AFB, OK
- Consolidate Service ICPs / transfer to DLA (S&S)	To Robins AFB, GA and DLA
- Storage and Distribution Functions (S&S)	To Various
- Consolidate Civilian Personnel Offices within each service and the Defense Agencies (HSA)	To Randolph AFB, TX
- Establish Joint Centers for Fixed Wing Air Platform RDAT&E (Tech)	To Wright-Patterson AFB, OH
- Relocate Wpns /Armaments RDAT&E Ctrs (Tech)	To Eglin AFB, FL

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Vermont	
Burlington IAP AGS	
+ F-16 block 25	From Atlantic City IAP AGS, NJ
Virginia	
Langley AFB	
+ ANG Fighter wing manpower	From Richmond IAP AGS, VA
+ F-15C	Elmendorf AFB, AK
+ Logistics Readiness Sq	From Hickam AFB, HI; and Luke AFB, AZ
+ ALQ-184 intermediate maintenance manpower	From Shaw AFB, SC
- F-15 avionics intermediate maintenance	To Tyndall AFB, FL (Centralized Intermediate Repair Facility)
- F-100 engine intermediate maintenance	To Seymour Johnson AFB, NC
+ Establish Jnt Base (Langley AFB/North Hampton Roads) (HSA)	N/A
Richmond IAP (Byrd Field) AGS	
- F-16 block 30	To Des Moines IAP AGS, IA; Homestead ARB, FL; back-up aircraft inventory
- ANG Fighter wing manpower	To associate at Langley AFB, VA
MCB Quantico	
+ Co-locate Service Investigation Agencies (HSA)	From Andrews AFB, MD
Fort Lee	
+ Establish Joint CoE for Culinary Trng (E&T)	From Lackland AFB, TX
+ Joint Center for Consolidated Transportation Management Trng (E&T)	From Lackland AFB, TX
Air Force Research Lab/AFOSR, Arlington, VA	
- Consolidate Extramural Research Program Managers (Tech)	To NNMC Bethesda

Disposition of Units and Aircraft Organization and Aircraft Moves by State (+) = inbound assets; (-) = outbound assets	
Alexandria/I-395 Annex	
- Co-locate miscellaneous USAF leased locations and National Guard HQs (HSA)	To Andrews AFB, MD
- Co-locate TRANSCOM components (HSA)	To Scott AFB, IL
Fort Belvoir	
- Relocate Wpns /Armaments RDAT&E Ctrs (Tech)	To Eglin AFB, FL
Crystal City Lease	
- Co-locate miscellaneous USAF leased locations and National Guard HQs (HSA)	To Andrews AFB, MD
Fort Eustis	
- Co-locate TRANSCOM components (HSA)	To Scott AFB, IL
NAS Oceana	
- JSF Initial Joint Trng Site (E&T)	To Eglin AFB, FL
Norfolk VA	
- Co-locate TRANSCOM components (HSA)	To Scott AFB, IL
Rosslyn - Ballston Corridor	
- Co-locate miscellaneous USAF leased locations and National Guard HQs (HSA)	To Andrews AFB, MD
Washington	
Fairchild AFB	
- KC-135R (ANG)	To Sioux Gateway Apt. AGS, IA
- Four Lakes--256CBCS, and Spokane--242 CBCS	Consolidate on Fairchild AFB, WA
+ Armed Forces Reserve Center	From Mann Hall Army Reserve Center and Walker Army Reserve Center in Spokane, WA
McChord AFB	
+ Rescue squadron (AFRC)	From Portland IAP AGS, OR

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

Establish Jnt Base (Ft Lewis/McChord AFB) (HSA)	
- Establish Jnt Mobilization Site (Ft Lewis/McChord AFB) (Army)	
- Realign medical care (Med)	To Fort Lewis, WA
Fort Lewis	
+ Realign medical care (Med)	From McChord AFB, WA
West Virginia	
Eastern W.V. Regional Apt Shepherd Field AGS	
+ Expeditionary Combat Support (Aerial Port & Fire fighters)	From Yeager Apt. AGS, WV
Yeager Apt. AGS	
- C-130H	To Pope/Fort Bragg, NC
- Expeditionary Combat Support (Aerial Port & Fire fighters)	To Eastern West Virginia Regional Apt./Shepherd Field AGS, WV
Wisconsin	
General Mitchell International Apt AGS	
+ KC-135R	From Key Field AGS, MS
General Mitchell ARS	
- C-130H	To Little Rock AFB, AR; and Dobbins ARS, GA
- AW Ops, maintenance, and Expeditionary Combat Support manpower	Pope/Ft Bragg, NC
Dane County Regional (Truax Field) AGS	
+ F-16 block 30	From Cannon AFB, NM
+ Expeditionary Combat Support (Fire fighters)	From Capital Apt. AGS, IL
- F-110 intermediate maintenance	To Capital AGS, IL
Wyoming	
Cheyenne Mncpl. Apt. AGS	
+ C-130H	From Boise Air Terminal AGS, ID

Disposition of Units and Aircraft
Organization and Aircraft Moves by State
(+) = inbound assets; (-) = outbound assets

F.E. Warren AFB	
+ Army Aviation Support Facility (AASF) to FE Warren AFB, WY (Army)	From Wyoming Army National Guard (WYARNG) AASF, Cheyenne, WY

Districts and Possessions	
Washington, DC	
Anacostia Annex	
+ Consolidate Extramural Research Program Managers (Tech)	From Air Force Research Lab/AFOSR, Arlington, VA
Bolling AFB	
Establish Joint Base (Bolling/Anacostia) (HSA)	
- Collocate Defense/Service Adjudication Activities at Ft Meade, MD (HSA)	To Fort Meade, MD
- Co-locate Service and DoD Medical Activities (HSA)	To NNMC Bethesda, MD
- Co-locate the Tri-Service Directed Energy (Med)	To Lackland AFB, TX
- Consolidate Civilian Personnel Offices within each Service and the Defense Agencies (HSA)	To Randolph AFB, TX
- Co-locate selected DIA and Army Analytical Elements at Rivanna Station, Charlottesville, VA (Int)	To Army Analytical Elements, VA
Walter Reed Army Medical Center	
- Establish National Military Medical Center (National Capital Region) – Realign Air Force Institute of Pathology (AFIP) (Med)	To Dover AFB, DE
Guam	
Andersen AFB	
Establish Jnt Base (Andersen/NAS Marianas) (HSA)	N/A

3 Overview of Air Force Analysis Process

3.1 Analytical Basis

The Air Force followed three rules for evaluating its bases. First, military value (facts and judgment) is the primary consideration. Second, treat all bases equally. Third, do not judge installations solely on the mission(s) they perform now.

3.1.1 Selection Criteria

The Secretary of Defense directed the individual services to apply eight criteria to their basing decisions. The first four criteria are elements of military value. By law they are the primary measures of an installation's usefulness. Consequently criteria 1-4 form the analytical basis for recommendations. The Ronald Reagan National Defense Authorization Act (NDAA) for fiscal year 2005 (PL 108-375) amended the language for the selection criteria[1]. Briefly, the eight selection criteria are:

Criterion 1: The current and future mission capabilities and the impact on operational readiness of the total force of the Department of Defense, including the impact on joint warfighting, training, and readiness
Criterion 2: The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.
Criterion 3: The ability to accommodate contingency, mobilization, surge, and future total force requirements at both existing and potential receiving locations to support operations and training.
Criterion 4: The cost of operations and the manpower implications
Criterion 5: The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.
Criterion 6: The economic impact on existing communities in the vicinity of military installations.
Criterion 7: The ability of the infrastructure of both the existing and potential receiving communities to support forces, missions, and personnel.
Criterion 8: The environmental impact, including the impact of costs related to potential environmental restoration, waste management, and environmental compliance activities.

3.1.2 Military Value

The Air Force places strong military value on those characteristics that are either immutable or prohibitively expensive to reconstitute elsewhere. Examples of the former are weather, geography, terrain, demographics, and proximity to operating areas or mission. Examples of the latter are space launch facilities, missile silos, rails, roads, ports, and basic

airfield infrastructure like runways, ramps, and aprons. The analytical focus was not on fungible assets like assigned personnel or portable (non-permanent) equipment--these are aspects of units, not installations. Stated another way, military value is a function of an installation's inherent and organic characteristics, not the characteristics of the units currently based there. We look at this hard-to-reconstitute infrastructure as eight mission capability indices, described later.

3.1.3 Surge

The FY05 NDAA modified the selection criteria, adding surge to criterion three and requiring the services to consider installation surge when making closure and realignment recommendations[2]. OSD Policy Memo Number Seven requires the following to be considered when evaluating surge:

Be capabilities-based
Reflect planned force structure changes
Be a part of formal capacity, military value, and scenario analysis

The Air Force recommendations in this report meet these standards. First, the Air Force planning, programming, budgeting, and execution process has transitioned from threat-based to capabilities-based. As a consequence, the composition of the force structure used to make our recommendations reflects the capabilities the Air Force believes it will need in the next 20 years--not expectations about particular adversaries or areas of the world.

Secondly, the Air Force analysis used the force structure plan included as part of OSD's report to Congress in March 2004 and March 2005.[3] The closure and realignment recommendations contained in this report consider the total excess capacity when determining how much infrastructure the Air Force could close and still retain sufficient capacity to absorb temporary optempo increases, or even permanently bring home all of our overseas forces. In fact, our initial capacity analysis considered just such a worst-case scenario.

Lastly, surge was an explicit consideration in each phase of the formal analysis the Air Force performed. Air Force bases experience three types of surge; local, regional, and strategic. Local mission surge is a surge in operational tempo in response to a situation (or event) that increases local flying. This type of surge is essentially a sortie generation issue and includes events such as increased readiness training and mobilization for deployment. Relevant measures of merit include airspace access and proximity, natural resources, local weather, and proximity to HLD missions. Regional surge is a surge in operational tempo in response to a threat requiring the mobilization and deployment of military forces. Examples are threat-level (posture) changes, response to homeland attack, hurricane evacuation, and runway / taxiway maintenance, which drive base-to-base surge flows. This type of surge is essentially a throughput issue. Examples are an attack on U.S. interests abroad, a humanitarian crisis, or support to sustained military operations. Strategic surge includes large-scale return of forces from overseas or large-scale mobility operations. Relevant measures of merit include wide-body capability, ramp space, base infrastructure (refueling hydrants, cargo handling facilities, etc), weather, and inter-modal logistical connections (rail, road, ports).

During capacity analysis, each major Air Force command reported current capacity (used, total, and excess) at each of their installations. During military value analysis, surge was again an explicit element. The Air Force considered surge in criterion three to better align our process with the intent of the statutory guidance. The attributes and metrics selected to measure surge included ramp space, unconstrained acreage, and the capacity and dispensing rates of base fuel systems.

3.1.4 Installations Considered

The Air Force considered all bases required by statute as well as all bases with a flying mission. One hundred and fifty-seven installations met this threshold, including active, Air National Guard, and Air Force Reserve installations (see Table 5). Of these installations, three were annexes of a nearby parent base so the final number of installations for analysis was 154. All bases were considered equally without regard to whether they had been previously considered or proposed for closure or realignment.

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BRAC 2005 Installations

	Major	Minor	Other	Total
Active	66	3	4	73
Guard	2	66	0	68
Reserve	5	9	2	16
Total	73	78	6	157

An Installation [for BRAC 2005] is defined as a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the DoD including any leased space, which is located within any of the several States, the District of Columbia, the Commonwealth of Puerto Rico, American Samoa, the Virgin Islands, or Guam.

Major & Minor Installations defined by AFPD 10-5

Integrity - Service - Excellence

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Table 5: Air Force Installations Analyzed

3.2 Analytical Tools

The Air Force used a combination of purpose built and service-common tools to analyze bases and make recommendations. The three tools developed for Air Force use during BRAC included a data collection and management tool, a data analysis tool, and a force structure cueing tool. The Air Force Audit Agency (AFAA) audited each of these tools. For standardization, OSD directed all the services to use the same tools for installation imagery and scenario costing.

Although several analytical tools and methodologies were used to help, in the final analysis the Air Force recommendations are the result of extensive deliberations examining potential scenarios and refining component scenarios and phasing to produce a balanced, comprehensive, and interdependent set of recommendations that relocate and consolidate force structure at those bases having generally higher military value while still realizing substantial savings. These recommendations continue the transformation of the Air Force from a Cold War, industrial age force to an information age force structured to confront the challenges posed by an era of unconventional, irregular, and asymmetric threats. The Air National Guard and Air Force Reserve were key to these deliberations and reserve component recruiting and retention demographics were important factors.

3.2.1 Air Force-developed Analytical Tools

The Air Force developed three tools to help develop recommendations. The first tool was used to collect and manage operational and capacity data from our bases. The second tool used this data to derive mission-area military value ratings. The third tool took these ratings, combined them with base capacity information, environmental data, and force structure projections and, using a decision analysis methodology known as goal programming, cued force beddown scenarios. These tools were used sequentially to yield a starting point for deliberation.

Web-based Installation Data Gathering and Entry Tool

The Web-based Installation Data Gathering and Entry Tool (WIDGET) is an Air Force-developed software product used to gather data about Air Force installations. This data was subsequently used to analyze capacity and operational capability to substantiate the Secretary's closure and realignment recommendations. The network environment operated by the Air Force Pentagon Communications Agency (AFPCA) provided the prime user-filter for WIDGET accounts using address restrictions placed on anyone attempting to access WIDGET web pages. WIDGET and the web access are hosted by AFPCA and are incorporated into their operations under existing support agreements between AFPCA and Headquarters Air Force.

The AFAA audited WIDGET and found, as designed WIDGET met the goal of providing an unbroken chain of accountability for installation information. WIDGET was certified net worthy by the Air Force Communications Agency, Scott AFB on 28 October 2004. WIDGET is registered in Systems Compliance Database, the Air Force registry of software systems.

BRAC Analysis Tool (Mission Capability Index)

The second analytical tool was a hierarchical decision support model designed to rate a base's ability to host specific Air Force mission-areas. The BRAC Analysis Tool uses operational data collected by WIDGET and military value criteria and weighting assigned by the BCEG to develop mission-area ratings (called a Mission Compatibility Index, or MCI) for each of the 154 installations being analyzed.

The Air Force's research for BRAC 2005 provided an appreciation of how some of our bases no longer perform the mission they were originally designed for. Consequently the Air Force made a deliberate decision to not pre-judge what mission a base could support and did not

place bases into analytical categories (like “fighter base”). Instead every base was rated on its ability to host eight mission areas:

1. *Fighter*
2. *Bomber*
3. *Tanker*
4. *Airlift*
5. *Special operations / combat search and rescue (includes A-10s)*
6. *Command, Control, Intelligence / Surveillance / Reconnaissance*
7. *Unmanned Aerial Vehicles*
8. *Space Operations*

By rating all bases on each of the eight mission-areas, bases were analyzed across the spectrum of Air Force missions. Using measurable and verifiable data, the analysis tool provides insight into which missions an installation is best suited to host, and/or for a given mission, which installations may best support it.

To do this, the BRAC Analysis Tool uses a hierarchical system with the OSD military value selection criteria (1-4) at the highest level. Organized below these are seven categories of installation attributes. Associated with each attribute category are data gathered from our installations. Figure 5 illustrates of the architecture. The AFAA audited a sample of the formulas and algorithms used by the Analysis Tool and concluded as of 2 December 2004, the Analysis Tool provided acceptable input and output controls and included approved measures.

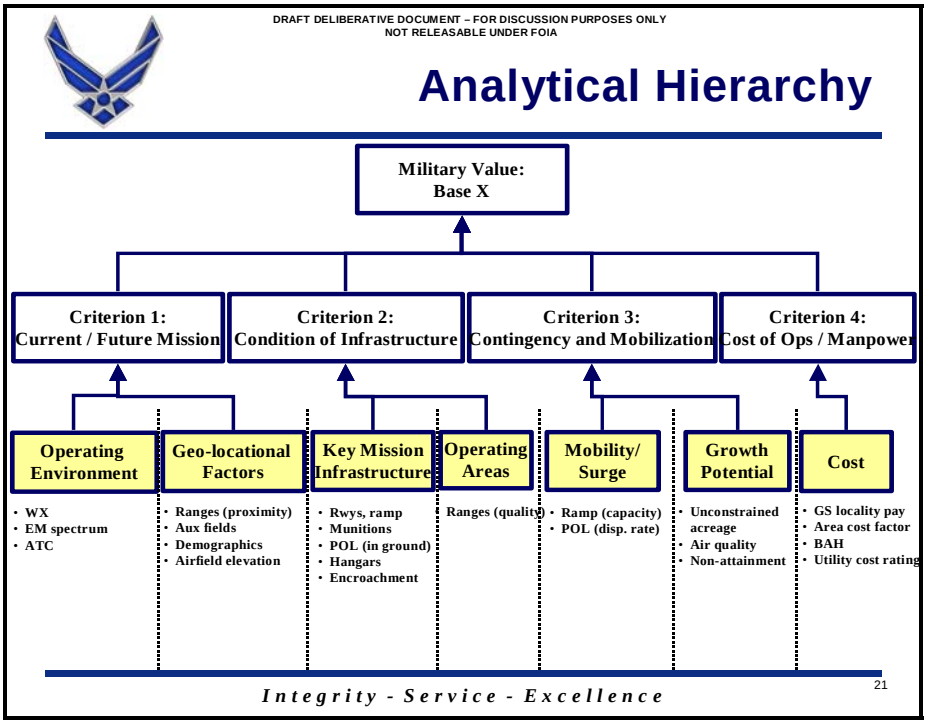

Figure 5: Air Force Analytical Hierarchy

The Air Force Cueing Tool

The Air Force Studies and Analysis Agency (AFSAA) created the Air Force Cueing Tool, which uses Goal Programming to review bases as part of the BRAC process. The Cueing Tool does not propose a list of bases for closure, but instead provides an optimal set of open bases constrained by user input, certified BRAC data and the problem formulation modeled. The Cueing Tool begins with all 154 Air Force Bases included in the solution and the force structure in its existing locations. While the tool provides a starting point on force alignments, the overall analysis process used by the Air Force is what ultimately produces recommendations for closure or realignment.[4]

3.2.2 Service-common Analytical Tools

Installation Visualization Tool (IVT)

IVT provides the BRAC 2005 process a means of viewing imagery and geospatial data in a consistent fashion for all installations meeting BRAC 2005 threshold criterion. BRAC policy memo number one (16 Apr 03, OSD/AT&L) identifies IVT as a tool to be used during the BRAC 2005 process that will enhance the Department's overall ability to manage its infrastructure. The BRAC Infrastructure Steering Group (ISG) developed requirements for using IVT.

IVT provides the ability to visualize the installation and associated range complexes using an overhead (satellite) image of each reservation, installation/range boundary, and significant "exclusion zone" information. Each element is portrayed on a map overlay layer:[5] Figure 6is a sample IVT screen showing the data layers available for the Air Force installations studied.

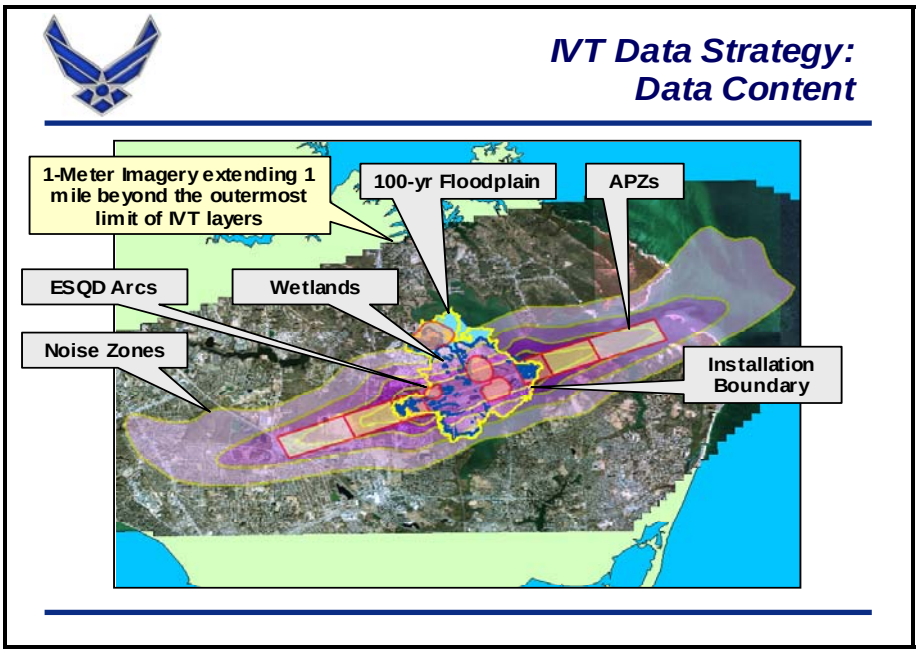

Figure 6: IVT Overlay Data

Cost of Base Realignment Actions (COBRA)

COBRA is an economic analysis model. It estimates the costs and savings associated with a proposed base closure or realignment action using data available to all analysts and users for BRAC 2005. The model output compares the relative cost benefits of proposed realignments and closures. COBRA is not designed to produce budget estimates, but to provide a consistent and auditable method of evaluating and comparing different courses of action.

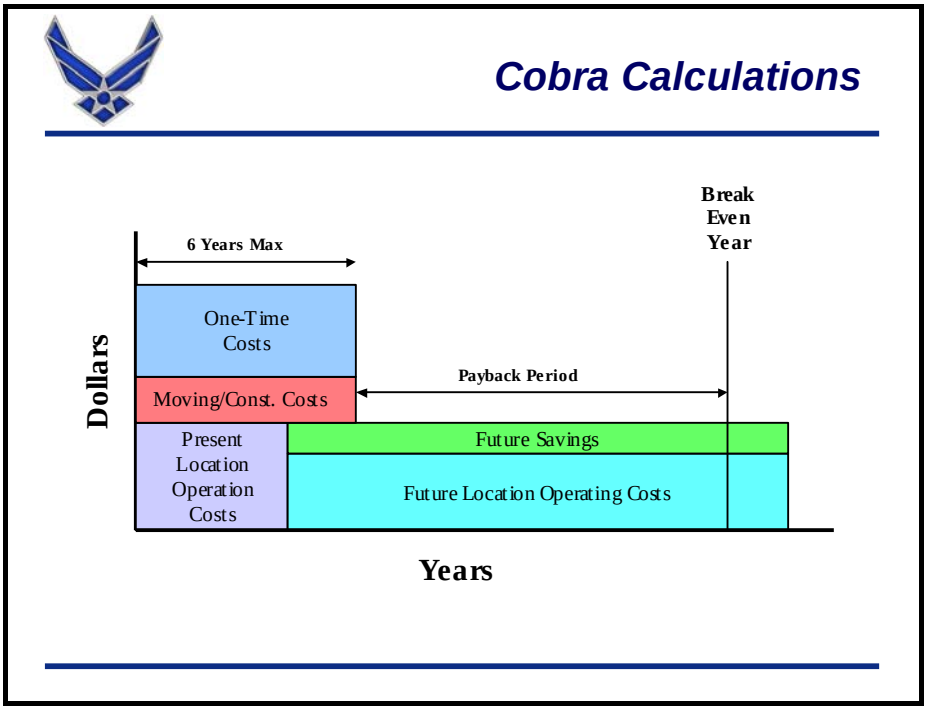

Figure 7: COBRA Time Conventions

COBRA calculates the costs and savings of basing scenarios over a period of 20 years. It assumes all actions (moves, construction, procurements, sales, and closures) occur during the first 6 years (called the "BRAC Implementation Period") thereafter all costs and savings are treated as steady-state. A key COBRA output is the payback year. This is the point in time where accumulated savings equal accumulated costs--in other words, the point when the realignment/closure has paid for itself. The payback period is the period between the end of the realignment action and the payback year.

COBRA calculates and reports the net present value (NPV) for the 20-year planning period of each scenario analyzed. NPV is the present value of future costs of a scenario, minus the present value of future savings from the scenario (discounted at the appropriate rate). All dollar values are measured in constant base-year dollars. This is important because it eliminates artificial distinctions between scenarios based on inflation, while highlighting the effects of timing on scenario options. Costs and savings are calculated for each year of the 20-year planning period.[6] Figure 7 is a graphic depiction of COBRA's time horizon and calculation conventions.

3.3 Analysis Process

3.3.1 Lexicon

The Air Force, in coordination with the other services and the Infrastructure Steering Group (ISG) developed a set of commonly understood terms to describe key concepts in the analysis and recommendation process. A working understanding of this lexicon is useful to understanding Air Force process.

Idea: Concepts for stationing and supporting forces (or functions) that lack the specificity of a proposal or scenario.

Proposal: A specific description of a potential closure or realignment action that has not been declared a scenario by the service's deliberative body.

Scenario: A proposal that has been declared for formal analysis by the service's deliberative body.

Candidate recommendation: A scenario recommended by the service's deliberative body (or the ISG) to the Infrastructure Executive Council (IEC) for SecDef approval.

Recommendation: SecDef-approved recommendations forwarded to the BRAC Commission.

3.3.2 Air Force Recommendation Development Approach

The Air Force deliberative process developed ideas into proposals, which were further refined into potential scenarios. The Air Force Base Closure Executive Group (BCEG) then selected which potential scenarios warranted formal analysis. Selected BCEG-approved scenarios became candidate recommendations, which were ultimately briefed to the ISG for information and submitted to the Infrastructure Executive Committee (IEC) for approval.

3.3.3 Air Force Deliberative Process: Installation Analysis

The first step in the Air Force's deliberative process was installation analysis. This analysis was base-centric and did not involve any potential movement. This analysis was a necessary precursor to scenario and recommendation development. Installation analysis examined capacity and military value.

The Air Force estimated the theoretical capacity for each base using data collected from the field, data available to headquarters Air Force, and weapon system templates provided by the Air Force major commands detailing operational and support requirements needed to host major weapons systems.

The MCI tool gauged the base's mission-specific military value. All bases were evaluated against all mission areas and received an MCI rating for each of the eight mission-areas. The MCI is essentially a measure of relative military value for those aspects of military value that are quantifiable. The MCI tool is a mathematically sound, auditable scoring system to calculate scores for the various missions, criteria, attributes and their mission questions. The MCI tool calculated 716 formulas across 7 attributes in 4 criteria, resulting in 125,510 recorded,

auditable results. The MCI tool automatically tracked which data items were used to compute mission scores and presented information in a manner that allowed the BCEG to link a given score to the exact data used to compute it --i.e. drill down.

3.3.4 Air Force Deliberative Process: Force Structure and Principles

Two other elements were used to move from installation analysis to scenario analysis and recommendation development--force structure and overarching principles about military value discussed earlier.

During analysis, The Air Force used the force structure plan submitted to Congress by the Joint Staff on 15 March 2005. This force structure plan included a 20-year force structure projection (the 2025 Force). Although the focus of our analysis was on the BRAC Implementation Period, the Air Force considered force structure needs beyond 2011 to ensure sufficient capacity for emerging missions.

Additionally, the Air Force identified certain fundamental operational or physical characteristics that were organized into a few enduring principles about basing aerospace forces. Some of these principles could be quantified and modeled; others were used as checks applied to proposed scenarios. By their nature, some imperatives pointed to specific installations, for example space launch, presidential support, or strategic (nuclear) deterrence.

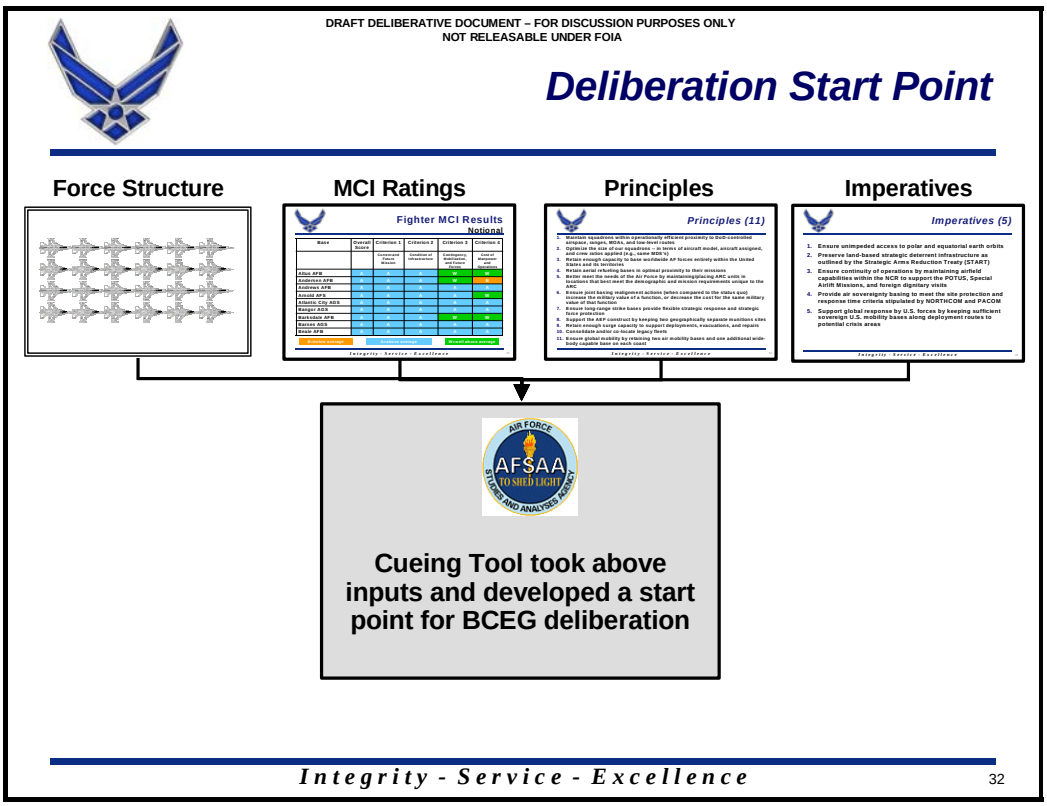

Figure 8: Inputs to Air Force Deliberation

3.3.5 Air Force Deliberative Process: Scenario Analysis

The BCEG used these inputs as entering arguments for the scenario analysis phase of the deliberative process. First, the Cueing Tool was used as a start point for bed down scenarios for the future force structure.

Rather than identifying which bases to close, the Air Force approach was to identify which bases to keep. Consequently, the Cueing Tool arrayed the force structure at a constellation of bases according to a few automated but simplified rules. This output from the Cueing Tool was termed the first look, at which point the Cueing Tool was set aside. The initial force structure deployment was refined by the BCEG in subsequent iterations to remove unrealistic or impracticable actions that the Cueing Tool was unable to recognize, actions that did not improve military value in the aggregate, or that were not supported by compelling military rationale. These subsequent iterations, termed second look, third look, and so on, were refined until a set of potential force structure deployments was reached that conformed to the Air Force principles, did not violate any Air Force imperatives, improved military capability and efficiency and was consistent with sound military judgment.

The BCEG working group and scenario team leads were tasked with developing proposals – related groups of closures or realignments – that would accomplish the force structure deployment approved by the BCEG. The BCEG reviewed the proposals and, sometimes with modifications, selected the most promising to become the scenarios that would undergo formal analysis. Formal analysis consisted of running the potential recommendation through COBRA and developing the information for criteria 6, 7, and 8. The results of formal analysis were briefed to the BCEG, changes made, and formal analysis re-accomplished. This iterative process continued until a set of candidate recommendations was reached that best promoted transformation, provided military value, and was fiscally sound.

During this process scenarios from the other services that affected Air Force installations were worked through the Joint Action Scenario Team (JAST). The three service BRAC directors chartered the JAST to coordinate, manage, and assist in the process of developing joint operational basing scenarios. Opportunities for joint basing were worked into Air Force scenarios and formal analysis and briefed to the BCEG as part of the development of candidate recommendations.

The Joint Cross-Service Groups looked across the services at common functions--Industrial, Supply and Storage, Education and Training, Technical, Headquarters and Support, Medical, and Intelligence. To deconflict and inform Joint Cross-Service Group recommendations affecting Air Force installations, the Air Force BRAC organization dedicated an office to Joint Cross-Service Group liaison (SAF/IEBJ). This organization's sole purpose was to keep the Air Force involved with the Joint Cross-Service Group process and keep the BCEG apprised of Joint Cross-Service Group recommendations affecting Air Force recommendations--and vice-versa. Additionally, SAF/IEBJ sponsored frequent, periodic briefings to the BCEG by the Air Force Joint Cross-Service Group principals.

Lastly the BCEG-approved Air Force candidate recommendations were time-phased to balance maximized payback and minimized disruption to operational and training units. The Air

Force must remain ready to fight and win the nation's wars during the implementation of the BRAC recommendations, so the training and moving implicit in the recommendations need to be phased to ensure this. Within this constraint, the Air Force phased actions as soon as possible to maximize their net present value (NPV).

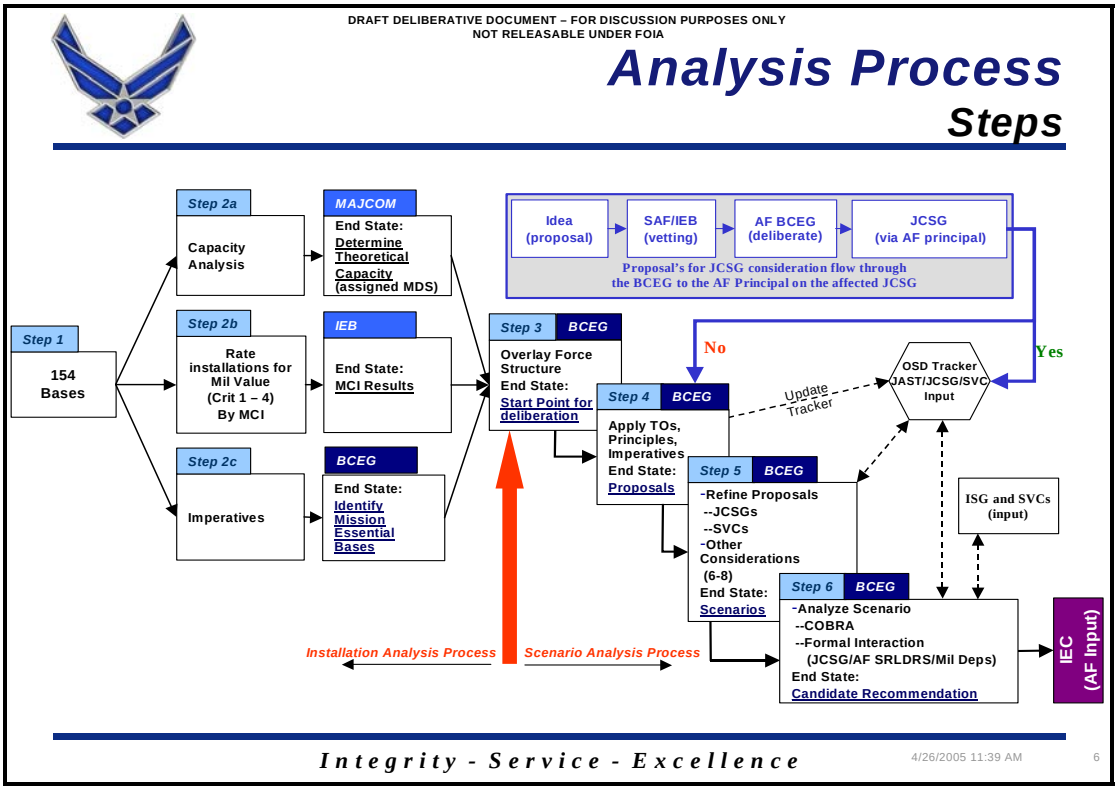

Figure 9: Air Force Deliberative Process

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[1] The final language was published in a 4 Jan 05 memorandum from the acting USD AT&L to the service BRAC leadership.

[2] Specific guidance on measuring surge was provided to the services in USD AT&L's Policy Memo number seven, dated 4 Jan 05.

[3] As required by section 2912 of the 1990 BRAC law (as amended).

[4] Renfro, Tama, Miotke, et. al, *Base Realignment and Closure (BRAC) Cueing Tool (v2.0)*, Air Force Studies and Analysis Agency (AFSAA), 16 Dec 04, unpublished

[5] *DoD Installation Visualization Tool Quality Assurance Plan*, version 1.0, 31 October 2003, unpublished, available from OSD

[6] COBRA User's Manual, page 4

4 Analysis Results

4.1 Capacity Analysis

The Air Force conducted a capacity analysis for bases with a primary flying mission--either host or tenant. Each Major Command evaluated the capacity of its installations to accommodate aircraft force structure above that currently assigned there. For Air Force Materiel Command (AFMC) and Air Force Space Command (AFSPC) installations where a tenant unit had a flying mission(s), the flying mission capacity analysis was performed by the tenant command and coordinated with the command owning the installation. This analysis was based on assigned weapon systems and facility requirements for a standard squadron. This analysis was not performed on installations whose primary mission was evaluated by Joint Cross-Service Groups. For example, the Air Force did not assess capacity on undergraduate flying training bases because the Education and Training Joint Cross-Service Group evaluated those bases.

Each command also assessed non-reconstitutable, precluding factors that would prevent adding force structure, such as buildable acres, range or airspace saturation or insufficient air quality credits. The capacity analysis results were presented to the BCEG by each major command owning the installation. The BCEG used the results of this analysis to assist in identifying potential opportunities for realigning force structure.

In addition to this analysis, the Air Force collected facility data on each installation by facility category. This data was used in a facility assessment computer program to compare existing facility data with manpower and mission requirements to calculate available excess space by facility category without regard to configuration or current use. The excess capacity was used in subsequent scenario analyses to determine facility modification or additional construction requirements.

4.2 Military Value Analysis

As discussed in Chapter 3, all (154) installations included in the Air Force study were rated in each of eight Mission Compatibility Indices (MCIs). The summary results for each index are included here. Each MCI summary contains all 154 bases listed alphabetically. For each MCI, the scores in criteria 1-4 as well as the overall MCI score are presented. Part 2 to Volume V provides detailed information on each question in every MCI.

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Fighter MCI

Fighter MCI (except A-10s)					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	5.32	0.00	5.51	16.80	53.84
Altus AFB	61.43	53.79	62.69	86.47	80.99
Andersen AFB	51.26	37.23	67.15	62.55	0.00
Andrews AFB	64.83	63.23	67.83	65.50	41.74
Arnold AFS	35.94	30.95	33.00	57.62	89.61
Atlantic City IAP AGS	50.22	53.44	50.22	37.74	41.33
Bangor IAP AGS	34.47	27.19	37.72	47.20	63.61
Barksdale AFB	61.49	43.76	71.35	97.29	80.79
Barnes MPT AGS	42.02	38.75	48.16	30.19	47.17
Beale AFB	58.10	48.35	67.63	67.18	42.78
Birmingham IAP AGS	39.24	37.95	38.69	37.65	77.96
Boise Air Terminal AGS	50.86	46.69	56.24	40.75	78.40
Bolling AFB	4.22	0.00	5.51	9.07	40.62
Bradley IAP AGS	40.10	38.08	47.75	16.75	43.06
Brooks City-Base	7.87	0.00	5.51	36.40	77.48
Buckley AFB	49.82	43.25	55.99	53.35	53.78
Burlington IAP AGS	40.79	41.33	42.88	25.52	57.07
Cannon AFB	55.22	39.54	74.41	43.06	73.61
Capital APT AGS	38.18	38.51	39.20	27.74	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	51.01	53.16	52.93	27.68	72.70
Channel Islands AGS	47.27	46.92	52.73	32.30	23.21
Charleston AFB	64.94	59.12	66.51	82.49	75.49
Charlotte/Douglas IAP AGS	38.49	38.36	42.07	13.38	81.48
Cheyenne APT AGS	40.13	38.00	41.00	39.11	68.70
Cheyenne Mountain AFS	4.87	0.00	5.51	11.89	55.61
Columbus AFB	49.85	40.27	54.88	61.78	94.97
Dane County Regional - Truax Field AGS	37.22	32.04	45.99	18.50	61.55
Dannelly Field AGS	50.66	56.99	48.57	21.36	85.51
Davis-Monthan AFB	63.83	50.51	79.71	57.21	71.89
Des Moines IAP AGS	32.35	28.67	35.92	23.34	76.75
Dobbins ARB	40.33	39.32	43.60	24.63	67.58
Dover AFB	66.69	61.48	78.78	40.99	64.93
Duluth IAP AGS	32.55	23.88	40.48	31.03	66.75
Dyess AFB	58.96	40.51	76.07	68.18	77.64
Edwards AFB	71.92	68.64	76.49	75.87	40.87
Eglin AFB	81.40	74.55	83.97	100.00	90.39
Eielson AFB	69.09	58.65	80.90	81.32	16.54
Ellington Field AGS	45.39	37.87	50.14	56.27	61.20
Ellsworth AFB	58.06	38.76	74.01	74.92	81.32
Elmendorf AFB	58.35	37.02	78.71	84.41	8.86
Ewvra Sheppard AGS	43.40	50.03	39.16	23.11	73.39
F. S. Gabreski APT AGS	38.63	35.33	48.26	16.07	29.52
Fairchild AFB	60.32	43.09	74.35	77.86	73.99

Fighter MCI (except A-10s)					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Forbes Field AGS	46.55	44.27	49.30	38.02	77.32
Fort Smith Regional APT AGS	38.63	39.63	36.31	31.14	88.84
Fort Wayne IAP AGS	34.49	32.75	37.92	16.99	79.17
Francis E. Warren AFB	6.79	0.00	5.51	27.41	70.53
Fresno Air Terminal AGS	43.09	46.13	47.02	11.93	46.99
Gen Mitchell IAP AGS	33.55	28.03	38.62	31.48	59.38
Gen Mitchell IAP ARS	34.50	28.03	41.52	28.83	59.94
Goodfellow AFB	8.00	0.00	5.51	36.40	82.66
Grand Forks AFB	55.88	38.31	72.05	63.79	79.09
Great Falls IAP AGS	37.85	31.45	44.04	35.35	62.23
Greater Peoria Regional APT AGS	34.40	34.13	33.86	32.89	54.24
Grissom ARB	45.20	36.85	50.37	55.24	73.25
Hancock Field AGS	42.03	35.71	45.60	50.23	66.32
Hanscom AFB	37.29	40.55	40.84	10.54	25.42
Harrisburg IAP AGS	39.79	41.24	43.04	12.19	69.50
Hector IAP AGS	36.11	30.93	42.85	22.75	72.60
Hickam AFB	53.47	41.69	68.03	60.32	1.12
Hill AFB	68.02	56.88	76.08	83.39	77.82
Holloman AFB	69.82	60.27	81.84	62.59	75.23
Homestead ARS	59.17	52.11	70.75	44.96	53.65
Hulman Regional APT AGS	37.45	36.53	40.99	15.84	82.24
Hurlburt Field	77.43	76.75	84.64	48.05	87.18
Indian Springs AFS	59.11	60.96	62.87	38.84	43.94
Jackson IAP AGS	40.91	36.79	44.29	34.93	84.66
Jacksonville IAP AGS	61.80	73.95	54.71	31.25	77.87
Joe Foss Field AGS	38.59	30.04	46.09	36.91	77.92
Keesler AFB	52.07	59.95	47.57	26.19	85.30
Key Field AGS	42.66	43.27	40.54	40.48	75.40
Kirtland AFB	66.44	55.39	78.12	67.96	69.56
Klamath Falls IAP AGS	49.81	39.60	66.48	22.71	69.01
Kulis AGS	40.76	41.31	48.96	12.36	8.01
Lackland AFB	55.79	46.60	63.36	60.98	78.33
Lambert - St. Louis IAP AGS	35.93	37.28	38.26	14.14	59.70
Langley AFB	82.84	87.59	80.51	72.12	77.20
Laughlin AFB	42.63	36.05	42.54	62.97	84.09
Lincoln MAP AGS	42.55	43.82	43.39	25.95	71.20
Little Rock AFB	60.78	46.05	71.32	78.03	88.12
Los Angeles AFB	3.08	0.00	5.51	1.94	23.81
Louisville IAP AGS	36.56	35.55	37.78	25.76	78.10
Luis Munoz Marin IAP AGS	41.83	52.60	39.02	10.87	14.06
Luke AFB	69.06	65.65	79.48	41.64	68.92
MacDill AFB	75.60	70.48	78.78	85.77	76.56
Malmstrom AFB	7.50	0.00	5.51	36.40	62.67
Mansfield Lahm MAP AGS	29.24	26.31	31.69	21.36	74.01
March ARB	64.84	68.31	71.06	27.89	45.41
Martin State APT AGS	51.42	61.01	48.71	16.83	58.71

Fighter MCI (except A-10s)					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Maxwell AFB	59.61	61.81	64.46	22.86	85.68
McChord AFB	60.73	49.83	77.97	40.23	57.08
McConnell AFB	56.47	47.44	68.32	44.00	75.83
McEntire AGS	55.74	59.40	55.01	34.56	85.19
McGee Tyson APT AGS	37.24	35.63	38.30	28.11	86.02
McGuire AFB	57.02	44.52	70.22	64.69	37.26
Memphis IAP AGS	42.44	41.35	43.82	33.43	75.57
Minn/St Paul IAP ARS	30.25	18.73	41.24	33.25	47.69
Minot AFB	56.64	39.53	71.88	67.90	73.42
Moffett Federal Field AGS	44.05	46.92	50.38	11.68	15.79
Moody AFB	70.80	57.19	82.55	79.47	91.37
Mountain Home AFB	63.01	48.16	75.17	79.54	68.58
NAS New Orleans ARS	45.54	46.23	49.96	17.20	72.63
Nashville IAP AGS	41.10	41.57	39.78	35.03	78.64
Nellis AFB	68.73	60.85	82.32	54.77	43.94
New Castle County Airport AGS	44.40	57.19	36.90	15.90	47.53
Niagara Falls IAP ARS	38.13	28.96	47.01	39.09	55.66
Offutt AFB	47.16	43.03	50.37	46.36	73.20
Onizuka AFS	3.72	0.00	5.51	10.08	16.85
Otis AGB	42.83	28.15	56.00	55.91	42.04
Patrick AFB	64.96	71.07	61.64	50.22	66.83
Pease International Trade Port AGS	40.83	38.23	45.08	36.80	33.80
Peterson AFB	46.82	44.97	50.41	36.55	61.91
Phoenix Sky Harbor IAP AGS	52.30	62.83	45.30	28.91	68.42
Pittsburgh IAP AGS	34.04	22.60	45.14	31.81	69.30
Pittsburgh IAP ARS	30.86	22.60	37.30	32.36	69.59
Pope AFB	65.86	58.95	77.74	43.27	86.08
Portland IAP AGS	45.95	38.07	56.19	36.22	60.13
Quonset State APT AGS	41.10	37.12	48.34	29.47	40.59
Randolph AFB	48.70	44.96	49.93	53.43	78.51
Reno-Tahoe IAP AGS	51.34	61.17	47.23	24.11	47.47
Richmond IAP AGS	55.34	66.15	52.13	13.98	75.18
Rickenbacker IAP AGS	42.74	39.57	50.05	19.92	71.11
Robins AFB	59.13	47.51	66.23	76.00	87.45
Rome Laboratory	5.55	0.00	5.51	16.80	63.10
Rosecrans Memorial APT AGS	41.25	38.89	42.16	38.20	81.65
Salt Lake City IAP AGS	50.13	60.83	42.03	29.21	71.72
Savannah IAP AGS	57.80	65.20	55.63	26.00	84.65
Schenectady County APT AGS	33.59	33.31	33.66	27.95	60.05
Schriever AFB	6.41	0.00	5.51	27.31	55.46
Scott AFB	47.91	46.43	52.26	35.09	53.95
Selfridge ANGB	48.07	35.89	63.74	40.50	42.51
Seymour Johnson AFB	83.24	77.95	89.63	80.45	85.03
Shaw AFB	72.20	59.83	84.47	74.79	85.64
Sheppard AFB	56.26	53.87	62.12	37.03	80.04
Sioux Gateway APT AGS	39.50	31.47	46.88	35.58	79.98

Fighter MCI (except A-10s)					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	35.37	35.33	35.31	26.80	71.74
Stewart IAP AGS	45.15	38.24	57.05	37.85	3.65
Tinker AFB	58.47	49.29	62.76	75.96	85.80
Toledo Express APT AGS	36.85	32.71	38.44	40.29	72.76
Travis AFB	56.42	45.93	74.31	38.42	24.22
Tucson IAP AGS	49.54	50.59	51.50	30.82	72.70
Tulsa IAP AGS	38.41	36.83	41.33	22.90	81.03
Tyndall AFB	73.63	64.75	83.78	68.00	90.98
United States Air Force Academy	5.22	0.00	5.51	13.92	61.68
Vance AFB	45.39	42.69	51.09	23.57	87.75
Vandenberg AFB	46.05	31.09	59.43	62.81	32.48
W. K. Kellogg APT AGS	37.60	27.31	46.76	40.73	62.57
Westover ARB	48.41	38.05	55.37	66.96	49.23
Whiteman AFB	58.18	39.23	72.69	80.97	74.42
Will Rogers World APT AGS	45.61	49.61	40.65	38.01	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	49.69	45.93	63.23	13.27	39.74
Wright-Patterson AFB	54.48	42.76	62.01	72.32	74.09
Yeager APT AGS	28.68	26.99	27.78	27.03	81.12
Youngstown-Warren Regional APT ARS	28.84	19.56	35.83	31.21	73.97

Bomber MCI

Bomber MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	5.06	0.00	4.90	16.80	53.84
Altus AFB	53.79	56.06	41.75	86.47	80.99
Andersen AFB	40.98	28.05	52.58	62.55	0.00
Andrews AFB	57.19	62.12	50.65	65.50	41.74
Arnold AFS	34.53	36.99	22.91	57.62	89.61
Atlantic City IAP AGS	39.38	48.73	29.29	37.74	41.33
Bangor IAP AGS	31.45	29.03	28.42	47.20	63.61
Barksdale AFB	60.74	42.61	70.82	97.29	80.79
Barnes MPT AGS	29.69	33.02	24.81	30.19	47.17
Beale AFB	53.29	41.70	63.42	67.18	42.78
Birmingham IAP AGS	41.19	53.21	26.47	37.65	77.96
Boise Air Terminal AGS	39.70	46.08	30.03	40.75	78.40
Bolling AFB	3.96	0.00	4.90	9.07	40.62
Bradley IAP AGS	27.43	32.69	23.20	16.75	43.06
Brooks City-Base	7.61	0.00	4.90	36.40	77.48
Buckley AFB	30.16	36.49	16.11	53.35	53.78
Burlington IAP AGS	29.72	36.12	21.97	25.52	57.07
Cannon AFB	45.70	53.46	36.06	43.06	73.61
Capital APT AGS	30.83	36.13	24.12	27.74	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	41.01	50.68	31.59	27.68	72.70
Channel Islands AGS	40.56	46.53	36.99	32.30	23.21
Charleston AFB	61.01	64.68	50.88	82.49	75.49
Charlotte/Douglas IAP AGS	46.03	64.45	31.32	13.38	81.48
Cheyenne APT AGS	25.20	32.14	11.54	39.11	68.70
Cheyenne Mountain AFS	4.61	0.00	4.90	11.89	55.61
Columbus AFB	51.50	51.47	46.44	61.78	94.97
Dane County Regional - Truax Field AGS	26.74	30.39	22.59	18.50	61.55
Dannelly Field AGS	47.39	65.89	30.85	21.36	85.51
Davis-Monthan AFB	54.24	46.78	60.73	57.21	71.89
Des Moines IAP AGS	26.79	32.12	18.70	23.34	76.75
Dobbins ARB	44.89	53.32	39.07	24.63	67.58
Dover AFB	52.25	56.13	49.91	40.99	64.93
Duluth IAP AGS	23.75	26.13	16.76	31.03	66.75
Dyess AFB	56.70	51.20	58.78	68.18	77.64
Edwards AFB	68.23	65.51	71.06	75.87	40.87
Eglin AFB	70.16	62.88	69.82	100.00	90.39
Eielson AFB	52.12	52.76	46.54	81.32	16.54
Ellington Field AGS	33.67	36.97	22.90	56.27	61.20
Ellsworth AFB	50.81	32.52	63.44	74.92	81.32
Elmendorf AFB	44.49	32.65	50.14	84.41	8.86
Ewvra Sheppard AGS	41.26	54.12	29.44	23.11	73.39

Bomber MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Crt 2 Condition of Infra-structure	Crt 3 Contingency ,Mobilization ,Future Forces	Crt 4 Cost of Ops / Manpower
F. S. Gabreski APT AGS	25.28	31.80	20.01	16.07	29.52
Fairchild AFB	52.78	42.42	56.94	77.86	73.99
Forbes Field AGS	43.47	46.30	39.62	38.02	77.32
Fort Smith Regional APT AGS	35.67	44.09	24.25	31.14	88.84
Fort Wayne IAP AGS	25.12	31.09	17.21	16.99	79.17
Francis E. Warren AFB	6.53	0.00	4.90	27.41	70.53
Fresno Air Terminal AGS	40.71	56.35	29.95	11.93	46.99
Gen Mitchell IAP AGS	25.93	30.56	17.44	31.48	59.38
Gen Mitchell IAP ARS	26.84	30.56	20.23	28.83	59.94
Goodfellow AFB	7.74	0.00	4.90	36.40	82.66
Grand Forks AFB	38.48	30.20	39.12	63.79	79.09
Great Falls IAP AGS	25.48	28.14	17.92	35.35	62.23
Greater Peoria Regional APT AGS	28.26	34.06	19.13	32.89	54.24
Grissom ARB	39.39	33.88	39.67	55.24	73.25
Hancock Field AGS	30.97	30.67	24.52	50.23	66.32
Hanscom AFB	23.06	30.80	17.34	10.54	25.42
Harrisburg IAP AGS	39.87	44.67	39.41	12.19	69.50
Hector IAP AGS	25.57	29.32	19.22	22.75	72.60
Hickam AFB	39.79	29.71	48.33	60.32	1.12
Hill AFB	58.73	45.50	66.30	83.39	77.82
Holloman AFB	56.57	56.48	54.10	62.59	75.23
Homestead ARS	51.44	46.37	58.47	44.96	53.65
Hulman Regional APT AGS	28.72	33.66	23.13	15.84	82.24
Hurlburt Field	56.79	63.33	49.80	48.05	87.18
Indian Springs AFS	56.70	69.99	47.03	38.84	43.94
Jackson IAP AGS	39.10	50.85	24.34	34.93	84.66
Jacksonville IAP AGS	52.71	68.04	39.34	31.25	77.87
Joe Foss Field AGS	27.41	30.59	18.56	36.91	77.92
Keesler AFB	40.31	57.31	22.17	26.19	85.30
Key Field AGS	43.24	56.67	27.07	40.48	75.40
Kirtland AFB	55.27	54.99	51.65	67.96	69.56
Klamath Falls IAP AGS	31.24	35.89	25.85	22.71	69.01
Kulis AGS	26.28	36.53	19.38	12.36	8.01
Lackland AFB	44.03	41.87	40.27	60.98	78.33
Lambert - St. Louis IAP AGS	29.78	30.67	30.76	14.14	59.70
Langley AFB	62.02	76.30	42.84	72.12	77.20
Laughlin AFB	40.64	43.85	29.09	62.97	84.09
Lincoln MAP AGS	36.00	41.96	29.69	25.95	71.20
Little Rock AFB	55.78	45.87	59.48	78.03	88.12
Los Angeles AFB	2.82	0.00	4.90	1.94	23.81
Louisville IAP AGS	25.96	34.56	13.33	25.76	78.10
Luis Munoz Marin IAP AGS	29.31	38.40	24.60	10.87	14.06
Luke AFB	52.87	57.37	49.63	41.64	68.92
MacDill AFB	61.87	66.44	50.18	85.77	76.56
Malmstrom AFB	7.24	0.00	4.90	36.40	62.67
Mansfield Lahm MAP AGS	22.42	27.42	14.02	21.36	74.01

Bomber MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Crt 2 Condition of Infra-structure	Crt 3 Contingency ,Mobilization ,Future Forces	Crt 4 Cost of Ops / Manpower
March ARB	58.79	64.12	61.12	27.89	45.41
Martin State APT AGS	43.55	55.68	35.65	16.83	58.71
Maxwell AFB	47.77	66.39	30.85	22.86	85.68
McChord AFB	43.63	43.14	44.20	40.23	57.08
McConnell AFB	56.28	52.88	61.83	44.00	75.83
McEntire AGS	53.76	66.96	41.86	34.56	85.19
McGee Tyson APT AGS	37.15	47.95	24.42	28.11	86.02
McGuire AFB	47.61	38.54	54.18	64.69	37.26
Memphis IAP AGS	35.01	45.52	21.31	33.43	75.57
Minn/St Paul IAP ARS	22.84	20.07	21.91	33.25	47.69
Minot AFB	45.72	31.04	54.97	67.90	73.42
Moffett Federal Field AGS	31.14	40.00	26.93	11.68	15.79
Moody AFB	62.36	69.98	48.06	79.47	91.37
Mountain Home AFB	58.44	49.99	62.13	79.54	68.58
NAS New Orleans ARS	35.59	44.81	27.56	17.20	72.63
Nashville IAP AGS	35.06	40.91	25.95	35.03	78.64
Nellis AFB	68.33	70.74	70.39	54.77	43.94
New Castle County Airport AGS	36.34	49.80	25.67	15.90	47.53
Niagara Falls IAP ARS	25.07	25.77	19.09	39.09	55.66
Offutt AFB	41.43	40.26	39.61	46.36	73.20
Onizuka AFS	3.46	0.00	4.90	10.08	16.85
Otis AGB	28.25	23.68	25.82	55.91	42.04
Patrick AFB	50.47	63.35	35.27	50.22	66.83
Pease International Trade Port AGS	27.84	33.00	19.58	36.80	33.80
Peterson AFB	30.31	39.00	17.26	36.55	61.91
Phoenix Sky Harbor IAP AGS	41.64	56.60	26.51	28.91	68.42
Pittsburgh IAP AGS	35.70	31.56	39.20	31.81	69.30
Pittsburgh IAP ARS	32.61	31.56	31.58	32.36	69.59
Pope AFB	66.54	75.85	60.66	43.27	86.08
Portland IAP AGS	33.40	42.65	20.87	36.22	60.13
Quonset State APT AGS	24.32	28.94	16.98	29.47	40.59
Randolph AFB	35.93	41.00	23.55	53.43	78.51
Reno-Tahoe IAP AGS	39.43	52.59	28.06	24.11	47.47
Richmond IAP AGS	51.00	72.78	34.31	13.98	75.18
Rickenbacker IAP AGS	34.52	33.03	37.50	19.92	71.11
Robins AFB	66.62	62.78	67.36	76.00	87.45
Rome Laboratory	5.29	0.00	4.90	16.80	63.10
Rosecrans Memorial APT AGS	33.71	40.09	22.68	38.20	81.65
Salt Lake City IAP AGS	36.05	46.05	24.49	29.21	71.72
Savannah IAP AGS	49.22	66.38	33.66	26.00	84.65
Schenectady County APT AGS	27.35	35.02	16.72	27.95	60.05
Schriever AFB	6.15	0.00	4.90	27.31	55.46
Scott AFB	33.83	40.51	24.91	35.09	53.95
Selfridge ANGB	33.86	31.60	34.23	40.50	42.51
Seymour Johnson AFB	78.41	80.55	75.14	80.45	85.03
Shaw AFB	62.97	67.99	53.19	74.79	85.64

Bomber MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Sheppard AFB	47.32	53.91	40.52	37.03	80.04
Sioux Gateway APT AGS	31.00	34.88	22.65	35.58	79.98
Springfield-Beckley MPT AGS	27.16	29.66	21.80	26.80	71.74
Stewart IAP AGS	29.57	36.84	21.05	37.85	3.65
Tinker AFB	60.40	65.22	49.77	75.96	85.80
Toledo Express APT AGS	28.79	31.04	20.86	40.29	72.76
Travis AFB	46.72	39.57	58.00	38.42	24.22
Tucson IAP AGS	38.53	46.72	29.26	30.82	72.70
Tulsa IAP AGS	41.30	52.04	31.42	22.90	81.03
Tyndall AFB	60.80	67.54	49.79	68.00	90.98
United States Air Force Academy	4.96	0.00	4.90	13.92	61.68
Vance AFB	38.35	55.09	20.38	23.57	87.75
Vandenberg AFB	43.19	38.20	44.64	62.81	32.48
W. K. Kellogg APT AGS	27.47	27.89	21.72	40.73	62.57
Westover ARB	38.40	32.95	36.88	66.96	49.23
Whiteman AFB	56.03	40.12	66.54	80.97	74.42
Will Rogers World APT AGS	40.43	55.77	21.34	38.01	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	35.58	41.57	34.08	13.27	39.74
Wright-Patterson AFB	46.06	34.29	51.12	72.32	74.09
Yeager APT AGS	31.91	39.61	21.58	27.03	81.12
Youngstown-Warren Regional APT ARS	24.84	27.24	17.68	31.21	73.97

Airlift MCI

Airlift MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	4.69	0.00	4.00	16.80	53.84
Altus AFB	71.30	64.97	73.95	87.04	80.99
Andersen AFB	49.64	30.79	70.34	62.87	0.00
Andrews AFB	62.05	54.38	70.40	67.79	41.74
Arnold AFS	34.22	44.49	13.90	57.35	89.61
Atlantic City IAP AGS	38.81	45.55	31.54	37.39	41.33
Bangor IAP AGS	43.83	43.24	42.24	48.22	63.61
Barksdale AFB	72.43	52.92	87.48	97.70	80.79
Barnes MPT AGS	37.75	43.93	31.39	33.33	47.17
Beale AFB	54.63	38.40	70.78	65.31	42.78
Birmingham IAP AGS	50.93	53.99	48.35	40.70	77.96
Boise Air Terminal AGS	47.32	46.89	46.65	44.25	78.40
Bolling AFB	3.59	0.00	4.00	9.07	40.62
Bradley IAP AGS	37.83	43.58	36.03	17.46	43.06
Brooks City-Base	7.24	0.00	4.00	36.40	77.48
Buckley AFB	54.62	56.16	52.45	56.83	53.78
Burlington IAP AGS	42.29	51.69	34.88	26.00	57.07
Cannon AFB	45.43	45.45	43.94	44.40	73.61
Capital APT AGS	34.53	36.96	32.03	28.06	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	50.57	53.62	50.30	32.08	72.70
Channel Islands AGS	41.92	44.04	42.05	36.32	23.21
Charleston AFB	74.09	64.57	83.15	79.91	75.49
Charlotte/Douglas IAP AGS	56.27	70.45	49.46	12.94	81.48
Cheyenne APT AGS	37.65	46.92	24.30	42.72	68.70
Cheyenne Mountain AFS	4.24	0.00	4.00	11.89	55.61
Columbus AFB	57.51	53.22	58.08	65.55	94.97
Dane County Regional - Truax Field AGS	38.59	42.35	37.71	19.21	61.55
Dannelly Field AGS	49.46	69.74	31.75	20.60	85.51
Davis-Monthan AFB	55.89	45.11	66.00	59.49	71.89
Des Moines IAP AGS	33.54	35.70	30.80	24.21	76.75
Dobbins ARB	46.50	51.35	44.38	27.71	67.58
Dover AFB	56.06	48.75	66.73	43.17	64.93
Duluth IAP AGS	30.43	35.49	21.71	34.16	66.75
Dyess AFB	65.95	54.87	76.82	68.94	77.64
Edwards AFB	65.53	55.18	75.19	79.33	40.87
Eglin AFB	79.43	72.45	81.55	100.00	90.39
Eielson AFB	67.34	61.25	73.03	84.43	16.54
Ellington Field AGS	51.65	47.25	53.91	60.12	61.20
Ellsworth AFB	59.40	42.43	72.78	76.53	81.32
Elmendorf AFB	51.60	29.97	70.05	85.17	8.86
Ewvra Sheppard AGS	33.11	47.05	17.83	22.37	73.39
F. S. Gabreski APT AGS	30.21	41.65	20.77	16.92	29.52
Fairchild AFB	64.22	52.54	72.85	79.72	73.99

Airlift MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Forbes Field AGS	51.93	43.85	61.74	42.08	77.32
Fort Smith Regional APT AGS	42.58	52.08	31.91	31.62	88.84
Fort Wayne IAP AGS	42.32	48.09	39.65	17.72	79.17
Francis E. Warren AFB	6.16	0.00	4.00	27.41	70.53
Fresno Air Terminal AGS	32.77	46.12	21.98	12.56	46.99
Gen Mitchell IAP AGS	41.98	40.89	43.76	35.25	59.38
Gen Mitchell IAP ARS	33.77	40.89	24.50	32.87	59.94
Goodfellow AFB	7.37	0.00	4.00	36.40	82.66
Grand Forks AFB	50.53	35.28	62.52	63.66	79.09
Great Falls IAP AGS	35.51	35.71	32.68	39.59	62.23
Greater Peoria Regional APT AGS	34.56	35.77	32.28	33.46	54.24
Grissom ARB	55.66	42.59	68.46	58.32	73.25
Hancock Field AGS	36.20	44.61	21.04	52.90	66.32
Hanscom AFB	29.65	42.58	20.17	10.54	25.42
Harrisburg IAP AGS	42.89	47.01	44.21	11.84	69.50
Hector IAP AGS	30.78	38.72	21.49	22.30	72.60
Hickam AFB	49.77	34.58	66.93	60.50	1.12
Hill AFB	58.83	45.27	66.57	84.33	77.82
Holloman AFB	65.78	61.34	70.94	62.43	75.23
Homestead ARS	48.15	37.64	59.36	48.73	53.65
Hulman Regional APT AGS	38.63	42.75	36.72	16.55	82.24
Hurlburt Field	69.61	75.12	67.11	50.15	87.18
Indian Springs AFS	45.80	60.77	31.08	38.50	43.94
Jackson IAP AGS	44.15	47.37	39.33	39.24	84.66
Jacksonville IAP AGS	45.79	53.89	38.47	30.75	77.87
Joe Foss Field AGS	39.59	36.23	40.62	41.13	77.92
Keesler AFB	46.80	64.62	29.62	26.47	85.30
Key Field AGS	56.39	64.14	50.02	42.43	75.40
Kirtland AFB	55.47	49.12	58.01	70.63	69.56
Klamath Falls IAP AGS	35.18	38.18	32.91	22.29	69.01
Kulis AGS	38.93	43.14	42.67	11.81	8.01
Lackland AFB	47.44	45.03	44.29	63.85	78.33
Lambert - St. Louis IAP AGS	32.04	29.73	37.40	13.46	59.70
Langley AFB	56.57	53.37	54.97	72.81	77.20
Laughlin AFB	46.13	46.75	39.38	61.81	84.09
Lincoln MAP AGS	43.08	45.83	42.39	26.26	71.20
Little Rock AFB	63.25	49.25	73.05	80.66	88.12
Los Angeles AFB	2.45	0.00	4.00	1.94	23.81
Louisville IAP AGS	44.66	49.33	41.32	28.67	78.10
Luis Munoz Marin IAP AGS	36.78	42.16	38.47	10.74	14.06
Luke AFB	52.17	50.43	55.68	41.35	68.92
MacDill AFB	60.12	47.48	66.41	88.14	76.56
Malmstrom AFB	6.87	0.00	4.00	36.40	62.67
Mansfield Lahm MAP AGS	37.28	42.33	33.50	20.60	74.01
March ARB	59.86	56.53	71.33	31.15	45.41
Martin State APT AGS	30.37	50.13	10.15	16.26	58.71

Airlift MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Maxwell AFB	59.90	70.78	55.31	22.48	85.68
McChord AFB	57.95	49.64	71.78	38.95	57.08
McConnell AFB	54.65	45.85	65.92	43.00	75.83
McEntire AGS	59.35	71.70	49.85	35.48	85.19
McGee Tyson APT AGS	48.32	47.96	51.87	25.79	86.02
McGuire AFB	51.80	39.42	62.51	67.95	37.26
Memphis IAP AGS	48.01	50.94	45.72	37.17	75.57
Minn/St Paul IAP ARS	41.52	32.19	52.63	36.80	47.69
Minot AFB	54.34	39.70	65.42	70.91	73.42
Moffett Federal Field AGS	33.14	40.10	31.66	11.59	15.79
Moody AFB	51.72	52.29	41.64	81.05	91.37
Mountain Home AFB	59.77	46.58	68.64	81.35	68.58
NAS New Orleans ARS	41.65	46.93	39.81	17.20	72.63
Nashville IAP AGS	39.77	48.71	27.61	39.33	78.64
Nellis AFB	63.95	59.85	72.31	53.08	43.94
New Castle County Airport AGS	36.96	48.83	28.33	15.48	47.53
Niagara Falls IAP ARS	40.03	35.85	43.28	41.92	55.66
Offutt AFB	47.07	43.55	49.10	48.25	73.20
Onizuka AFS	3.09	0.00	4.00	10.08	16.85
Otis AGB	38.95	36.97	36.90	55.82	42.04
Patrick AFB	42.23	47.00	32.91	52.75	66.83
Pease International Trade Port AGS	46.65	43.72	52.48	39.09	33.80
Peterson AFB	57.20	58.40	59.78	39.75	61.91
Phoenix Sky Harbor IAP AGS	48.12	53.14	45.21	32.12	68.42
Pittsburgh IAP AGS	44.85	36.28	55.13	35.53	69.30
Pittsburgh IAP ARS	39.64	36.28	42.44	36.01	69.59
Pope AFB	69.99	71.21	73.40	46.19	86.08
Portland IAP AGS	42.32	46.23	37.58	39.48	60.13
Quonset State APT AGS	35.29	40.77	29.32	33.62	40.59
Randolph AFB	49.20	43.66	51.76	56.76	78.51
Reno-Tahoe IAP AGS	40.51	44.93	39.29	23.44	47.47
Richmond IAP AGS	42.64	53.44	35.69	13.67	75.18
Rickenbacker IAP AGS	50.04	45.27	61.23	20.26	71.11
Robins AFB	63.89	52.22	71.87	78.50	87.45
Rome Laboratory	4.92	0.00	4.00	16.80	63.10
Rosecrans Memorial APT AGS	38.22	40.01	32.73	41.97	81.65
Salt Lake City IAP AGS	43.99	45.47	43.47	32.41	71.72
Savannah IAP AGS	45.10	52.68	38.84	26.30	84.65
Schenectady County APT AGS	37.72	49.21	25.33	30.66	60.05
Schriever AFB	5.78	0.00	4.00	27.31	55.46
Scott AFB	44.55	39.62	52.04	33.65	53.95
Selfridge ANGB	47.27	44.66	52.56	38.56	42.51
Seymour Johnson AFB	78.03	71.25	83.82	83.34	85.03
Shaw AFB	67.70	71.86	59.50	78.12	85.64
Sheppard AFB	55.21	60.81	52.33	35.24	80.04
Sioux Gateway APT AGS	39.30	39.33	37.14	38.03	79.98

Airlift MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	33.54	41.59	23.23	29.78	71.74
Stewart IAP AGS	45.53	45.03	49.72	40.99	3.65
Tinker AFB	68.62	55.20	80.62	76.23	85.80
Toledo Express APT AGS	41.45	44.03	36.46	42.51	72.76
Travis AFB	53.86	41.24	72.89	40.31	24.22
Tucson IAP AGS	41.92	45.19	39.16	30.57	72.70
Tulsa IAP AGS	43.20	49.40	38.74	23.72	81.03
Tyndall AFB	61.75	68.65	50.88	67.84	90.98
United States Air Force Academy	4.59	0.00	4.00	13.92	61.68
Vance AFB	43.45	55.12	32.89	22.51	87.75
Vandenberg AFB	44.16	40.15	43.97	66.26	32.48
W. K. Kellogg APT AGS	39.22	38.19	37.74	44.28	62.57
Westover ARB	52.00	42.80	58.47	68.13	49.23
Whiteman AFB	57.82	39.47	71.25	82.33	74.42
Will Rogers World APT AGS	47.79	56.31	37.47	42.22	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	35.85	43.92	32.22	12.92	39.74
Wright-Patterson AFB	54.27	44.62	58.95	74.34	74.09
Yeager APT AGS	31.90	40.64	19.79	29.70	81.12
Youngstown-Warren Regional APT ARS	40.09	40.95	38.26	35.23	73.97

Tanker MCI

Tanker MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	4.78	0.00	5.00	13.51	53.84
Altus AFB	83.40	80.54	85.88	86.92	80.99
Andersen AFB	54.84	29.24	83.17	68.66	0.00
Andrews AFB	68.00	58.11	81.68	63.29	41.74
Arnold AFS	42.15	70.13	7.00	47.37	89.61
Atlantic City IAP AGS	30.34	23.51	36.93	31.71	41.33
Bangor IAP AGS	42.68	40.25	42.64	48.67	63.61
Barksdale AFB	84.14	72.18	94.69	96.22	80.79
Barnes MPT AGS	39.35	48.39	31.90	26.65	47.17
Beale AFB	79.37	84.02	80.76	61.31	42.78
Birmingham IAP AGS	57.30	68.27	48.57	37.93	77.96
Boise Air Terminal AGS	70.84	90.42	56.46	38.64	78.40
Bolling AFB	3.83	0.00	5.00	7.29	40.62
Bradley IAP AGS	40.49	48.55	37.40	15.61	43.06
Brooks City-Base	6.95	0.00	5.00	29.25	77.48
Buckley AFB	62.71	93.34	32.62	48.89	53.78
Burlington IAP AGS	41.20	46.06	39.08	23.55	57.07
Cannon AFB	56.18	78.23	33.60	44.10	73.61
Capital APT AGS	51.84	73.35	33.93	25.93	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	57.81	74.31	46.62	24.62	72.70
Channel Islands AGS	56.85	78.66	41.23	29.84	23.21
Charleston AFB	70.87	59.14	81.06	81.35	75.49
Charlotte/Douglas IAP AGS	48.25	63.42	38.04	12.47	81.48
Cheyenne APT AGS	56.81	91.56	22.36	36.87	68.70
Cheyenne Mountain AFS	4.43	0.00	5.00	9.56	55.61
Columbus AFB	68.31	70.51	67.62	54.48	94.97
Dane County Regional - Truax Field AGS	50.41	65.86	40.65	16.99	61.55
Dannelly Field AGS	44.06	65.89	23.12	20.17	85.51
Davis-Monthan AFB	79.05	80.31	84.66	51.76	71.89
Des Moines IAP AGS	53.07	74.03	36.32	20.30	76.75
Dobbins ARB	54.14	66.47	47.28	22.46	67.58
Dover AFB	62.73	55.42	75.22	44.02	64.93
Duluth IAP AGS	40.43	56.14	24.58	27.40	66.75
Dyess AFB	78.56	74.37	86.18	66.52	77.64
Edwards AFB	81.12	84.75	82.92	67.02	40.87
Eglin AFB	75.28	60.95	84.29	100.00	90.39
Eielson AFB	57.97	32.56	85.07	72.75	16.54
Ellington Field AGS	50.71	63.39	36.23	49.75	61.20
Ellsworth AFB	83.73	79.40	91.15	73.51	81.32
Elmendorf AFB	56.87	28.53	85.70	79.56	8.86
Ewvra Sheppard AGS	42.59	59.27	27.36	21.46	73.39
F. S. Gabreski APT AGS	34.63	49.60	23.18	14.50	29.52
Fairchild AFB	77.09	72.66	82.72	74.88	73.99

Tanker MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Forbes Field AGS	66.07	79.78	57.88	34.24	77.32
Fort Smith Regional APT AGS	55.12	78.51	33.69	28.06	88.84
Fort Wayne IAP AGS	52.43	67.45	43.01	15.69	79.17
Francis E. Warren AFB	6.04	0.00	5.00	22.03	70.53
Fresno Air Terminal AGS	51.39	85.52	23.31	12.05	46.99
Gen Mitchell IAP AGS	54.00	65.19	47.02	30.15	59.38
Gen Mitchell IAP ARS	49.94	65.19	37.98	26.93	59.94
Goodfellow AFB	7.08	0.00	5.00	29.25	82.66
Grand Forks AFB	63.52	56.57	71.92	56.70	79.09
Great Falls IAP AGS	55.65	74.92	39.74	31.40	62.23
Greater Peoria Regional APT AGS	53.49	72.03	38.78	29.13	54.24
Grissom ARB	68.23	69.06	70.93	51.91	73.25
Hancock Field AGS	39.44	51.58	23.11	44.63	66.32
Hanscom AFB	32.23	45.77	23.36	8.47	25.42
Harrisburg IAP AGS	50.31	56.64	51.56	11.19	69.50
Hector IAP AGS	46.78	59.60	37.43	20.05	72.60
Hickam AFB	53.88	27.64	82.88	67.43	1.12
Hill AFB	88.93	99.52	80.45	78.08	77.82
Holloman AFB	78.13	81.36	80.08	55.87	75.23
Homestead ARS	57.34	44.92	75.28	40.97	53.65
Hulman Regional APT AGS	51.48	71.51	36.24	14.88	82.24
Hurlburt Field	60.43	61.59	61.23	45.12	87.18
Indian Springs AFS	58.33	94.54	25.27	32.54	43.94
Jackson IAP AGS	53.23	69.01	39.25	30.78	84.66
Jacksonville IAP AGS	48.21	56.00	42.90	27.04	77.87
Joe Foss Field AGS	55.36	72.32	40.66	32.71	77.92
Keesler AFB	43.02	63.09	22.60	24.86	85.30
Key Field AGS	52.83	67.84	38.01	39.62	75.40
Kirtland AFB	74.73	89.43	62.56	58.87	69.56
Klamath Falls IAP AGS	52.43	82.68	25.73	19.92	69.01
Kulis AGS	36.28	33.64	46.74	12.09	8.01
Lackland AFB	58.30	63.64	51.42	57.33	78.33
Lambert - St. Louis IAP AGS	51.61	65.57	44.73	14.02	59.70
Langley AFB	63.03	57.36	65.58	74.88	77.20
Laughlin AFB	55.16	63.93	43.69	55.16	84.09
Lincoln MAP AGS	61.82	78.42	51.82	24.57	71.20
Little Rock AFB	79.98	76.28	85.52	72.03	88.12
Los Angeles AFB	2.84	0.00	5.00	1.56	23.81
Louisville IAP AGS	54.72	70.69	43.00	24.00	78.10
Luis Munoz Marin IAP AGS	30.75	25.25	43.01	9.27	14.06
Luke AFB	69.18	86.37	57.31	39.54	68.92
MacDill AFB	65.67	51.49	77.47	79.24	76.56
Malmstrom AFB	6.58	0.00	5.00	29.25	62.67
Mansfield Lahm MAP AGS	48.06	64.19	35.32	20.17	74.01
March ARB	77.38	81.93	85.82	29.27	45.41
Martin State APT AGS	32.26	57.08	7.10	15.79	58.71

Tanker MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Maxwell AFB	52.43	66.01	43.23	19.87	85.68
McChord AFB	69.09	68.00	77.48	42.30	57.08
McConnell AFB	77.69	82.94	81.22	39.27	75.83
McEntire AGS	48.51	61.71	36.33	29.05	85.19
McGee Tyson APT AGS	55.32	67.74	45.40	31.72	86.02
McGuire AFB	57.57	48.27	68.82	58.82	37.26
Memphis IAP AGS	59.92	74.51	49.58	31.81	75.57
Minn/St Paul IAP ARS	51.23	48.72	58.78	32.40	47.69
Minot AFB	62.74	58.49	66.86	62.42	73.42
Moffett Federal Field AGS	53.24	79.61	36.78	9.71	15.79
Moody AFB	54.03	59.01	41.86	72.35	91.37
Mountain Home AFB	86.64	92.21	84.00	76.49	68.58
NAS New Orleans ARS	47.42	61.63	38.25	13.82	72.63
Nashville IAP AGS	54.26	71.02	39.82	30.93	78.64
Nellis AFB	77.70	94.53	66.40	55.55	43.94
New Castle County Airport AGS	41.41	55.29	32.16	14.43	47.53
Niagara Falls IAP ARS	44.63	54.98	33.64	39.93	55.66
Offutt AFB	66.72	77.57	59.64	44.57	73.20
Onizuka AFS	3.31	0.00	5.00	8.11	16.85
Otis AGB	43.12	45.26	39.11	50.17	42.04
Patrick AFB	41.56	50.29	28.31	50.05	66.83
Pease International Trade Port AGS	50.62	44.47	62.12	35.33	33.80
Peterson AFB	75.05	93.46	64.75	36.44	61.91
Phoenix Sky Harbor IAP AGS	65.27	86.26	50.26	30.23	68.42
Pittsburgh IAP AGS	54.44	61.23	51.76	30.56	69.30
Pittsburgh IAP ARS	54.31	61.23	51.25	31.29	69.59
Pope AFB	62.76	60.63	68.47	42.95	86.08
Portland IAP AGS	55.44	72.49	40.93	35.96	60.13
Quonset State APT AGS	39.40	46.74	34.19	27.04	40.59
Randolph AFB	64.12	64.12	66.76	49.53	78.51
Reno-Tahoe IAP AGS	61.85	89.09	40.95	26.94	47.47
Richmond IAP AGS	45.32	59.11	36.18	12.44	75.18
Rickenbacker IAP AGS	61.40	65.89	65.91	19.60	71.11
Robins AFB	75.60	63.00	89.98	70.89	87.45
Rome Laboratory	5.01	0.00	5.00	13.51	63.10
Rosecrans Memorial APT AGS	55.88	78.12	34.56	35.55	81.65
Salt Lake City IAP AGS	71.78	99.99	51.62	25.67	71.72
Savannah IAP AGS	47.07	59.00	36.99	24.63	84.65
Schenectady County APT AGS	34.42	49.21	18.36	26.56	60.05
Schriever AFB	5.66	0.00	5.00	21.94	55.46
Scott AFB	65.12	74.93	61.26	38.75	53.95
Selfridge ANGB	58.24	61.13	59.15	45.09	42.51
Seymour Johnson AFB	71.70	59.11	84.52	72.95	85.03
Shaw AFB	55.08	61.15	43.70	66.66	85.64
Sheppard AFB	67.40	78.60	61.59	36.82	80.04
Sioux Gateway APT AGS	56.36	75.00	39.74	33.71	79.98

Tanker MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	44.70	67.12	23.06	24.55	71.74
Stewart IAP AGS	50.69	51.20	56.08	37.76	3.65
Tinker AFB	84.08	80.89	88.58	79.63	85.80
Toledo Express APT AGS	51.84	64.39	39.90	38.40	72.76
Travis AFB	74.99	81.40	79.81	38.16	24.22
Tucson IAP AGS	60.48	80.11	45.15	30.67	72.70
Tulsa IAP AGS	58.73	80.13	42.97	20.12	81.03
Tyndall AFB	55.38	59.52	47.49	60.22	90.98
United States Air Force Academy	4.74	0.00	5.00	11.19	61.68
Vance AFB	58.04	82.76	37.28	23.09	87.75
Vandenberg AFB	54.38	77.04	30.06	56.57	32.48
W. K. Kellogg APT AGS	50.93	64.59	38.12	38.40	62.57
Westover ARB	59.47	48.01	70.56	68.84	49.23
Whiteman AFB	81.45	78.08	86.09	79.37	74.42
Will Rogers World APT AGS	60.37	80.92	42.56	33.68	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	40.94	54.02	33.48	12.05	39.74
Wright-Patterson AFB	71.83	67.62	76.85	69.80	74.09
Yeager APT AGS	41.01	64.84	15.79	25.96	81.12
Youngstown-Warren Regional APT ARS	47.72	60.63	36.35	28.94	73.97

SOF / CSAR MCI (includes A-10s)

SOF / CSAR MCI (includes A-10s)					
Base	**Overall MCI Score**	Crt 1 **Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	4.52	0.00	3.60	16.80	53.84
Altus AFB	54.09	46.12	53.24	87.60	80.99
Andersen AFB	47.13	40.89	53.02	63.18	0.00
Andrews AFB	55.23	51.37	63.10	43.68	41.74
Arnold AFS	30.21	31.71	18.48	57.08	89.61
Atlantic City IAP AGS	41.94	45.33	39.42	37.04	41.33
Bangor IAP AGS	31.77	27.59	35.03	29.45	63.61
Barksdale AFB	49.81	38.36	55.36	71.70	80.79
Barnes MPT AGS	35.50	36.18	38.57	16.67	47.17
Beale AFB	48.27	40.24	53.82	63.45	42.78
Birmingham IAP AGS	42.46	40.60	42.04	43.75	77.96
Boise Air Terminal AGS	41.35	33.24	46.55	47.75	78.40
Bolling AFB	3.42	0.00	3.60	9.07	40.62
Bradley IAP AGS	35.40	35.73	40.29	11.56	43.06
Brooks City-Base	7.07	0.00	3.60	36.40	77.48
Buckley AFB	37.52	33.35	42.04	33.90	53.78
Burlington IAP AGS	34.09	36.45	33.50	19.87	57.07
Cannon AFB	41.03	32.28	52.41	25.93	73.61
Capital APT AGS	32.43	34.87	30.79	21.79	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	39.87	38.37	40.37	36.48	72.70
Channel Islands AGS	37.68	36.93	45.12	13.93	23.21
Charleston AFB	56.48	50.62	58.39	70.73	75.49
Charlotte/Douglas IAP AGS	40.12	42.18	42.01	12.50	81.48
Cheyenne APT AGS	29.51	35.71	22.58	19.94	68.70
Cheyenne Mountain AFS	4.07	0.00	3.60	11.89	55.61
Columbus AFB	46.47	40.99	50.48	42.92	94.97
Dane County Regional - Truax Field AGS	30.35	31.18	31.67	13.32	61.55
Dannelly Field AGS	46.01	54.50	40.54	19.84	85.51
Davis-Monthan AFB	52.45	42.17	65.19	41.96	71.89
Des Moines IAP AGS	29.46	30.02	28.63	18.46	76.75
Dobbins ARB	34.84	32.25	41.46	10.98	67.58
Dover AFB	50.61	48.58	59.61	18.95	64.93
Duluth IAP AGS	24.68	23.50	25.17	17.49	66.75
Dyess AFB	53.14	44.86	61.61	49.91	77.64
Edwards AFB	62.39	53.64	68.48	82.79	40.87
Eglin AFB	77.03	75.95	78.25	73.60	90.39
Eielson AFB	53.27	43.20	58.42	87.54	16.54
Ellington Field AGS	41.22	36.06	46.60	37.56	61.20
Ellsworth AFB	43.91	28.07	50.98	78.14	81.32
Elmendorf AFB	51.21	43.01	59.27	66.14	8.86
Ewvra Sheppard AGS	33.85	42.89	24.41	21.64	73.39
F. S. Gabreski APT AGS	27.93	32.55	26.75	11.16	29.52
Fairchild AFB	45.83	29.63	53.46	81.59	73.99

SOF / CSAR MCI (includes A-10s)					
Base	**Overall MCI Score**	Crt 1 **Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Forbes Field AGS	40.95	35.73	43.31	46.14	77.32
Fort Smith Regional APT AGS	42.12	50.04	34.53	25.50	88.84
Fort Wayne IAP AGS	30.63	27.81	35.34	11.85	79.17
Francis E. Warren AFB	5.99	0.00	3.60	27.41	70.53
Fresno Air Terminal AGS	38.23	44.66	38.22	6.58	46.99
Gen Mitchell IAP AGS	32.25	29.87	31.65	39.01	59.38
Gen Mitchell IAP ARS	30.80	29.87	28.61	36.90	59.94
Goodfellow AFB	7.20	0.00	3.60	36.40	82.66
Grand Forks AFB	43.75	33.14	50.22	56.93	79.09
Great Falls IAP AGS	27.23	27.10	27.61	17.43	62.23
Greater Peoria Regional APT AGS	30.64	32.05	28.44	27.43	54.24
Grissom ARB	39.37	30.99	41.30	61.40	73.25
Hancock Field AGS	30.51	30.89	26.66	35.76	66.32
Hanscom AFB	27.91	32.76	26.86	10.54	25.42
Harrisburg IAP AGS	39.39	42.14	41.25	11.49	69.50
Hector IAP AGS	27.74	31.75	21.98	21.85	72.60
Hickam AFB	43.95	39.25	47.69	60.68	1.12
Hill AFB	54.44	44.20	61.71	65.46	77.82
Holloman AFB	60.87	54.81	67.98	55.66	75.23
Homestead ARS	50.71	42.01	59.76	52.49	53.65
Hulman Regional APT AGS	29.48	30.78	29.38	10.65	82.24
Hurlburt Field	77.84	82.86	82.65	32.44	87.18
Indian Springs AFS	44.82	41.82	49.78	38.16	43.94
Jackson IAP AGS	37.40	36.84	33.67	43.55	84.66
Jacksonville IAP AGS	55.66	57.16	58.77	30.26	77.87
Joe Foss Field AGS	30.70	28.28	33.35	18.95	77.92
Keesler AFB	43.21	54.41	33.81	20.15	85.30
Key Field AGS	41.96	38.23	48.25	24.58	75.40
Kirtland AFB	50.63	38.65	62.07	53.49	69.56
Klamath Falls IAP AGS	32.52	29.07	36.69	21.87	69.01
Kulis AGS	41.92	46.09	46.72	11.26	8.01
Lackland AFB	45.78	37.88	47.55	66.73	78.33
Lambert - St. Louis IAP AGS	30.36	29.81	33.45	12.78	59.70
Langley AFB	69.03	65.24	71.66	73.50	77.20
Laughlin AFB	39.70	34.52	37.72	60.65	84.09
Lincoln MAP AGS	32.07	33.20	31.38	19.97	71.20
Little Rock AFB	53.81	45.76	59.92	56.89	88.12
Los Angeles AFB	2.28	0.00	3.60	1.94	23.81
Louisville IAP AGS	32.31	35.26	31.22	11.79	78.10
Luis Munoz Marin IAP AGS	38.58	48.06	36.29	10.61	14.06
Luke AFB	53.14	45.94	64.67	34.45	68.92
MacDill AFB	61.04	52.39	62.60	90.51	76.56
Malmstrom AFB	6.70	0.00	3.60	36.40	62.67
Mansfield Lahm MAP AGS	23.19	22.42	21.81	19.84	74.01
March ARB	54.41	47.94	66.93	34.41	45.41
Martin State APT AGS	39.45	48.22	34.28	15.68	58.71

SOF / CSAR MCI (includes A-10s)					
Base	**Overall MCI Score**	Crt 1 **Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Maxwell AFB	53.73	57.07	55.74	22.10	85.68
McChord AFB	47.80	39.58	60.37	31.06	57.08
McConnell AFB	45.17	35.11	55.22	42.00	75.83
McEntire AGS	50.55	52.17	51.67	29.80	85.19
McGee Tyson APT AGS	35.93	34.30	37.71	23.46	86.02
McGuire AFB	46.24	37.55	50.40	71.21	37.26
Memphis IAP AGS	34.29	37.94	32.53	14.51	75.57
Minn/St Paul IAP ARS	32.46	24.26	38.72	40.36	47.69
Minot AFB	45.12	31.63	51.43	73.91	73.42
Moffett Federal Field AGS	35.10	38.39	38.31	11.51	15.79
Moody AFB	60.72	57.38	62.09	62.84	91.37
Mountain Home AFB	49.68	36.97	60.91	56.75	68.58
NAS New Orleans ARS	43.96	42.62	50.14	17.20	72.63
Nashville IAP AGS	35.61	40.32	32.22	17.22	78.64
Nellis AFB	53.81	43.63	67.85	44.79	43.94
New Castle County Airport AGS	34.12	44.15	26.76	15.06	47.53
Niagara Falls IAP ARS	33.78	27.38	36.92	44.75	55.66
Offutt AFB	35.86	34.02	36.98	30.34	73.20
Onizuka AFS	2.92	0.00	3.60	10.08	16.85
Otis AGB	34.97	25.56	41.56	49.14	42.04
Patrick AFB	51.88	51.19	50.92	55.28	66.83
Pease International Trade Port AGS	33.89	31.70	39.27	21.58	33.80
Peterson AFB	44.13	42.46	45.17	42.96	61.91
Phoenix Sky Harbor IAP AGS	38.54	42.77	39.20	8.94	68.42
Pittsburgh IAP AGS	36.75	27.36	44.58	39.25	69.30
Pittsburgh IAP ARS	31.37	27.36	37.86	13.26	69.59
Pope AFB	78.74	81.48	82.42	49.11	86.08
Portland IAP AGS	36.36	38.77	37.10	16.33	60.13
Quonset State APT AGS	28.81	31.44	29.40	11.36	40.59
Randolph AFB	42.07	35.99	42.26	60.08	78.51
Reno-Tahoe IAP AGS	35.24	39.61	34.25	16.17	47.47
Richmond IAP AGS	51.80	58.04	52.73	13.36	75.18
Rickenbacker IAP AGS	34.00	30.11	40.88	14.00	71.11
Robins AFB	61.64	48.89	69.55	81.00	87.45
Rome Laboratory	4.75	0.00	3.60	16.80	63.10
Rosecrans Memorial APT AGS	37.76	37.06	40.34	19.33	81.65
Salt Lake City IAP AGS	39.97	44.61	38.75	15.80	71.72
Savannah IAP AGS	49.54	57.00	46.26	19.99	84.65
Schenectady County APT AGS	27.74	36.27	19.77	13.57	60.05
Schriever AFB	5.61	0.00	3.60	27.31	55.46
Scott AFB	39.96	37.70	45.08	25.62	53.95
Selfridge ANGB	42.06	44.13	42.66	30.02	42.51
Seymour Johnson AFB	71.86	61.68	78.88	86.22	85.03
Shaw AFB	58.51	53.04	63.77	55.05	85.64
Sheppard AFB	45.70	46.84	45.32	33.44	80.04
Sioux Gateway APT AGS	28.98	29.76	27.03	20.68	79.98

SOF / CSAR MCI (includes A-10s)					
Base	**Overall MCI Score**	Crt 1 **Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	24.54	24.06	25.02	12.97	71.74
Stewart IAP AGS	39.37	34.65	45.61	44.12	3.65
Tinker AFB	42.61	36.73	44.70	50.10	85.80
Toledo Express APT AGS	31.16	30.20	31.23	24.93	72.76
Travis AFB	42.79	39.27	52.73	22.41	24.22
Tucson IAP AGS	42.80	42.23	46.22	23.72	72.70
Tulsa IAP AGS	37.72	38.94	38.53	17.94	81.03
Tyndall AFB	60.85	55.11	65.35	61.07	90.98
United States Air Force Academy	4.42	0.00	3.60	13.92	61.68
Vance AFB	38.52	39.06	39.07	21.45	87.75
Vandenberg AFB	43.54	31.65	51.09	69.71	32.48
W. K. Kellogg APT AGS	30.52	23.82	38.21	21.44	62.57
Westover ARB	41.11	36.40	45.41	42.91	49.23
Whiteman AFB	50.93	36.68	57.41	83.69	74.42
Will Rogers World APT AGS	36.31	36.45	37.16	20.02	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	37.71	38.79	42.45	12.57	39.74
Wright-Patterson AFB	39.43	31.22	43.91	49.96	74.09
Yeager APT AGS	23.37	26.94	18.54	12.58	81.12
Youngstown-Warren Regional APT ARS	27.34	25.07	30.53	12.85	73.97

C2ISR MCI

C2ISR MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	5.83	0.00	5.00	24.00	53.84
Altus AFB	88.64	83.09	95.63	87.10	80.99
Andersen AFB	66.86	45.89	94.50	65.33	0.00
Andrews AFB	74.60	65.94	89.02	62.92	41.74
Arnold AFS	45.77	75.13	6.75	61.72	89.61
Atlantic City IAP AGS	41.04	39.48	42.98	40.10	41.33
Bangor IAP AGS	52.05	52.28	51.39	50.75	63.61
Barksdale AFB	87.27	77.72	95.85	97.16	80.79
Barnes MPT AGS	46.06	58.50	36.09	29.87	47.17
Beale AFB	87.21	85.75	95.17	71.86	42.78
Birmingham IAP AGS	60.70	73.71	51.02	36.72	77.96
Boise Air Terminal AGS	72.76	90.64	59.88	42.60	78.40
Bolling AFB	4.40	0.00	5.00	12.96	40.62
Bradley IAP AGS	51.78	58.63	52.53	19.31	43.06
Brooks City-Base	8.22	0.00	5.00	42.00	77.48
Buckley AFB	68.94	94.91	45.39	51.03	53.78
Burlington IAP AGS	46.63	56.72	38.46	31.49	57.07
Cannon AFB	61.46	80.34	43.36	46.67	73.61
Capital APT AGS	55.95	77.59	37.25	33.67	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	67.40	80.36	62.58	26.40	72.70
Channel Islands AGS	67.65	81.65	63.65	30.97	23.21
Charleston AFB	79.27	66.72	91.68	86.43	75.49
Charlotte/Douglas IAP AGS	58.36	69.99	53.82	17.81	81.48
Cheyenne APT AGS	58.54	91.52	25.59	40.99	68.70
Cheyenne Mountain AFS	5.16	0.00	5.00	16.93	55.61
Columbus AFB	75.05	75.42	76.68	61.69	94.97
Dane County Regional - Truax Field AGS	53.83	71.86	40.97	22.28	61.55
Dannelly Field AGS	46.99	71.89	21.45	28.84	85.51
Davis-Monthan AFB	84.67	83.94	92.46	58.85	71.89
Des Moines IAP AGS	58.26	79.13	41.00	29.17	76.75
Dobbins ARB	58.07	72.33	49.70	24.83	67.58
Dover AFB	71.92	63.88	88.84	40.51	64.93
Duluth IAP AGS	44.87	64.43	24.45	34.10	66.75
Dyess AFB	85.14	79.39	95.56	70.23	77.64
Edwards AFB	86.93	86.31	93.71	73.17	40.87
Eglin AFB	78.52	67.86	84.43	100.00	90.39
Eielson AFB	69.62	47.42	94.88	80.18	16.54
Ellington Field AGS	62.34	69.97	56.17	53.12	61.20
Ellsworth AFB	87.72	83.24	96.01	75.59	81.32
Elmendorf AFB	66.24	42.33	91.66	85.13	8.86
Ewvra Sheppard AGS	44.52	66.82	21.47	30.43	73.39
F. S. Gabreski APT AGS	38.91	59.43	21.49	19.07	29.52
Fairchild AFB	85.25	77.08	96.70	78.07	73.99

C2ISR MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Forbes Field AGS	74.73	83.53	73.31	39.61	77.32
Fort Smith Regional APT AGS	58.75	81.53	37.01	36.66	88.84
Fort Wayne IAP AGS	57.57	73.08	48.13	20.01	79.17
Francis E. Warren AFB	7.21	0.00	5.00	33.74	70.53
Fresno Air Terminal AGS	51.51	86.89	21.92	12.70	46.99
Gen Mitchell IAP AGS	56.40	71.35	45.92	30.43	59.38
Gen Mitchell IAP ARS	55.13	71.35	43.59	27.24	59.94
Goodfellow AFB	8.35	0.00	5.00	42.00	82.66
Grand Forks AFB	76.33	65.78	90.05	67.17	79.09
Great Falls IAP AGS	60.79	78.79	46.48	37.01	62.23
Greater Peoria Regional APT AGS	59.00	76.58	44.80	38.20	54.24
Grissom ARB	79.93	76.34	90.00	56.25	73.25
Hancock Field AGS	43.80	60.95	21.43	52.13	66.32
Hanscom AFB	37.80	56.50	23.35	14.82	25.42
Harrisburg IAP AGS	55.72	64.81	54.24	16.64	69.50
Hector IAP AGS	54.39	69.11	42.86	29.85	72.60
Hickam AFB	60.91	42.64	84.17	63.41	1.12
Hill AFB	93.97	97.61	93.27	84.05	77.82
Holloman AFB	86.40	83.72	94.94	66.09	75.23
Homestead ARS	70.30	57.88	90.89	46.23	53.65
Hulman Regional APT AGS	55.94	76.18	40.95	18.48	82.24
Hurlburt Field	72.12	68.60	80.29	50.60	87.18
Indian Springs AFS	60.32	93.80	28.00	44.52	43.94
Jackson IAP AGS	57.06	74.28	41.23	36.56	84.66
Jacksonville IAP AGS	53.81	64.32	44.58	37.69	77.87
Joe Foss Field AGS	62.64	77.82	50.71	38.45	77.92
Keesler AFB	41.66	69.75	10.14	32.29	85.30
Key Field AGS	63.66	73.38	56.96	43.78	75.40
Kirtland AFB	79.11	89.88	70.96	65.83	69.56
Klamath Falls IAP AGS	54.87	85.74	25.83	29.79	69.01
Kulis AGS	45.79	47.22	53.55	16.45	8.01
Lackland AFB	67.20	70.16	64.57	61.71	78.33
Lambert - St. Louis IAP AGS	55.10	69.60	47.53	18.70	59.70
Langley AFB	71.05	66.39	76.00	70.37	77.20
Laughlin AFB	61.57	70.38	49.05	67.39	84.09
Lincoln MAP AGS	63.76	82.19	50.53	32.04	71.20
Little Rock AFB	86.18	79.83	95.18	77.58	88.12
Los Angeles AFB	2.96	0.00	5.00	2.77	23.81
Louisville IAP AGS	57.84	75.56	44.66	26.02	78.10
Luis Munoz Marin IAP AGS	39.18	40.81	44.68	15.24	14.06
Luke AFB	73.72	87.55	66.74	40.30	68.92
MacDill AFB	75.34	60.88	89.00	84.90	76.56
Malmstrom AFB	7.85	0.00	5.00	42.00	62.67
Mansfield Lahm MAP AGS	53.80	70.59	40.01	28.84	74.01
March ARB	81.72	84.15	95.25	23.42	45.41
Martin State APT AGS	36.39	65.15	6.84	21.08	58.71

C2ISR MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Maxwell AFB	60.61	71.98	53.91	29.90	85.68
McChord AFB	73.97	73.50	82.89	43.34	57.08
McConnell AFB	81.48	84.92	85.63	49.84	75.83
McEntire AGS	56.98	68.69	46.53	39.41	85.19
McGee Tyson APT AGS	64.42	75.33	58.62	32.94	86.02
McGuire AFB	63.36	56.40	72.72	63.08	37.26
Memphis IAP AGS	64.38	78.48	55.82	32.24	75.57
Minn/St Paul IAP ARS	55.99	54.77	63.53	32.50	47.69
Minot AFB	77.04	67.25	90.27	67.96	73.42
Moffett Federal Field AGS	63.52	82.38	56.99	15.94	15.79
Moody AFB	71.61	66.63	73.94	79.89	91.37
Mountain Home AFB	91.75	93.03	94.66	79.68	68.58
NAS New Orleans ARS	54.47	70.66	42.67	24.37	72.63
Nashville IAP AGS	60.09	75.81	47.17	36.67	78.64
Nellis AFB	83.28	93.78	81.11	53.78	43.94
New Castle County Airport AGS	43.48	63.78	26.35	20.11	47.53
Niagara Falls IAP ARS	52.69	65.58	41.71	38.22	55.66
Offutt AFB	71.16	81.84	64.48	49.23	73.20
Onizuka AFS	3.94	0.00	5.00	14.40	16.85
Otis AGB	57.17	56.11	59.43	56.46	42.04
Patrick AFB	46.28	60.98	27.36	52.11	66.83
Pease International Trade Port AGS	57.86	55.51	67.02	36.68	33.80
Peterson AFB	80.62	95.00	76.46	36.43	61.91
Phoenix Sky Harbor IAP AGS	65.31	87.46	50.17	25.54	68.42
Pittsburgh IAP AGS	63.72	68.32	66.22	30.76	69.30
Pittsburgh IAP ARS	59.59	70.35	53.88	31.34	69.59
Pope AFB	65.21	67.86	65.79	45.41	86.08
Portland IAP AGS	62.84	76.93	53.84	36.08	60.13
Quonset State APT AGS	45.72	57.24	37.48	28.26	40.59
Randolph AFB	68.96	70.53	70.16	54.40	78.51
Reno-Tahoe IAP AGS	65.22	89.62	48.36	27.25	47.47
Richmond IAP AGS	51.81	67.71	40.87	18.23	75.18
Rickenbacker IAP AGS	66.58	71.89	70.92	23.04	71.11
Robins AFB	82.86	69.68	98.89	75.82	87.45
Rome Laboratory	6.06	0.00	5.00	24.00	63.10
Rosecrans Memorial APT AGS	59.74	82.26	38.21	40.03	81.65
Salt Lake City IAP AGS	70.64	97.96	50.36	28.94	71.72
Savannah IAP AGS	55.75	66.62	47.65	32.08	84.65
Schenectady County APT AGS	34.25	59.13	6.59	28.20	60.05
Schriever AFB	6.58	0.00	5.00	31.07	55.46
Scott AFB	67.77	79.82	62.28	38.49	53.95
Selfridge ANGB	63.74	68.25	64.79	43.89	42.51
Seymour Johnson AFB	80.64	67.71	94.93	79.58	85.03
Shaw AFB	69.20	69.28	66.97	74.00	85.64
Sheppard AFB	75.08	81.60	75.02	44.12	80.04
Sioux Gateway APT AGS	60.23	79.87	42.42	38.85	79.98

C2ISR MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	46.86	72.83	21.39	26.91	71.74
Stewart IAP AGS	64.52	60.65	79.15	36.82	3.65
Tinker AFB	89.52	83.36	99.40	77.69	85.80
Toledo Express APT AGS	57.76	70.74	46.77	39.94	72.76
Travis AFB	80.74	83.75	90.96	38.50	24.22
Tucson IAP AGS	70.37	83.77	63.43	36.99	72.70
Tulsa IAP AGS	61.51	82.77	44.64	28.80	81.03
Tyndall AFB	63.40	67.02	55.87	71.06	90.98
United States Air Force Academy	5.50	0.00	5.00	18.79	61.68
Vance AFB	64.47	84.79	48.60	31.13	87.75
Vandenberg AFB	58.32	80.41	34.30	62.91	32.48
W. K. Kellogg APT AGS	62.74	70.89	59.43	39.11	62.57
Westover ARB	69.46	60.24	81.93	65.22	49.23
Whiteman AFB	87.70	82.23	96.07	81.35	74.42
Will Rogers World APT AGS	62.66	83.38	43.96	39.49	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	47.95	64.84	37.04	17.64	39.74
Wright-Patterson AFB	82.05	73.21	95.38	69.42	74.09
Yeager APT AGS	46.36	71.09	21.41	27.38	81.12
Youngstown-Warren Regional APT ARS	59.42	67.86	56.27	29.97	73.97

UAV MCI

UAV MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Air Reserve Personnel Center (ARPC)	3.50	0.00	3.50	7.00	53.84
Altus AFB	71.40	65.20	75.19	81.90	80.99
Andersen AFB	66.19	57.98	84.74	43.52	0.00
Andrews AFB	75.80	65.96	89.66	72.14	41.74
Arnold AFS	52.18	53.55	44.13	70.00	89.61
Atlantic City IAP AGS	67.55	69.15	72.15	47.70	41.33
Bangor IAP AGS	52.64	53.69	55.18	34.52	63.61
Barksdale AFB	78.15	64.06	88.46	99.52	80.79
Barnes MPT AGS	61.49	57.97	72.46	35.69	47.17
Beale AFB	73.49	65.44	85.11	70.00	42.78
Birmingham IAP AGS	57.58	66.96	50.79	37.53	77.96
Boise Air Terminal AGS	73.07	65.17	89.79	38.69	78.40
Bolling AFB	2.85	0.00	3.50	3.78	40.62
Bradley IAP AGS	54.51	57.50	61.92	12.80	43.06
Brooks City-Base	7.59	0.00	3.50	42.00	77.48
Buckley AFB	71.28	59.26	86.13	69.41	53.78
Burlington IAP AGS	58.94	58.03	70.57	15.33	57.07
Cannon AFB	68.91	62.20	85.08	31.53	73.61
Capital APT AGS	56.07	59.52	61.41	17.74	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	64.57	66.43	69.33	34.20	72.70
Channel Islands AGS	58.21	68.06	54.31	37.78	23.21
Charleston AFB	86.52	80.71	95.78	77.50	75.49
Charlotte/Douglas IAP AGS	56.07	68.36	53.11	5.38	81.48
Cheyenne APT AGS	45.76	55.96	35.17	37.00	68.70
Cheyenne Mountain AFS	3.36	0.00	3.50	5.16	55.61
Columbus AFB	70.70	65.30	74.90	72.13	94.97
Dane County Regional - Truax Field AGS	54.40	57.59	60.55	12.40	61.55
Dannelly Field AGS	65.21	74.74	67.44	7.00	85.51
Davis-Monthan AFB	78.62	70.94	91.98	60.16	71.89
Des Moines IAP AGS	59.73	57.41	71.90	15.61	76.75
Dobbins ARB	70.03	64.99	86.19	26.70	67.58
Dover AFB	77.21	74.27	91.58	34.20	64.93
Duluth IAP AGS	55.85	54.43	63.10	29.50	66.75
Dyess AFB	72.37	59.00	88.59	65.28	77.64
Edwards AFB	82.10	81.07	81.76	98.60	40.87
Eglin AFB	86.68	77.83	93.05	100.00	90.39
Eielson AFB	77.36	65.92	88.26	100.00	16.54
Ellington Field AGS	68.78	63.01	73.60	77.29	61.20
Ellsworth AFB	69.73	53.57	84.97	77.99	81.32
Elmendorf AFB	72.76	58.35	87.82	92.50	8.86
Ewvra Sheppard AGS	57.09	67.62	55.86	9.72	73.39
F. S. Gabreski APT AGS	51.58	57.24	56.21	11.80	29.52
Fairchild AFB	74.12	61.03	87.00	80.88	73.99

UAV MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Forbes Field AGS	60.48	65.46	59.05	39.30	77.32
Fort Smith Regional APT AGS	66.40	68.76	72.52	24.49	88.84
Fort Wayne IAP AGS	54.87	55.02	63.53	12.22	79.17
Francis E. Warren AFB	5.81	0.00	3.50	25.96	70.53
Fresno Air Terminal AGS	66.19	75.17	71.07	9.46	46.99
Gen Mitchell IAP AGS	51.32	58.69	46.80	34.20	59.38
Gen Mitchell IAP ARS	52.52	57.72	50.83	33.78	59.94
Goodfellow AFB	7.72	0.00	3.50	42.00	82.66
Grand Forks AFB	70.93	57.40	85.56	70.36	79.09
Great Falls IAP AGS	57.35	56.82	62.52	37.00	62.23
Greater Peoria Regional APT AGS	56.57	58.17	61.83	27.86	54.24
Grissom ARB	55.77	48.64	62.41	56.66	73.25
Hancock Field AGS	53.74	55.13	50.44	57.94	66.32
Hanscom AFB	45.36	55.80	44.69	5.02	25.42
Harrisburg IAP AGS	59.02	65.06	64.90	4.20	69.50
Hector IAP AGS	56.74	59.89	62.91	12.56	72.60
Hickam AFB	68.25	61.83	86.70	38.04	1.12
Hill AFB	79.39	68.52	88.37	92.50	77.82
Holloman AFB	78.35	70.80	89.43	67.86	75.23
Homestead ARS	74.95	68.69	89.81	47.38	53.65
Hulman Regional APT AGS	59.10	56.94	71.62	11.28	82.24
Hurlburt Field	81.77	78.71	92.99	47.87	87.18
Indian Springs AFS	73.55	80.16	76.69	37.51	43.94
Jackson IAP AGS	56.75	65.60	49.99	37.00	84.66
Jacksonville IAP AGS	75.01	86.63	74.37	23.51	77.87
Joe Foss Field AGS	62.15	58.35	70.92	39.32	77.92
Keesler AFB	57.18	72.68	48.57	14.63	85.30
Key Field AGS	61.23	68.61	59.02	32.90	75.40
Kirtland AFB	79.62	68.48	89.98	90.40	69.56
Klamath Falls IAP AGS	63.68	63.67	75.86	11.83	69.01
Kulis AGS	57.67	60.78	70.19	3.78	8.01
Lackland AFB	63.92	60.22	66.89	64.99	78.33
Lambert - St. Louis IAP AGS	51.04	54.69	57.75	4.20	59.70
Langley AFB	84.59	78.75	95.55	67.76	77.20
Laughlin AFB	61.06	62.25	56.19	70.00	84.09
Lincoln MAP AGS	49.61	59.41	45.90	14.50	71.20
Little Rock AFB	78.75	66.33	89.30	89.81	88.12
Los Angeles AFB	2.13	0.00	3.50	0.81	23.81
Louisville IAP AGS	50.76	58.78	45.97	26.91	78.10
Luis Munoz Marin IAP AGS	57.68	67.91	61.86	4.20	14.06
Luke AFB	80.11	76.95	92.26	46.96	68.92
MacDill AFB	87.68	78.74	95.31	100.00	76.56
Malmstrom AFB	7.22	0.00	3.50	42.00	62.67
Mansfield Lahm MAP AGS	44.42	50.27	45.19	7.00	74.01
March ARB	80.41	81.53	92.57	33.47	45.41
Martin State APT AGS	55.54	63.99	57.19	8.99	58.71

UAV MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Maxwell AFB	71.67	76.58	79.65	12.47	85.68
McChord AFB	69.04	60.71	88.57	29.24	57.08
McConnell AFB	74.09	67.61	89.30	40.32	75.83
McEntire AGS	75.68	76.04	85.06	32.70	85.19
McGee Tyson APT AGS	56.22	64.71	55.98	10.69	86.02
McGuire AFB	69.92	59.32	80.98	80.89	37.26
Memphis IAP AGS	55.70	62.92	51.06	36.76	75.57
Minn/St Paul IAP ARS	50.62	48.34	57.23	34.41	47.69
Minot AFB	67.53	48.34	85.44	79.92	73.42
Moffett Federal Field AGS	60.91	63.20	74.29	6.16	15.79
Moody AFB	89.88	87.74	91.55	92.50	91.37
Mountain Home AFB	78.18	65.91	90.43	86.23	68.58
NAS New Orleans ARS	68.17	68.05	82.63	7.58	72.63
Nashville IAP AGS	55.89	60.69	53.74	37.00	78.64
Nellis AFB	82.35	79.65	94.28	54.82	43.94
New Castle County Airport AGS	53.60	69.59	46.97	9.12	47.53
Niagara Falls IAP ARS	54.78	56.76	56.82	37.02	55.66
Offutt AFB	56.33	52.52	62.60	43.63	73.20
Onizuka AFS	2.29	0.00	3.50	4.20	16.85
Otis AGB	64.68	51.23	80.20	67.76	42.04
Patrick AFB	72.94	79.87	72.47	44.48	66.83
Pease International Trade Port AGS	55.73	44.45	73.53	39.16	33.80
Peterson AFB	58.41	63.64	58.08	34.90	61.91
Phoenix Sky Harbor IAP AGS	61.46	76.55	51.47	31.76	68.42
Pittsburgh IAP AGS	58.27	53.38	68.83	34.30	69.30
Pittsburgh IAP ARS	54.04	58.13	53.25	34.56	69.59
Pope AFB	84.07	84.80	94.48	37.00	86.08
Portland IAP AGS	67.22	63.96	79.05	34.90	60.13
Quonset State APT AGS	49.76	55.44	47.67	34.68	40.59
Randolph AFB	64.95	61.17	70.15	57.42	78.51
Reno-Tahoe IAP AGS	59.47	69.14	61.09	11.28	47.47
Richmond IAP AGS	68.08	83.30	65.36	7.59	75.18
Rickenbacker IAP AGS	51.88	53.57	58.14	13.27	71.11
Robins AFB	86.43	77.79	95.77	87.16	87.45
Rome Laboratory	3.73	0.00	3.50	7.00	63.10
Rosecrans Memorial APT AGS	70.09	63.34	84.85	37.00	81.65
Salt Lake City IAP AGS	56.83	68.89	47.87	34.79	71.72
Savannah IAP AGS	67.27	82.02	62.58	14.50	84.65
Schenectady County APT AGS	49.44	58.83	43.41	28.64	60.05
Schriever AFB	6.11	0.00	3.50	32.66	55.46
Scott AFB	61.57	63.04	70.28	20.48	53.95
Selfridge ANGB	62.07	56.04	79.38	22.86	42.51
Seymour Johnson AFB	93.59	91.03	96.36	96.02	85.03
Shaw AFB	84.59	78.14	89.79	92.52	85.64
Sheppard AFB	64.77	65.08	74.11	20.72	80.04
Sioux Gateway APT AGS	60.63	57.85	69.82	30.36	79.98

UAV MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Crt 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	48.50	50.71	49.27	29.31	71.74
Stewart IAP AGS	57.04	60.27	61.08	38.79	3.65
Tinker AFB	73.31	65.36	83.66	63.66	85.80
Toledo Express APT AGS	56.55	55.13	60.08	44.40	72.76
Travis AFB	69.53	60.58	89.86	37.58	24.22
Tucson IAP AGS	63.14	70.88	65.12	16.96	72.70
Tulsa IAP AGS	57.50	66.58	56.36	14.50	81.03
Tyndall AFB	84.49	82.20	88.33	77.50	90.98
United States Air Force Academy	3.87	0.00	3.50	8.76	61.68
Vance AFB	55.91	66.77	53.58	7.68	87.75
Vandenberg AFB	71.94	61.11	85.26	76.44	32.48
W. K. Kellogg APT AGS	63.36	53.14	78.63	47.33	62.57
Westover ARB	59.33	59.19	59.24	62.90	49.23
Whiteman AFB	75.06	61.63	88.66	80.57	74.42
Will Rogers World APT AGS	61.95	65.22	62.09	40.63	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	60.56	65.89	69.03	6.13	39.74
Wright-Patterson AFB	68.44	54.80	79.56	83.64	74.09
Yeager APT AGS	51.21	53.81	52.44	26.70	81.12
Youngstown-Warren Regional APT ARS	52.03	52.38	54.07	36.46	73.97

Space Operations MCI

Space Operations MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Cart 2 Condition of Infra-structure	Crt 3 Contingency ,Mobilization ,Future Forces	Crt 4 Cost of Ops / Manpower
Air Reserve Personnel Center (ARPC)	11.94	16.50	0.00	30.00	53.84
Altus AFB	39.82	66.50	2.00	63.80	80.99
Andersen AFB	76.39	66.50	100.00	43.03	0.00
Andrews AFB	53.96	16.50	100.00	38.28	41.74
Arnold AFS	84.33	66.50	100.00	100.00	89.61
Atlantic City IAP AGS	55.53	66.50	36.40	88.00	41.33
Bangor IAP AGS	40.33	66.50	12.40	30.00	63.61
Barksdale AFB	84.01	66.50	100.00	99.03	80.79
Barnes MPT AGS	23.61	42.72	1.20	22.83	47.17
Beale AFB	86.96	74.76	100.00	100.00	42.78
Birmingham IAP AGS	33.63	57.00	7.20	24.66	77.96
Boise Air Terminal AGS	43.37	66.50	18.02	33.38	78.40
Bolling AFB	10.61	16.50	0.91	16.20	40.62
Bradley IAP AGS	12.77	16.50	5.44	18.42	43.06
Brooks City-Base	61.03	16.50	100.00	100.00	77.48
Buckley AFB	84.96	72.24	100.00	88.90	53.78
Burlington IAP AGS	35.14	66.50	0.30	30.00	57.07
Cannon AFB	66.56	66.50	74.56	31.93	73.61
Capital APT AGS	39.12	66.50	8.60	35.31	57.09
Carswell ARS, NAS Fort Worth Joint Reserve	11.21	16.50	0.00	18.00	72.70
Channel Islands AGS	44.22	66.50	26.40	20.90	23.21
Charleston AFB	83.98	66.50	100.00	100.00	75.49
Charlotte/Douglas IAP AGS	15.25	16.50	8.63	20.35	81.48
Cheyenne APT AGS	35.31	66.50	0.00	30.00	68.70
Cheyenne Mountain AFS	35.13	66.50	2.40	21.48	55.61
Columbus AFB	78.89	66.50	100.00	44.25	94.97
Dane County Regional - Truax Field AGS	35.14	66.50	2.19	21.00	61.55
Dannelly Field AGS	36.54	66.50	1.96	30.00	85.51
Davis-Monthan AFB	77.42	66.50	100.00	35.31	71.89
Des Moines IAP AGS	33.18	50.72	11.59	31.15	76.75
Dobbins ARB	18.05	16.50	16.80	18.00	67.58
Dover AFB	37.33	66.50	8.00	18.00	64.93
Duluth IAP AGS	37.02	66.50	4.24	30.00	66.75
Dyess AFB	79.98	66.50	100.00	59.45	77.64
Edwards AFB	65.84	30.26	100.00	94.00	40.87
Eglin AFB	84.35	66.50	100.00	100.00	90.39
Eielson AFB	82.50	66.50	100.00	100.00	16.54
Ellington Field AGS	19.75	16.50	4.42	88.00	61.20
Ellsworth AFB	84.12	66.50	100.00	100.00	81.32
Elmendorf AFB	82.31	66.50	100.00	100.00	8.86
Ewvra Sheppard AGS	36.76	66.50	3.24	30.00	73.39
F. S. Gabreski APT AGS	10.46	16.50	0.80	18.00	29.52
Fairchild AFB	79.80	66.50	98.40	65.24	73.99

Space Operations MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Cart 2 Condition of Infra-structure	Crt 3 Contingency ,Mobilization ,Future Forces	Crt 4 Cost of Ops / Manpower
Forbes Field AGS	37.88	66.50	5.60	30.38	77.32
Fort Smith Regional APT AGS	77.76	66.50	98.40	41.10	88.84
Fort Wayne IAP AGS	35.89	66.02	3.94	19.04	79.17
Francis E. Warren AFB	80.64	66.50	100.00	67.90	70.53
Fresno Air Terminal AGS	35.00	66.50	5.79	8.35	46.99
Gen Mitchell IAP AGS	10.87	16.50	0.00	18.00	59.38
Gen Mitchell IAP ARS	11.05	16.50	0.83	16.20	59.94
Goodfellow AFB	81.95	66.50	94.68	100.00	82.66
Grand Forks AFB	82.64	66.50	100.00	85.72	79.09
Great Falls IAP AGS	36.64	66.50	3.60	30.00	62.23
Greater Peoria Regional APT AGS	46.03	66.50	23.77	42.19	54.24
Grissom ARB	52.66	66.50	38.68	41.88	73.25
Hancock Field AGS	55.93	57.76	47.57	79.58	66.32
Hanscom AFB	21.10	16.50	26.30	19.64	25.42
Harrisburg IAP AGS	37.91	66.50	9.12	18.00	69.50
Hector IAP AGS	38.37	66.50	4.91	39.17	72.60
Hickam AFB	28.01	16.50	41.40	32.08	1.12
Hill AFB	70.93	38.00	100.00	100.00	77.82
Holloman AFB	82.04	66.50	100.00	80.69	75.23
Homestead ARS	20.62	16.50	19.20	37.24	53.65
Hulman Regional APT AGS	35.22	66.50	2.28	16.20	82.24
Hurlburt Field	80.19	66.50	100.00	59.20	87.18
Indian Springs AFS	67.24	66.50	73.79	49.31	43.94
Jackson IAP AGS	35.71	66.50	0.00	30.00	84.66
Jacksonville IAP AGS	14.96	16.50	5.60	30.97	77.87
Joe Foss Field AGS	39.59	66.50	9.16	32.51	77.92
Keesler AFB	37.19	66.50	3.55	30.00	85.30
Key Field AGS	36.53	66.50	2.52	30.00	75.40
Kirtland AFB	82.93	66.50	100.00	91.00	69.56
Klamath Falls IAP AGS	37.15	66.50	4.40	30.00	69.01
Kulis AGS	42.62	66.50	24.61	16.20	8.01
Lackland AFB	37.23	16.50	52.09	60.56	78.33
Lambert - St. Louis IAP AGS	10.88	16.50	0.00	18.00	59.70
Langley AFB	33.19	16.50	48.18	36.83	77.20
Laughlin AFB	84.19	66.50	100.00	100.00	84.09
Lincoln MAP AGS	35.37	66.50	0.00	30.00	71.20
Little Rock AFB	82.99	66.50	100.00	86.97	88.12
Los Angeles AFB	8.54	16.50	0.00	3.46	23.81
Louisville IAP AGS	35.44	66.50	2.64	18.00	78.10
Luis Munoz Marin IAP AGS	32.74	66.50	0.00	18.00	14.06
Luke AFB	76.46	66.50	100.00	26.48	68.92
MacDill AFB	45.34	21.44	56.80	100.00	76.56
Malmstrom AFB	83.66	66.50	100.00	100.00	62.67
Mansfield Lahm MAP AGS	35.44	66.50	0.00	30.00	74.01
March ARB	37.22	66.50	11.12	8.77	45.41
Martin State APT AGS	19.75	16.50	21.20	18.92	58.71

Space Operations MCI					
Base	Overall MCI Score	Crt 1 Current and Future Mission	Cart 2 Condition of Infra-structure	Crt 3 Contingency ,Mobilization ,Future Forces	Crt 4 Cost of Ops / Manpower
Maxwell AFB	36.78	66.50	2.40	30.48	85.68
McChord AFB	43.90	66.50	20.00	35.80	57.08
McConnell AFB	51.76	66.50	32.00	59.93	75.83
McEntire AGS	45.31	66.50	21.60	36.28	85.19
McGee Tyson APT AGS	53.26	100.00	6.40	24.47	86.02
McGuire AFB	81.21	63.88	100.00	94.00	37.26
Memphis IAP AGS	11.28	16.50	0.00	18.00	75.57
Minn/St Paul IAP ARS	10.67	16.50	0.00	18.90	47.69
Minot AFB	83.93	66.50	100.00	100.00	73.42
Moffett Federal Field AGS	13.32	16.50	7.60	21.91	15.79
Moody AFB	84.37	66.50	100.00	100.00	91.37
Mountain Home AFB	83.80	66.50	100.00	100.00	68.58
NAS New Orleans ARS	36.90	66.50	3.60	30.00	72.63
Nashville IAP AGS	12.69	16.50	0.32	30.00	78.64
Nellis AFB	77.45	66.50	100.00	42.64	43.94
New Castle County Airport AGS	11.26	16.50	1.20	19.83	47.53
Niagara Falls IAP ARS	34.62	66.50	2.02	18.02	55.66
Offutt AFB	79.31	65.54	100.00	58.27	73.20
Onizuka AFS	21.43	41.76	0.00	18.00	16.85
Otis AGB	63.83	60.32	63.20	88.00	42.04
Patrick AFB	49.37	83.00	13.50	39.20	66.83
Pease International Trade Port AGS	47.03	66.50	28.80	36.35	33.80
Peterson AFB	63.95	66.50	71.60	21.00	61.91
Phoenix Sky Harbor IAP AGS	33.05	66.50	0.00	7.52	68.42
Pittsburgh IAP AGS	12.61	16.50	3.60	18.00	69.30
Pittsburgh IAP ARS	15.01	16.50	9.17	18.72	69.59
Pope AFB	45.30	66.50	23.04	30.00	86.08
Portland IAP AGS	12.15	16.50	2.32	21.00	60.13
Quonset State APT AGS	33.50	66.50	0.00	18.97	40.59
Randolph AFB	38.25	16.50	56.00	54.62	78.51
Reno-Tahoe IAP AGS	33.57	66.50	0.42	16.20	47.47
Richmond IAP AGS	13.74	16.50	4.80	22.83	75.18
Rickenbacker IAP AGS	28.18	50.00	3.10	21.14	71.11
Robins AFB	77.90	54.94	97.44	100.00	87.45
Rome Laboratory	76.67	66.50	100.00	30.00	63.10
Rosecrans Memorial APT AGS	35.63	66.50	0.00	30.00	81.65
Salt Lake City IAP AGS	12.13	16.50	1.04	23.17	71.72
Savannah IAP AGS	38.52	63.54	10.06	30.00	84.65
Schenectady County APT AGS	37.17	66.50	7.12	21.28	60.05
Schriever AFB	96.54	100.00	100.00	76.52	55.46
Scott AFB	58.10	66.50	56.14	28.62	53.95
Selfridge ANGB	21.35	16.50	26.12	18.58	42.51
Seymour Johnson AFB	56.51	66.50	35.16	92.03	85.03
Shaw AFB	71.70	66.50	69.80	100.00	85.64
Sheppard AFB	77.28	66.50	100.00	31.93	80.04
Sioux Gateway APT AGS	36.26	66.50	1.20	31.69	79.98

Space Operations MCI					
Base	**Overall MCI Score**	**Crt 1 Current and Future Mission**	**Cart 2 Condition of Infra-structure**	**Crt 3 Contingency ,Mobilization ,Future Forces**	**Crt 4 Cost of Ops / Manpower**
Springfield-Beckley MPT AGS	34.48	66.50	0.00	20.97	71.74
Stewart IAP AGS	37.38	66.50	9.60	27.17	3.65
Tinker AFB	33.51	23.36	35.93	57.03	85.80
Toledo Express APT AGS	36.29	16.50	54.00	44.72	72.76
Travis AFB	75.79	66.50	100.00	30.89	24.22
Tucson IAP AGS	38.33	66.50	6.32	33.02	72.70
Tulsa IAP AGS	13.34	17.74	0.37	30.00	81.03
Tyndall AFB	84.36	66.50	100.00	100.00	90.98
United States Air Force Academy	40.15	66.50	12.40	28.72	61.68
Vance AFB	39.47	66.50	8.76	30.48	87.75
Vandenberg AFB	90.49	83.00	100.00	100.00	32.48
W. K. Kellogg APT AGS	53.29	66.50	42.40	35.38	62.57
Westover ARB	53.63	42.68	74.00	20.56	49.23
Whiteman AFB	50.56	66.50	28.92	61.14	74.42
Will Rogers World APT AGS	20.00	23.36	9.60	31.45	84.80
Willow Grove ARS, NAS Willow Grove Joint Reserve	11.62	16.50	2.04	21.86	39.74
Wright-Patterson AFB	58.78	16.50	100.00	78.39	74.09
Yeager APT AGS	48.70	66.50	34.40	18.00	81.12
Youngstown-Warren Regional APT ARS	37.07	66.50	5.73	22.49	73.97

4.3 Payback Calculations (selection criterion five)

Payback calculations are recommendation specific and as such cannot be addressed in overview. Chapter 5 “Recommendations” includes specific payback information for each recommendation. Detailed supporting data and documentation was submitted with the Air Force recommendations. In addition, Chapter 6, “Budget Impacts” addresses aggregate savings and expenses (payback) by presenting the impact of the Air Force recommendations on the service’s program.

4.4 Other Considerations (selection criteria six, seven, and eight)

Unlike the first four selection criteria, which were installation-dependent, selection criteria six, seven, and eight are scenario-dependent. In other words, the information gathered for these criteria needs a proposed scenario to be useful. Their usefulness is related to a proposed action, not the status quo. However, certain factors related to selection criteria seven and eight also were captured in military value analysis as they significantly contribute to an installation’s ability to support future and existing missions and the availability and condition of land and airspace.

Analysis results for economic impact (selection criterion six), impact on community infrastructure (selection criterion seven), and environmental impact (selection criterion eight) are summarized for each recommendation in Chapter 5 to this report, “Recommendations”.

These summaries are based on the analytical results provided in several detailed reports that have been submitted to OSD as supporting documentation. These reports include detailed recommendation-specific impact reports for all three criteria that evaluate the potential effects of each recommendation on the installations and surrounding communities. These impact reports were submitted to OSD as supporting documentation for each Air Force recommendation. Earlier in the process and prior to scenario development, detailed installation-specific profiles for selection criteria seven and eight were submitted to OSD for use by the military departments, defense agencies, and joint cross service groups. In addition, towards the end of the process and after all proposed BRAC actions had been reviewed, detailed cumulative impact reports for selection criterion eight were submitted to OSD that analyzed the aggregate environmental impact for each installation of all military department, defense agency, and joint cross service group proposed BRAC actions. At this time, the aggregate impact for selection criteria six and seven were also evaluated by reviewing the impact reports for all of the proposed BRAC actions that affected an installation.

The following table describes the length, format, and location of each report submitted to OSD as supporting documentation

	Reports provided for		
	Individual installations (independent of recommendations)	**Many Bases/ One Recommendation** (impact of individual recommendations on multiple installations)	**Many Recommendations /One Base** (cumulative impact of multiple recommendations on individual installations)
Criterion Six: **Economic Impact**	N/A	Economic Impact Reports Length: 2 pages for each installation in the scenario Format: numerical tables and graphs Location: OSD Supporting Documents	Aggregate impacts determined by reviewing the Economic Impact Reports for all proposed BRAC action affecting the installation
Criterion Seven: **Community Infrastructure**	Installation Profile Narratives Length: 4 pages for each installation Format: narrative with tables Location: OSD Supporting Documents	Installation Profile Summary Data Sheets Length: 1 page Format: summary table with narrative Location: OSD Supporting Documents	Aggregate impacts determined by reviewing the Installation Profile Summary Data Sheets for all proposed BRAC actions affecting the installation//
Criterion Eight: **Environmental Impact**	Installation Environmental Profiles Length: 3 pages for each installation Format: narrative paragraphs Location: OSD Supporting Documents	Summary of Scenario Environmental Impacts Length: 1 to 2 pages for each installation in the scenario Format: tables containing narratives Location: OSD Supporting Documents	Summary of Cumulative Environmental Impacts Length: 1 to 2 pages per installation Format: narrative tables Location: OSD Supporting Documents

Table 6: Location and Contents of Criteria 6-8 Reports

5 Air Force Recommendations

5.1 Conventions for Recommendation Narratives

Order: Following the convention used throughout this report, the recommendations are listed alphabetically by state, alphabetically by base within each state.

Aircraft: The term "aircraft" as used in the narrative write-ups refers to Primary Aircraft Authorized (PAA) as defined and used in applicable Air Force Instructions (AFI) and other published guidance.

Fleet management: For aircraft movements detailed in this report, in most cases aircraft can flow directly from the indicated losing base to the gaining base. However, the Air Force will manage its fleet according to AFI 16-402 and other applicable published guidance.

Military value ranking: The convention used in all the Air Force recommendations is to note the military value relative rank (MCI rank) for the mission in question parenthetically after the base when it is first mentioned in the rationale. When the mission area is not clear by the context, it is explicitly noted.

5.2 Recommendation Narratives

The following section contains summaries of each Air Force recommendation. Each summary includes a brief narrative description of the recommendation, a section on the justification or "rationale" for the recommendation, a statement about the return on investment analysis, and finally, a discussion on the anticipated economic impact of the recommendation on the local communities.

Birmingham International Airport Air Guard Station, AL

Recommendation: Realign Birmingham International Airport Air Guard Station (AGS), Alabama. Distribute the 117th Air Refueling Wing's (ANG) KC-135R aircraft to the 101st Air Refueling Wing (ANG), Bangor International Airport AGS, Maine (two aircraft); the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport AGS, Tennessee (four aircraft); and the 161st Air Refueling Wing (ANG), Phoenix Sky Harbor International Airport AGS, Arizona (two aircraft). The 117th Air Refueling Wing's firefighter positions will move to Dannelly Field AGS, Alabama, and the remaining expeditionary combat support (ECS) will remain in place.

Justification: Phoenix Sky Harbor (37) scored higher than Birmingham (63) in military value for the tanker mission. This recommendation takes advantage of available capacity at Phoenix by robusting the air refueling squadron size from eight to ten aircraft, increasing the wing's overall capability. It also capitalizes on the favorable recruiting environment of the greater Phoenix region that can sustain this increased squadron size. Although McGhee Tyson (74) and Bangor (123) ranked lower, military judgment argued in favor of retaining and adding force structure to these installations to increase their overall effectiveness. Bangor was increased in squadron size from 8 to 12 aircraft because of its critical role in the Northeast Tanker Task Force, as well as its participation in the transatlantic air bridge. The Air Force considered McGhee Tyson's available capacity and Air National Guard experience in replacing aging, high maintenance KC-135E aircraft with re-engined KC-135R models and in increasing the squadron from 8 to 12 aircraft. Birmingham's ECS remains in place to support the Air Expeditionary Force and to retain trained and experienced Air National Guard personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $11 million. The net of all costs and savings to the Department during the implementation period is a cost of $7.7 million. Annual recurring savings to the Department after implementation are $0.82 million, with a payback expected in 18 years. The net present value of the savings to the Department over 20 years is $0.46 million.

Impacts:

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 307 jobs (183 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Birmingham-Hoover, Alabama Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation.

There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; waste management; or water resources. Impacts of costs include $165 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Eielson Air Force Base, AK, Moody Air Force Base, GA, and Shaw Air Force Base, SC

Recommendation: Realign Eielson Air Force Base, Alaska. The 354th Fighter Wing's assigned A-10 aircraft will be distributed to the 917th Wing Barksdale Air Force Base, Louisiana (three aircraft); to a new active duty unit at Moody Air Force Base, Georgia (12 aircraft); and to backup inventory (three aircraft). The 354th Fighter Wing's F-16 aircraft will be distributed to the 57th Wing, Nellis Air Force Base, Nevada (18 aircraft). The Air National Guard Tanker unit and rescue alert detachment will remain as tenant on Eielson. Realign Moody Air Force Base, by relocating base-level ALQ-184 intermediate maintenance to Shaw Air Force Base, South Carolina, establishing a Centralized Intermediate Repair Facility (CIRF) at Shaw Air Force Base, South Carolina for ALQ-184 pods . Realign Shaw Air Force Base, relocating base-level TF-34 engine intermediate maintenance to Moody Air Force Base, establishing a CIRF at Moody Air Force Base for TF-34 engines.

Justification: Eielson's (11) military value is high because of its close proximity to valuable airspace and ranges. Eielson is, however, an expensive base to operate and improve (build). The Air Force recommends realigning Eielson, but keeping the base open in a "warm" status using the resident Air National Guard units and a portion of the infrastructure to continue operating the base for USAF/Joint/Combined exercises. The Air Force distributes the F-16s to Nellis (13) a base with high military value, and the A-10s to Moody (11-SOF/CSAR), which also ranks high in military value. The CIRFs at Moody and Shaw compliment force structure moves and anticipate these bases as workload centers for these commodities.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $141 million. The net of all costs and savings to the Department during the implementation period is a savings of $594 million. Annual recurring savings to the Department after implementation are $229 million with an immediate payback expected. The net present value of the costs and savings to the Department over 20 years is a savings of $2,781 M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,711 jobs (2,940 direct jobs and 1,771 indirect jobs) over the 2006-2011 period in the Fairbanks, Alaska Metropolitan Statistical economic area, which is 8.65 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 40 jobs (23 direct jobs and 17 indirect jobs) over the 2006-2011 period in the Sumter, South Carolina economic area, which is less than 0.1 percent of Metropolitan Statistical economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the community to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Nellis Air Force Base is in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $2.36 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Kulis Air Guard Station and Elmendorf Air Force Base, AK

Recommendation: Close Kulis Air Guard Station (AGS). Relocate the 176th Wing (ANG) and associated aircraft (eight C-130Hs, three HC-130Ns, and five HH-60s) and Expeditionary Combat Support (ECS) to Elmendorf Air Force Base, Alaska. Realign Elmendorf Air Force Base. With the addition of four aircraft from another installation (see Air Force recommendation for Ellsworth Air Force Base and Dyess Air Force Base), the 176th Wing at Elmendorf will form an ANG/active duty association with 12 C-130H aircraft. The 3d Wing at Elmendorf Air Force Base will distribute 24 of 42 assigned F-15C/D aircraft to the 1st Fighter Wing, Langley Air Force Base, Virginia.

Justification: This recommendation distributes C-130, HC-130 and HH-60 aircraft from Kulis AGS (110) to Elmendorf Air Force Base (51), which has a higher military value. Moving these aircraft to Elmendorf Air Force Base consolidates two installations in the same city, reduces infrastructure, creates an active/ARC association, and retains the skilled, highly trained ANG personnel from Kulis AGS. This recommendation also distributes a portion of the F-15C/Ds at Elmendorf Air Force Base (36-fighter) to Langley Air Force Base (2-fighter). Elmendorf retains one squadron (18 aircraft) for air sovereignty missions and distributes the remaining 24 F-15Cs to Langley Air Force Base.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $81 million. The net of all costs and savings to the Department during the implementation period is a savings of $21 million. Annual recurring savings after implementation are $17 million, with payback expected in 4 years. The net present value of the cost and savings to the Department over 20 years is a savings of $147 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,470 jobs (848 direct jobs and 622 indirect jobs) over the 2006-2011 period in the Anchorage, Alaska Metropolitan Statistical economic area, which is 0.69 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Langley Air Force Base is in a National Ambient Air Quality Standards nonattainment area for ozone (8-hr, marginal). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated

impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $1.49 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Fort Smith Air Guard Station, AR and Luke Air Force Base, AZ

Recommendation: Realign Fort Smith Municipal Airport (MAP) Air Guard Station (AGS), Arkansas. Distribute the 188th Fighter Wing's (ANG) F-16s to the 144th Fighter Wing (ANG) Fresno Air Terminal AGS, California (seven aircraft) and retirement (eight aircraft). The 144th Fighter Wing's F-16s (15 aircraft) retire. Ft. Smith's expeditionary combat support (ECS) elements remain in place. Fire fighter positions realign to Tulsa, Oklahoma and the Home Station Training Site moves to Savannah, Georgia. Realign Luke Air Force Base, Arizona. The 56th Fighter Wing, Luke Air Force Base, Arizona, distributes its F-16 Block 25s (13 aircraft) and F-16 Block 42s (24 aircraft) to retirement. The 944th Fighter Wing distributes its F-16s to the 144th Fighter Wing at Fresno (11 aircraft).

Justification: Military value played the predominant role coupled with homeland defense. The Air Force recommendation realigns 15 aircraft from Fort Smith (110) to Fresno (87), which supports the homeland defense Air Sovereignty Alert mission. Additionally, this recommendation helps align the eight different F-16 models across the Air Force. Finally, this recommendation makes experienced Airmen available to support the new ANG flying training unit created at Little Rock Air Force Base, Arkansas.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $18 million. The net of all costs and savings to the Department during the implementation period is a cost of $12 million. Annual recurring savings to the Department after implementation are $1 million with a payback expected in 16 years. The net present value of the costs and savings to the Department over 20 years is a savings of $2 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 134 jobs (78 direct jobs and 56 indirect jobs) over the 2006-2011 period in the Fort Smith, Arkansas-Oklahoma Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 386 jobs (184 direct jobs and 202 indirect jobs) over the 2006-2011 period in the Phoenix-Mesa-Scottsdale, Arizona Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation. There are no

anticipated impacts to dredging; waste management; or water resources. Impacts of costs include $253 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Beale Air Force Base, CA and Selfridge Air National Guard Base, MI

Recommendation: Realign Beale Air Force Base, California. The 940th Air Refueling Wing (AFR) will realign its KC-135R tanker aircraft while its expeditionary combat support (ECS) elements will remain in place. Beale's KC-135R aircraft will be distributed to the Air National Guard at Selfridge ANGB, Michigan (four aircraft) and 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, Tennessee (four aircraft). Realign Selfridge Air Reserve Base, Michigan. The 927th Air Refueling Wing (AFR) at Selfridge will distribute its eight KC-135 aircraft to the 127th Wing (ANG) at Selfridge. The 127th Wing will retire its 15 F-16 aircraft and eight C-130E aircraft, and will convert to A-10 and KC-135R aircraft.

Justification: This recommendation capitalizes on Beale's (7-C2ISR and 33-UAV) high military value and emerging Global Hawk unmanned aerial vehicle (UAV) mission. Realigning KC-135 force structure enables Beale to have one primary operational flying mission--manned and unmanned high altitude reconnaissance, balances the Reserve and Air National Guard KC-135 force structure, and retains reserve component manpower and experience for the new Global Hawk mission. The receiver locations for Beale’s tankers--Selfridge (57) and McGhee Tyson (74)--each have above average military value for reserve component bases in the tanker mission. Beale's more modern KC-135R aircraft will replace the older, higher maintenance KC-135E models at McGhee-Tyson and help increase the new ANG tanker mission at Selfridge to an effective-size of 12 aircraft. The resulting KC-135R increase at Selfridge and McGhee-Tyson robusts the tanker force structure into squadron sizes that are more operationally effective.

As a reserve component base, Selfridge ANGB has above average military value as both a tanker installation (57) and fighter installation (70) as rated for those respective mission areas. This recommendation streamlines operations at Selfridge ANGB by realigning the Reserve air refueling mission, currently operating as a tenant unit, and divesting the ANG wing of its retiring force structure. The ANG wing's older, less capable C-130E and F-16 aircraft will retire and be replaced with Reserve KC-135R aircraft from Selfridge and Beale, and 15 A-10 aircraft realigned by the recommended closures of W.K. Kellogg Airport Air Guard Station, Michigan and NAS Willow Grove, Pennsylvania. Reorganizing the flying operations under one component (ANG) will maximize organizational effectiveness and allow the installation to accommodate two effectively sized squadrons. The 927th Air Refueling Wing will realign to associate with the 6th Air Mobility Wing at MacDill Air Force Base, Florida to capture reserve experience in the region and enhance that unit's capability.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $45 million. The net of all costs and savings to the Department during the implementation period is a cost of $35 million. Annual recurring savings after implementation are $3.9 million, with a payback expected in 14 years. The net present value of the cost and savings to the Department over 20 years is a savings of $6.4 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 312 jobs (179 direct jobs and 133 indirect jobs) over 2006-2011 period in the Yuba City, California Metropolitan Statistical economic area, which is 0.46 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 52 jobs (18 direct jobs and 34 indirect jobs) over 2006-2011 period in the Warren-Farmington Hills-Troy, Michigan economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $263 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to the implementation of this recommendation.

March Air Reserve Base, CA

Recommendation: Realign March Air Reserve Base, California. The 163d Air Refueling Wing (ANG) will distribute its nine KC-135R aircraft to the 452d Air Mobility Wing (AFR), March Air Reserve Base (four aircraft); the 157th Air Refueling Wing (ANG), Pease International Tradeport Air Guard Station, New Hampshire (three aircraft); the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, Tennessee (one aircraft); and the 22d Air Refueling Wing, McConnell Air Force Base, Kansas (one aircraft). The 163d Air Refueling Wing's expeditionary combat support (ECS) will remain in place.

Justification: This recommendation realigns aircraft and organizationally optimizes March Air Reserve Base. With the highest military value (16) of all air reserve component bases for the tanker mission, March Air Reserve Base is retained and streamlined from two wing organizational structures to one reserve component flying mission with a more effectively sized KC-135 unit of 12 aircraft. This action distributes the remaining Air National Guard force structure at March to the higher-ranking active installation, McConnell (15), and two ANG installations, McGhee-Tyson (74) and Pease (105). McGhee-Tyson, though rated lower in military value, receives one aircraft due to military judgment to robust the squadron to a more effective size of 12 aircraft. Military judgment also placed additional force structure at Pease to support the Northeast Tanker Task Force and also robust the squadron to a more effective size of 12 aircraft. All receiver installations are increased in operational capability with the additional aircraft because of their proximity to air refueling missions. March's ECS remains in place to support the Air Expeditionary Force and to retain trained and experienced Air National Guard personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $11.0 million. The net of all costs and savings to the Department during the implementation period is a cost of $1.9 million. Annual recurring savings to the Department after implementation are $1.8 million, with a payback expected in five years. The net present value of the cost and savings to the Department over 20 years is a savings of $15 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 201 jobs (111 direct jobs and 90 indirect jobs) over 2006-2011 period in the Riverside-San Bernardino-Ontario, California Metropolitan Statistical economic area, which is 0.01 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that

may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $387 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Onizuka Air Force Station, CA

Recommendation: Close Onizuka Air Force Station, California. Relocate the Air Force Satellite Control Network (AFSCN) mission and tenant Defense Information Systems Agency (DISA) Defense Satellite Communication System (DSCS) mission and equipment to Vandenberg Air Force Base, California.

Justification: This recommendation consolidates satellite command and control operations while reducing excess infrastructure. Onizuka AFS (124) hosts the AFSCN Second Node and scheduling backup mission, but has no primary assigned Air Force Space Command operational mission. Onizuka AFS also supports classified tenant missions that are anticipated to phase out during the BRAC 2005 timeframe. Schriever Air Force Base, Colorado (1) ranked highest in military value for satellite operations, but hosts the AFSCN Primary Node. Vandenberg Air Force Base (2) currently hosts one of the AFSCN remote tracking stations. An Air Force Space Command policy directive on backup satellite control operations prescribes the requirements for backup operations and geographical separation to preclude simultaneous degradation of both primary and secondary nodes from natural or man-made threats. During major command capacity briefings to Headquarters Air Force, Onizuka AFS was identified as having seismic and anti-terrorism/force protection constraints, with no buildable land to mitigate these. Vandenberg Air Force Base offers better protection for the DSCS Sun East and Sun West antenna complexes, which are designated a Protection-Level 1 resource.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $123.7 million. The net of all costs and savings to the Department during the implementation period is a cost of $45.3 million. Annual recurring savings to the Department after implementation are $25.9 million, with a payback expected in five years. The net present value of the cost and savings to the Department over 20 years is a savings of $211.0 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 393 jobs (278 direct jobs and 115 indirect jobs) over the 2006-2011 period in the San Jose-Sunnyvale-Santa Clara, California Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; noise; waste management; or water resources. Impacts of costs include $39 thousand in costs for environmental compliance and waste management.

These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC, and Martin State Air Guard Station, MD

Recommendation: Realign Bradley International Airport Air Guard Station, Connecticut. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, Massachusetts (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission. Realign Barnes Air Guard Station, Massachusetts; Selfridge ANGB, Michigan; Shaw Air Force Base, South Carolina; and Martin State Airport Air Guard Station, Maryland by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

Justification: Barnes (97) and Bradley (98) are located approximately 12 miles apart. The Air Force placed one full squadron at Barnes because it ranked higher in military value. By combining the two units into one squadron the Air Force retains the trained A-10 pilots and maintenance technicians in the area and creates an optimum-sized and more effective squadron. The recommendation to close Otis ANGB, Massachusetts generated a requirement to build an air sovereignty alert (ASA) site in the region. The Air Force priced an alert facility at both Barnes and Bradley, and chose Bradley on the basis of lower cost. The Bradley ECS elements remain in place to support the ASA mission.

Establishing a CIRF at Bradley for TF-34 engine maintenance compliments the realignment of the A-10 fleet. The CIRF at Bradley will consolidate TF-34 engine maintenance for ANG A-10 aircraft from Barnes, Selfridge, Martin State and active duty aircraft at Spangdahlem, Germany. Establishing this CIRF at Bradley rather than at Barnes avoids relocation of a hush house facility at an estimated cost of $3.5 million, and avoids construction of additional 18,000 square feet of maintenance facilities already existing at Bradley and that will be available.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $3.2 million. The net of all costs and savings to the Department during the implementation period is a savings of $6.1 million. Annual recurring savings to the Department after implementation are $2.0 million with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of $25 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 154 jobs (92 direct jobs and 62 indirect jobs) over the 2006-2011 period in the Hartford-West-East Hartford, Connecticut Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7 jobs (4 direct jobs and 3 indirect jobs) over the 2006-2011 period in the Warren-Farmington Hills-Troy, Michigan economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 43 jobs (25 direct jobs and 18 indirect jobs) over the 2006-2011 period in the Sumter, South Carolina economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 8 jobs (4 direct jobs and 4 indirect jobs) over the 2006-2011 period in the Baltimore-Towson, Maryland economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; or waste management. Impacts of costs include $631 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to the implementation of this recommendation.

New Castle Airport Air Guard Station, DE

Recommendation: Realign New Castle County Airport Air Guard Station, Delaware. Distribute the wing's eight C-130H aircraft to the 145th Airlift Wing (ANG), Charlotte/Douglas International Airport Air Guard Station, North Carolina (four aircraft) and 165th Airlift Wing (ANG), Savannah Airport Air Guard Station, Georgia (four aircraft). Move flying related Expeditionary Combat Support (ECS) to McGuire Air Force Base, New Jersey (Aeromedical Squadron) and Dover Air Force Base, Delaware (aerial port and fire fighters). Other ECS remains in place at New Castle.

Justification: This recommendation makes experienced Airmen from New Castle (120) available for employment at these nearby installations. Military value was the predominant consideration; New Castle had a low military value ranking and was near other bases keeping or gaining aircraft. Charlotte (33) and Savannah (77) were selected to receive aircraft because of higher military value rankings and avoiding conversion training costs. The Air Force also considered active / Air National Guard / Air Force Reserve manning mix; recruiting, cost factors (to include cost avoidance), environmental factors, and base capacity in its analysis of this recommendation.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $16 million. The net of all costs and savings to the Department during the implementation period is a savings of $29 million. Annual recurring savings after implementation are $9.6 million, with a payback period expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $120 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 250 jobs (148 direct jobs and 102 indirect jobs) over the 2006-2011 period in the Wilmington, Delaware, Maryland, New Jersey Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: Review of community attributes indicates there are no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $79 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC

actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Robins Air Force Base, GA

Recommendation: Realign Robins Air Force Base, Georgia. The 19th Air Refueling Group's KC-135R aircraft will be distributed to the 22nd Air Refueling Wing, McConnell Air Force Base, Kansas (nine aircraft) and to backup aircraft inventory (three aircraft). The 202d Engineering Installation Squadron (ANG), a geographically separated unit at Middle Georgia Regional Airport, will be relocated into available space at Robins Air Force Base.

Justification: This recommendation realigns active duty KC-135R aircraft from Robins (18) to McConnell (15), a base higher in military value for the tanker mission and with available capacity to receive the additional aircraft at no cost. This consolidation increases McConnell's active duty tanker squadrons to optimum size. This recommendation also enables the Air National Guard to transfer its KC-135R aircraft based at McConnell to Forbes Field AGS, Kansas (35) retaining one of the higher-ranking air reserve component tanker bases. The vacated infrastructure and capacity resulting from the realignment of the tenant 19th Air Refueling Group will accommodate U.S. Navy aircraft realigning to Robins from Naval Air Station Atlanta. The Navy will pay any costs to reconfigure the AF facility for their use. By realigning geographically separated units onto Robins, the Air Force can use excess capacity and reduce leased facilities in the community. This recommendation does not affect the blended active duty/Air National Guard Air Control Wing at Robins, which remains the major operational flying mission at Robins.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $6.7 million. The net of all costs and savings to the Department during the implementation period is a savings of $32 million. Annual recurring savings after implementation are $15 million, with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of $175 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 795 jobs (471 direct jobs and 324 indirect jobs) over 2006-2011 period in the Warner Robins, Georgia Metropolitan Statistical economic area, which is 1.22 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Impact: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $382 thousand in costs for environmental compliance and waste management. These costs were

included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration.. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Boise Air Terminal Air Guard Station, ID

Recommendation: Realign Boise Air Terminal Air Guard Station (AGS). Distribute the four C-130H aircraft of the 124th Wing (ANG) to the 153rd Airlift Wing (ANG), Cheyenne, Wyoming. The new, larger unit at Cheyenne will create an active duty/ ANG association.

Justification: Currently, Boise (66-SOF/CSAR, 66-airlift) operates a mix of C-130 and A-10 aircraft. These aircraft have very different missions. This recommendation realigns Boise to operate only A-10s and distributes its C-130 aircraft to Cheyenne (118-airlift). Boise is a valuable A-10 base because of its proximity to air-to-ground ranges with scoreable strafing and bombing, threat emitters, and integrated air combat training. In turn, Cheyenne is robusted to a larger, more effective C-130 squadron size. Additionally, Cheyenne's proximity to an active duty Air Force installation (F.E. Warren Air Force Base) allows it to host an active/ANG associate unit.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $2.5 million. The net of all costs and savings to the Department during the implementation period is a cost of $1.6 million. Annual recurring savings after implementation are $0.3 million, with payback expected in 8 years. The net present value of the cost and savings to the Department over 20 years is a savings of $1.7 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 159 jobs (84 direct jobs and 75 indirect jobs) over the 2006-2011 period in the Boise City-Nampa, Idaho Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to land use constraints or sensitive resource areas; noise; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to air quality; cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; waste management; or water resources. Impacts of costs include $251 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Mountain Home Air Force Base, ID, Nellis Air Force Base, NV, and Elmendorf Air Force Base, AK

Recommendation: Realign Mountain Home Air Force Base, Idaho. Distribute the 366th Fighter Wing assigned F-15Cs (18 aircraft) to the 57th Fighter Wing, Nellis Air Force Base, Nevada (nine aircraft), to the 125th Fighter Wing, Jacksonville International Airport AGS, Florida (six aircraft) and to retirement (three aircraft). The 366th Fighter Wing will distribute assigned F-16 Block 52 aircraft to the 169th Fighter Wing McEntire AGS, South Carolina (nine aircraft), the 57th Wing, Nellis Air Force Base, Nevada (five aircraft) and to backup inventory (four aircraft). Realign Nellis Air Force Base. The 57th Wing, Nellis Air Force Base, Nevada will distribute F-16 Block 42 aircraft to the 138th Fighter Wing Tulsa International Airport AGS, Oklahoma (three aircraft) and retire the remaining F-16 Block 42 aircraft (15 aircraft). The 57th Wing also will distribute F-16 Block 32 aircraft (six aircraft) to the 144th Fighter Wing Fresno Air Terminal AGS, California and to retirement (one aircraft). Realign Elmendorf Air Force Base. The 366th Fighter Wing, Mountain Home Air Force Base, Idaho will receive F-15E aircraft from the 3d Wing, Elmendorf Air Force Base, Alaska (18 aircraft) and attrition reserve (three aircraft).

Justification: Military value was the predominant consideration in moving the F-15Es from Elmendorf (36) to Mountain Home (23) and F-16s to Nellis (12) and McEntire (48). Additionally, realigning the eight F-16 models and four F-16 engine types weighed in the final F-16 force structure laydown. Mountain Home currently operates several types of aircraft; this recommendation realigns Mt. Home to fly only F-15Es, streamlining operations at a location that is well suited for air-to-ground, low-level and air-to-air flight training. This recommendation also aligns common versions of F-16s and F-15Cs.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $74 million. The net of all costs and savings to the Department during the implementation period is a savings of $21 million. Annual recurring savings to the Department after implementation are $38 million with an immediate payback expected. The net present value of the costs and savings to the Department over 20 years is a savings of $389 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential decrease of 833 jobs (528 direct jobs and 305 indirect jobs) over the 2006-2011 period in the Mountain Home, Idaho, Metropolitan Statistical economic area, which is 5.77 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential decrease of 1,388 jobs (802 direct jobs and 586 indirect jobs) over the 2006-2011 period in the Anchorage, Alaska Metropolitan Statistical economic area, which is 0.65 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and

personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Nellis Air Force Base is in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $1.89 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Capital Air Guard Station, IL and Hulman Regional Airport Air Guard Station, IN

Recommendation: Realign Capital Airport Air Guard Station, Illinois. Distribute the 183d Fighter Wing's F-16s to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, Indiana (15 aircraft). The 122d Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support (ECS) elements, the Illinois ANG State Headquarters and the 217th Engineering Installation Squadron remain in place. Realign Hulman Regional Airport Air Guard Station, Indiana. The 181st Fighter Wing's F-16s are distributed to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, Indiana (nine aircraft) and retirement (six aircraft). The 181st Fighter wing's ECS elements remain in place. Realign Dane County Regional Air Guard Station/Truax Field, Wisconsin: Joe Foss Field Air Guard Station, South Dakota; Des Moines Air Guard Station, Iowa; Fort Wayne Air Guard Station, Indiana, and Lackland Air Force Base, Texas by relocating base-level F-110 intermediate maintenance to Capital, establishing a Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines.

Justification: Capital (115) and Hulman (119) were both ranked low in military value by the fighter MCI. Although somewhat lower (130) the ANG recommended Fort Wayne be retained because of its record of recruiting and its proximity to Hulman--allowing the experienced Airmen there to remain available to the Indiana ANG. This recommendation also helps align common versions of the F-16.

Establishing a CIRF at Capital consolidates F110 engine intermediate maintenance for F-16 aircraft from five air reserve component units, and compliments other Air Force CIRF recommendations. The Capital CIRF is centrally located in proximity to the serviced installations, and utilizes Capital's experienced people and existing facilities as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $20 million. The net of all costs and savings to the Department during the implementation period is a cost of $13 million. Annual recurring savings to the Department after implementation are $2.0 million with a payback expected in 13 years. The net present value of the costs and savings to the Department over 20 years is a savings of $6.3 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 269 jobs (163 direct jobs and 106 indirect jobs) over the 2006-2011 period in the Springfield, Illinois Metropolitan Statistical economic area, which is 0.19 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 232 jobs (136 direct jobs and 96 indirect jobs) over the 2006-2011 period in the Terre Haute Metropolitan Statistical economic area, which is 0.26 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6 jobs (4 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Des

Moines, Iowa Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (3 direct jobs and 1 indirect jobs) over the 2006-2011 period in the Madison, Wisconsin Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 9 jobs (5 direct jobs and 4 indirect jobs) over the 2006-2011 period in the San Antonio, Texas Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6 jobs (4 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Sioux Falls, South Dakota Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; or water resources. Impacts of costs include $779 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

New Orleans Air Reserve Station, LA

Recommendation: Realign NAS New Orleans ARS, Louisiana. Distribute the 926th Fighter Wing's A-10 aircraft to the 442d Fighter Wing (AFR), Whiteman Air Force Base, Missouri (nine aircraft); and the 917th Wing (AFR) at Barksdale Air Force Base, Louisiana (six aircraft). The 442 wing HQ element realigns to Nellis Air Force Base, Nevada and the wing Expeditionary Combat Support realigns to Buckley Air Force Base, Colorado.

Justification: Both Whiteman (28) and Barksdale (33) bases have a higher military value for the A-10 operational mission than New Orleans (49). These realignments bring the units at Whiteman and Barksdale to optimal size. Additionally, the Barksdale A-10 unit provides close air support to the U.S. Army's Joint Readiness Training Center, one of the nation's premier joint training opportunities. Finally, realigning these A-10s to reserve units helped keep the active/Air National Guard/Air Force Reserve force structure mix constant.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $50 million. The net of all costs and savings to the Department during the implementation period is a cost of $33 million. Annual recurring savings to the Department after implementation are $11 million, with a payback expected in five years. The net present value of the costs and savings to the Department over 20 years is a savings of $81 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 625 jobs (312 direct jobs and 313 indirect jobs) over the 2006-2011 period in the New Orleans-Metairie-Kenner, Louisiana Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or water resources. Impacts of costs include $528 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Andrews Air Force Base, MD, Will Rogers Air Guard Station, Tinker Air Force Base, OK, and Randolph Air Force Base TX

Recommendation: Realign Andrews Air Force Base by relocating the Air Force Flight Standards Agency (AFFSA) and its two C-21 aircraft to Will Rogers World Airport Air Guard Station, Oklahoma. Realign Randolph Air Force Base, Texas, by relocating the USAF Advanced Instrument School (AIS) to Will Rogers Air Guard Station. Realign Tinker Air Force Base by relocating the Global Air Traffic Operations Program Office (GATOPO) to Will Rogers Air Guard Station. Realign Will Rogers Air Guard Station by relocating the 137th Airlift Wing (ANG) to Tinker Air Force Base and associate with the 507th Air Refueling Wing (AFR). The 137th's C-130H aircraft are distributed to the 136th Airlift Wing (ANG), Carswell ARS, Texas (4 aircraft) and 139th Airlift Wing (ANG), Rosecrans Memorial Airport Air Guard Station, Missouri (4 aircraft). The aerial port squadron at Will Rogers moves to JRB Carswell, the Aeromedical Squadron and fire fighters move to Rosecrans AGB. Other elements of the 137th's Expeditionary Combat Support remain in place at Will Rogers.

Justification: Consolidating AFFSA, AIS, and GATOPO at Will Rogers World Airport creates synergy between the Air Force administrative aviation functions and the Federal Aviation Administration (FAA) located at Will Rogers World. Associating the ANG operation at Will Rogers (64-airlift) with the AFR operation at Tinker (4-tanker) consolidates and streamlines Air Force reserve component operations in Oklahoma City at a base of high military value. Additionally, this realignment creates two larger C-130 squadrons at Carswell ARS (53) and Rosecrans Air Guard Station (114) from three under sized squadrons. Finally, this recommendation moves federal assets out of the National Capital Region, reducing the nation's vulnerability.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $22 million. The net of all costs and savings to the Department during the implementation period is a savings of $12 million. Annual recurring savings after implementation are $7.5 million, with a payback period expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of $83 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 191 jobs (115 direct jobs and 76 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 105 jobs (33 direct jobs and 72 indirect jobs) over the 2006-2011 period in the Oklahoma City, OK Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 29 jobs (16 direct jobs and 13 indirect jobs) over the 2006-2011 period in the San Antonio, Texas Metropolitan Statistical economic area, which is less than 0.1 percent of

economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $444 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Martin State Airport Air Guard Station, MD

Recommendation: Realign Martin State Airport Air Guard Station (AGS). Distribute the eight C-130J aircraft of the 175th Wing (ANG) to the 146th Airlift Wing (ANG), Channel Islands AGS, California (four aircraft) and 143d Airlift Wing (ANG), Quonset State Airport AGS, Rhode Island (four aircraft). The Aerial Port Squadron will move to Andrews Air Force Base, Maryland. The 143rd and 146th Airlift Wings will each retire two C-130E aircraft (total of four).

Justification: Martin State (140) had a low military value ranking. This recommendation moves C-130Js to Channel Islands AGS (96), and Quonset State (125), both of which rank higher in military value and already operate the J-model C-130--avoiding conversion training costs Additionally, this recommendation creates to right sized C-130J squadrons. The Aerial Port Squadron is realigned to a nearby base with a robust airlift mission, retaining these skilled and highly trained ANG personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $9.4 million. The net of all costs and savings to the Department during the implementation period is a savings of $14 million. Annual recurring savings after implementation are $8.7 million, with payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $97 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 229 jobs (119 direct jobs and 110 indirect jobs) over the 2006-2011 period in the Baltimore-Towson, Maryland Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or waste management. Impacts of costs include $89 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Otis Air National Guard Base, MA Lambert St. Louis International Airport, Air Guard Station, MO, and Atlantic City Air Guard Station, NJ

Recommendation: Close Otis ANGB, Massachusetts. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, Florida (three aircraft) and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, New Jersey (12 aircraft). The 253d Combat Communications Group, and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing. An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, Connecticut. Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, Massachusetts.

Realign Lambert-St Louis International Airport Air Guard Station, St Louis, Missouri. The 131st Fighter Wing's F-15s (15 aircraft) will distribute to the 57th Fighter Wing, Nellis Air Force Base, Nevada (nine aircraft) and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, New Jersey (six aircraft). Realign Atlantic City International Airport Air Guard Station, NJ. The 177th Fighter Wing's F-16s will be distributed to the 158th Fighter Wing, Burlington International Airport Air Guard Station, Vermont (three aircraft) and retire (12 aircraft). The wing's expeditionary combat support (ECS) elements will remain in place. Firefighter positions move to Scott Air Force Base, IL. The 157Air Operations Group (AOG) and the 218th Engineering Installation Group (EIG) will relocate from Jefferson Barracks geographically separated unit (GSU) into space at Lambert International. Jefferson Barracks real property accountability will transfer to the Army.

Justification: The Air Force distributed reserve component F-15C force structure to bases with higher military value than Otis (88) and Lambert-St Louis (127). The F-15C aircraft are realigned to Nellis (13), Jacksonville Air Guard Station (24), and Atlantic City Air Guard Station (61). The Nellis bound aircraft will help form an enhanced aggressor squadron for Operation RED FLAG and the Atlantic City bound aircraft will provide expanded capability for the Homeland Defense mission.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $103 million. The net of all costs and savings to the Department during the implementation period is a savings of $12 million. Annual recurring savings to the Department after implementation are $34 million with a payback expected in three years. The net present value of the costs and savings to the Department over 20 years is a savings of $336 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 827 jobs (505 direct jobs and 322 indirect jobs) over the 2006-2011 period in the Barnstable Town, Massachusetts Metropolitan Statistical economic area, which is 0.6 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 510 jobs (249 direct jobs and 261 indirect jobs) over the 2006-2011 period in the St Louis Missouri-Illinois Metropolitan Statistical economic area, which is less than 0.1 percent of

economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Nellis Air Force Base is in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or water resources. Impacts of costs include $3.05 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

W.K. Kellogg Airport Air Guard Station, MI

Recommendation: Close W.K. Kellogg Airport Air Guard Station, Michigan. Distribute the 110th Fighter Wing's A-10s (15 aircraft) to the 127th Wing (ANG), Selfridge ANGB, Michigan.

Justification: The Air Force placed one squadron at Selfridge (62) because it is significantly higher in military value than Kellogg (122). The Air Force retired the older F-16s from Selfridge and combined the two fighter units into one squadron at Selfridge to retain trained and skilled Michigan ANG Airmen from both locations.

Payback: The total estimated one-time cost to the Department to implement this recommendation is $8.3 million. The Net of all costs and savings to the Department during the implementation period is a savings of $47 million. Annual recurring savings to the Department after implementation are $13 million with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of $167 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 441 jobs (274 direct jobs and 167 indirect jobs) over the 2006-2011 period in the Battle Creek, Michigan Metropolitan Statistical economic area, which is 0.59 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; or water resources. Impacts of costs include $458 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Duluth International Airport Air Guard Station, MN

Recommendation: Realign Duluth International Airport Air Guard Station, Minnesota by retiring the 148th Fighter Wing's F-16s (15 aircraft).

Justification: Duluth (136) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Duluth to an ASA site using aircraft assigned elsewhere and operating from Duluth on rotational basis as tasked by US Northern Command. The 148th Fighter Wing's expeditionary combat support will remain at Duluth supporting the air sovereignty alert (ASA) facility.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $2.1 million. The net of all costs and savings to the Department during the implementation period is a savings of $0.2 million. Annual recurring savings to the Department after implementation are $0.8 million with a payback expected in five years. The net present value of the costs and savings to the Department over 20 years is a savings of $7.8 million.

Economic Impact on Communities: This recommendation will result in any job reductions (direct or indirect) over the 2006-2011 period in the Duluth, Minnesota-Wisconsin Metropolitan Statistical economic area. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are no anticipated impacts to air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. No impacts are anticipated for the costs of environmental restoration, environmental compliance, or waste management activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Key Field Air Guard Station, MS

Recommendation: Realign Key Field Air Guard Station, Mississippi. Distribute the 186th Air Refueling Wing's KC-135R aircraft to the 128th Air Refueling Wing (ANG), General Mitchell Air Guard Station, Wisconsin (three aircraft); the 134th Air Refueling Wing (ANG), McGhee Tyson Airport Air Guard Station, Tennessee (three aircraft); and 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, Maine (two aircraft). One aircraft will revert to backup aircraft inventory. The 186th Air Refueling Wing's fire fighter positions move to the 172d Air Wing at Jackson International Airport, Mississippi and the expeditionary combat support (ECS) will remain in place.

Justification: Receiver locations General Mitchell (86) and McGhee Tyson (74) ranked higher in military value rating for the tanker mission than Key Field (92). Bangor (123) also received aircraft within this recommendation. Military judgment argued for the increased unit size at Bangor because of its critical role as host base for Northeast Tanker Task Force support to the transatlantic air bridge. Key Field's newer KC-135R aircraft help replace McGhee Tyson's older, higher maintenance KC-135E models, and help robust the unit size. The remainder of Key Field's realigned aircraft help increase the squadron size at General Mitchell and maintain critical backup aircraft inventory levels. Bangor, McGhee Tyson, and General Mitchell gain additional KC-135 aircraft to their maximum available capacity, increasing both effectiveness and unit capability. Key Field's ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced Airmen.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $11.0 million. The net of all costs and savings to the Department during the implementation period is a cost of $6.9 million. Annual recurring savings after implementation are $.9 million, with a payback expected in 13 years. The net present value of the cost to the Department over 20 years is a savings of $2.5 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 339 jobs (175 direct jobs and 164 indirect jobs) over the 2006-2011 period in the Meridian, Mississippi Metropolitan Statistical economic area, which is 0.62 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; waste management; or water resources.

Impacts of costs include $134 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Great Falls International Airport Air Guard Station, MT

Recommendation: Realign Great Falls International Airport Air Guard Station, Montana. Distribute the 120th Fighter Wing's F-16s to the 187th Fighter Wing Dannelly Field Air Guard Station, Alabama (three aircraft); the 132d Fighter Wing, Des Moines International Airport Air Guard Station, Iowa (three aircraft); and retire (nine aircraft). The wing's expeditionary combat support (ECS) elements remain in place.

Justification: Great Falls (117) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning F-16s out of Great Falls. The F-16s realign to Dannelly (60) and Des Moines (137). Although Des Moines was somewhat lower in military value ranking that Great Falls, the realignment to Des Moines creates a more effective unit of 18 aircraft. The wing's ECS will remain in place to support the Air Expeditionary Force and to retain trained, experienced Air National Guard personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $9.3 million. The net of all costs and savings to the Department during the implementation period is a savings of $0.7 million. Annual recurring savings to the Department after implementation are $1.8 million with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of $18 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 174 jobs (107 direct jobs and 67 indirect jobs) over the 2006-2011 period in the Great Falls, Montana Metropolitan Statistical economic area, which is 0.35 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; waste management; or water resources. Impacts of costs include $352 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Reno-Tahoe International Airport Air Guard Station, NV

Recommendation: Realign Reno-Tahoe International Airport (International Airport) Air Guard Station. Distribute the eight C-130H aircraft of the 152d Airlift Wing (ANG) to the 189th Airlift Wing (ANG), Little Rock Air Force Base, Arkansas. Flying related Expeditionary Combat Support (ECS) moves to Channel Islands Air Guard Station, California (aerial port) and Fresno Air Guard Station, California (fire fighters). The remaining ECS elements and the Distributed Common Ground System (DCGS) remain in place.

Justification: This recommendation distributes C-130 force structure to a higher military value base. Because of limitations to land and ramp space, Reno was unable to expand beyond 10 C-130s. This recommendation realigns Reno's (101) C-130s to the Air National Guard at Little Rock Air Force Base (17), where a larger, more effective squadron size is possible. This larger squadron at Little Rock also creates the opportunity for an association between active duty and the Air National Guard, optimizing aircraft utilization.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $23 million. The net of all costs and savings to the Department during the implementation period is a cost of $12 million. Annual recurring savings to the Department after implementation are $3.6 million, with a payback expected in 9 years. The net present value of the cost and savings to the Department over 20 years is a savings of $23 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 263 jobs (147 direct jobs and 116 indirect jobs) over the 2006-2011 period in the Reno-Sparks, Nevada Metropolitan Statistical economic area, which is 0.11 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $87 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Cannon Air Force Base, NM

Recommendation: Close Cannon Air Force Base, New Mexico. Distribute the 27th Fighter Wing's F-16s to the 115th Fighter Wing, Dane County Regional Airport, Truax Field Air Guard Station, Wisconsin (three aircraft); 114th Fighter Wing Joe Foss Field Air Guard Station South Dakota (three aircraft); 150th Fighter Wing Kirtland Air Force Base, (three aircraft); 113th Wing Andrews Air Force Base -, Maryland (nine aircraft); 57th Fighter Wing Nellis Air Force Base, Nevada (seven aircraft), the 388th Wing at Hill Air Force Base, Utah (six aircraft), and backup inventory (29 aircraft).

Justification: Cannon has a unique F-16 force structure mix. The base has one F-16 Block 50 squadron, one F-16 Block 40 squadron and one F-16 Block 30 squadron. All active duty Block 50 bases have higher military value than Cannon. Cannon's Block 50s move to backup inventory using standard Air Force programming percentages for fighters. Cannon's F-16 Block 40s move to Nellis Air Force Base (seven aircraft) and Hill Air Force Base (six aircraft to right size the wing at 72 aircraft) and to backup inventory (11 aircraft). Nellis (12) and Hill (14) have a higher military value than Cannon (50). The remaining squadron of F-16 Block 30s (18 aircraft) are distributed to air National Guard units at Kirtland Air Force Base NM (16), Andrews Air Force Base MD (21), Joe Foss Air Guard Station SD (112) and Dane-Truax Air Guard Station WI (122). These moves sustain the active/Air National Guard/Air Force Reserve force mix by replacing aircraft that retire in the 2025 Force Structure Plan.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $90 million. The net of all costs and savings to the Department during the implementation period is a savings of $816 million. Annual recurring savings to the Department after implementation are $200 million with an immediate payback expected. The net present value of the costs and savings to the Department over 20 years is a savings of $2,707 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,780 jobs (2,824 direct jobs and 1,956 indirect jobs) over the 2006-2011 period in the Clovis, New Mexico Area Metropolitan Statistical economic area, which is 20.47% of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Nellis Air Force Base is in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also potential impacts to

air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $2.75 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Niagara Falls Air Reserve Station, NY

Recommendation: Close Niagara Falls Air Reserve Station (ARS). Distribute the eight C-130H aircraft of the 914th Airlift Wing (AFR) to the 314th Airlift Wing, Little Rock Air Force Base, Arkansas. The 914th's headquarters moves to Langley Air Force Base, Virginia, the Expeditionary Combat Support (ECS) realigns to the 310th Space Group (AFR) at Schriever Air Force Base, Colorado, and the Civil Engineering Squadron moves to Lackland Air Force Base, Texas. Also at Niagara, distribute the eight KC-135R aircraft of the 107th Air Refueling Wing (ANG) to the 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, Maine. The 101st will subsequently retire its eight KC-135E aircraft and no Air Force aircraft remain at Niagara.

Justification: This recommendation distributes C-130 force structure to Little Rock (17-airlift), a base with higher military value. These transfers move C-130 force structure from the Air Force Reserve to the active duty--addressing a documented imbalance in the active/reserve manning mix for C-130s. Additionally, this recommendation distributes more capable KC-135R aircraft to Bangor (123), replacing the older, less capable KC-135E aircraft. Bangor supports the Northeast Tanker Task Force and the Atlantic air bridge.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $65 million. The net of all costs and savings to the Department during the implementation period is a savings of $5.3 million. Annual recurring savings after implementation are $20 million, with a payback period expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of $199 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,072 jobs (642 direct jobs and 430 indirect jobs) over the 2006-2011 period in the Buffalo-Niagara Falls, NY metropolitan statistical economic area, which is 0.17 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: Review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $263 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC

actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Schenectady County Airport Air Guard Station, NY

Recommendation: Realign Schenectady County Airport Air Guard Station (Air Guard Station), New York. The 109th Airlift Wing (ANG) will transfer four C-130H aircraft to the 189th Airlift Wing (ANG), Little Rock Air Force Base, Arkansas.

Justification: This recommendation distributes C-130 force structure to Little Rock (17), which has higher military value. Adding aircraft to the ANG unit at Little Rock creates a larger, more effective squadron. The LC-130 aircraft (ski-equipped) remain at Schenectady (117).

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $3.5 million. The net of all costs and savings to the Department during the implementation period is a cost of $3.3 million. Annual recurring savings after implementation are $ 0.56 million with payback expected in eight years. The net present value of the cost and savings to the Department over 20 years is a savings of $2.4 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 39 jobs (19 direct jobs and 20 indirect jobs) over the 2006-2011 period in the Albany-Schenectady-Troy, NY Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: Review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $35 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Pope Air Force Base, NC Pittsburgh International Airport Air Reserve Station, and Yeager Air Guard Station, WV, Little Rock Air Force Base, AR

Recommendation: Realign Pope Air Force Base (Air Force Base), North Carolina. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, Arkansas; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, Georgia; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, Arkansas, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, Rhode Island; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, California; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), West Virginia, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft active duty/Reserve associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), Pennsylvania and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft active/reserve associate unit. Relocate AFRC operations and maintenance manpower to Pope/Ft. Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, Nebraska. Air National Guard units at Pittsburgh are unaffected.

Justification: Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Ft. Bragg. With the disestablishment of the 43rd Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight and occupational medicine to support the Army active duty military members. The Army will provide ancillary and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc).

The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft and Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicates that it is more appropriate to

robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $218 million. The net of all costs and savings to the Department during the implementation period is a savings of $653 million. Annual recurring savings to the Department after implementation are $197 million, with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of $2,515 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,840 jobs (4,700 direct jobs and 3,140 indirect jobs) over the 2006-2011 period in the Fayetteville, North Carolina Metropolitan Statistical economic area, which is 4.01 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 246 jobs (156 direct jobs and 90 indirect jobs) over the 2006-2011 period in the Charleston, West Virginia Metropolitan Statistical economic area, which is 0.14 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 581 jobs (322 direct jobs and 259 indirect jobs) over the 2006-2011 period in the Pittsburgh, Pennsylvania Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Impact on Community Infrastructure: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $1.29 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Grand Forks Air Force Base, ND, McConnell Air Force Base, KS

Recommendation: Realign Grand Forks Air Force Base (AFB), North Dakota. Distribute the 319th Air Refueling Wing's KC-135R aircraft to the 126th Air Refueling Wing (ANG), Scott AFB, Illinois (12 aircraft)--which retires its eight KC-135E aircraft; the 916th Air Refueling Wing (AFR), Seymour-Johnson AFB, North Carolina (eight aircraft)--which will host an active duty associate unit; the 6th Air Mobility Wing, MacDill AFB, Florida (four aircraft)--which will host a Reserve association with 927th Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, Michigan; the 154th Wing (ANG), Hickam AFB, Hawaii (four aircraft)--which will host an active duty associate unit; and the 22d Air Refueling Wing, McConnell AFB, Kansas (eight aircraft)--which currently associates with the 931st Air Refueling Group (AFR). Grand Forks will remain an active Air Force installation with a new active duty/Air National Guard association unit created in anticipation of emerging missions at Grand Forks.

Realign McConnell Air National Guard (ANG) Base by relocating the 184th Air Refueling Wing (ANG) nine KC-135R aircraft to the 190th Air Refueling Wing at Forbes Field AGS, Kansas--which will retire its eight assigned KC-135E aircraft. The 184th Air Refueling Wing 's operations and maintenance manpower will transfer with the aircraft to Forbes, while the wing's expeditionary combat support (ECS) elements will remain at McConnell.

Justification: Grand Forks (40-tanker) ranked lowest in military value of all active duty KC-135 bases. However, of our Northern tier bases, Grand Forks ranked highest in military value for the UAV mission (43-UAV). Military judgment argued for a continued strategic presence in the north central U.S. (Grand Forks is one of the last remaining active military installations in the region). Military judgment also indicated the potential for emerging missions in homeland defense, particularly for border states. Therefore, Grand Forks is retained as an active installation, but realigned to distribute its KC-135R force structure to bases with higher value for the tanker mission--MacDill (36), McConnell (15), Seymour Johnson (25), and Scott (38). The additional aircraft at MacDill optimize the unit size, establish a new active duty/Air Force Reserve association to enhance unit capability, and preserve sufficient capacity for future beddown of the next generation tanker aircraft. Scott receives KC-135R model aircraft to replace older, higher maintenance KC-135E models, capture Scott's existing capacity, and increase its capability by robusting the ANG squadron. The additional aircraft at Seymour Johnson optimize the squadron, increase the wing's capability, and establish another new active duty/Air Force Reserve unit association. Additional aircraft at McConnell capitalize on available excess capacity at no cost and optimize three squadrons for greater total wing capability. The Air Force used military judgment in moving force structure from Grand Forks to Hickam (87), concluding that Hickam's strategic location argued for a more robust global mobility capability in the western Pacific. Increasing tanker force structure at Hickam robusts the unit and establishes an active duty/Air Force Reserve association to maximize Reserve participation. Realigning ANG KC-135R aircraft from McConnell to Forbes (35) replaces aging, higher maintenance KC-135E aircraft with newer models while retaining the experienced personnel from one of the highest-ranking reserve component tanker bases.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $131 million. The net of all costs and savings to the Department during the

implementation period is a savings of $322 million. Annual recurring savings after implementation are $173 million, with payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $1.98 billion.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,929 jobs (2,645 direct jobs and 2,284 indirect jobs) over the 2006-2011 period in the Grand Forks, North Dakota-Minnesota Metropolitan Statistical economic area, which is 7.44 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to marine mammals, resources, or sanctuaries. Impacts of costs include $1.15 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Hector International Airport Air Guard Station, ND

Recommendation: Realign Hector International Airport Air Guard Station, North Dakota. The 119th Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support elements remain in place.

Justification: Hector (125) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for realigning Hector to allow its aircraft to retire with no flying mission backfill.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $1.8 million. The net of all costs and savings to the Department during the implementation period is a savings of $3.3 million. Annual recurring savings to the Department after implementation are $1.0 million with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of $13 million.

Economic Impact on Communities: This recommendation will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Fargo, ND-MN Metropolitan Statistical economic area. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are no anticipated impacts to air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. No impacts are anticipated for the costs of environmental restoration, environmental compliance, or waste management activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Mansfield-Lahm Municipal Airport Air Guard Station, OH

Recommendation: Close Mansfield-Lahm Municipal Airport Air Guard Station (AGS). Distribute the eight C-130H aircraft of the 179th Airlift Wing (ANG) to the 908th Airlift Wing (AFR), Maxwell Air Force Base, Alabama (four aircraft) and the 314th Airlift Wing, Little Rock Air Force Base, Arkansas (four aircraft). Flying related Expeditionary Combat Support (ECS) moves to Louisville International Airport AGS, Kentucky (aerial port) and Toledo Express Airport AGS, Ohio (fire fighters).

Justification: This recommendation distributes C-130 aircraft to two bases with higher military value, Little Rock Air Force Base (17) and Maxwell Air Force Base (21). The addition of aircraft at Maxwell Air Force Base creates an optimally sized Reserve Component squadron. Additionally, these transfers move C-130 force structure from the Air National Guard to the Air Force Reserve and active duty--addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $33 million. The net of all costs and savings to the Department during the implementation period is a savings of $3.0 million. Annual recurring savings after implementation are $8.7 million, with a payback period expected in three years. The net present value of the cost and savings to the Department over 20 years is a savings of $86 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 528 jobs (234 direct jobs and 294 indirect jobs) over the 2006-2011 period in the Mansfield, OH Metropolitan Statistical economic area, which is 0.72 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include $232 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Springfield-Beckley Municipal Airport Air Guard Station, OH,

Recommendation: Realign Springfield-Beckley Municipal Airport Air Guard Station, Ohio. Distribute the 178th Fighter Wing's F-16 aircraft to the 132d Fighter Wing, Des Moines International Airport Air Guard Station, Iowa (nine aircraft); the 140th Wing (ANG), Buckley Air Force Base, Colorado (three aircraft) and 149th Fighter Wing (ANG), Lackland Air Force Base, Texas (six aircraft), but retain The wing's expeditionary combat support (ECS) elements, the 251st Combat Communications Group (ANG) and 269th Combat Communications Squadron (ANG) in place, and relocate the wing's firefighter positions will move to Rickenbacker Air Guard Station, Ohio.

Justification: The decision to realign Springfield-Beckley's F-16s and not replace force structure at Springfield-Beckley is based on considerations of military value and all other available information. Buckley (64) and Lackland (47) have higher military value than Springfield-Beckley (128), and Buckley has a role in the Homeland Defense mission. This recommendation optimizes the squadron size at Lackland, the only ANG F-16 Flying Training Unit. While not currently tasked with a Homeland Defense role, Des Moines (137) is located within the specified response timing criteria of a Homeland Security site of interest. The 132d Fighter Wing, Des Moines International Airport Air Guard Station will assume a role in the air sovereignty mission.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $11 million. The net of all costs and savings to the Department during the implementation period is a cost of $8 million. Annual recurring savings to the Department after implementation are $0.9 million with a payback expected in 17 years. The net present value of the costs and savings to the Department over 20 years is a savings of $0.7 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 440 jobs (291 direct jobs and 149 indirect jobs) over the 2006-2011 period in the Dayton-Springfield, Ohio Metropolitan Statistical economic area, which is 0.65 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the community to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; waste management; or water resources. Impacts of costs include $254 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of

environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Portland International Airport Air Guard Station, OR

Recommendation: Realign Portland International Airport Air Guard Station, Oregon. Realign the 939th Air Refueling Wing (AFR) by distributing the wing's KC-135R aircraft to the 507th Air Refueling Wing (AFR), Tinker Air Force Base, Oklahoma (four aircraft); the 190th Air Refueling Wing (ANG), Forbes Field Air Guard Station, Kansas (three aircraft); and by reverting one aircraft to backup inventory. Operations and maintenance manpower for four aircraft from the 939th Air Refueling Wing is realigned with the aircraft to Tinker Air Force Base. The 939th Air Refueling Wing's remaining manpower, to include expeditionary combat support, is realigned to Vandenberg Air Force Base, California. Realign the 142d Fighter Wing (ANG) by distributing the wing's F-15 aircraft to the 177th Fighter Wing (ANG), Atlantic City, New Jersey (six aircraft) and the 159th Fighter Wing (ANG), New Orleans ARS, Louisiana (nine aircraft). The 142d Fighter Wing's expeditionary combat support elements, along with the 244th and 272d Combat Communications Squadrons (ANG), will remain at Portland. Portland will continue to support a Homeland Defense alert commitment. The 304th Rescue Squadron (AFR) at Portland is realigned to McChord Air Force Base, Washington with no aircraft involved. The 214th Engineering Installation Squadron (ANG), a geographically separated unit at Jackson Barracks, Louisiana, is relocated onto available facilities at New Orleans.

Justification: This recommendation realigns Portland's KC-135R tanker aircraft to Forbes Field and Tinker, installations with higher military value. Tinker (4) and Forbes (35) ranked higher than Portland (71) for the tanker mission, and both installations remain operationally effective due to their proximity to air refueling missions. This recommendation will robust the Reserve squadron size at Tinker and Air National Guard squadron size at Forbes, increasing these units' capability. An Air National Guard and Reserve KC-135 unit association will be established at Tinker to access Reserve experience and maximize regional Reserve participation in the aerial refueling mission. This recommendation will also ensure critical KC-135 backup aircraft inventory levels are preserved.

This recommendation also realigns Portland's F-15 fighter aircraft to an installation of higher military value. Atlantic City (61) ranks higher than Portland (77) for the fighter mission, and realigning Portland's F-15 aircraft to Atlantic City helps create an optimum-sized fighter squadron (24 Primary Aircraft Assigned). While New Orleans (79) ranks slightly below Portland for the fighter mission, the Air Force used military judgment in realigning Portland's remaining F-15 aircraft to New Orleans. New Orleans has above average military value for reserve component bases, and realigning aircraft from Portland creates another optimum-sized fighter squadron at New Orleans. Although the ANG will continue to support an alert commitment at Portland, the Air Force determined it is also a priority to support North American Defense Command (NORAD) and United States Northern Command (USNORTHCOM) air sovereignty alert requirements at Atlantic City and New Orleans. Creating effective sized squadrons at these reserve component locations ensures the Air Force can maintain trained, experienced pilots and maintenance technicians, and is able to fulfill its Homeland Defense alert requirements. Portland's ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced Airmen.

By relocating the geographically separated Air National Guard squadron onto New Orleans, the Air Force best utilizes available facilities on the installation while reducing the cost to the government to lease facilities in the community.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $86 million. The net of all costs and savings to the Department during the implementation period is a cost of $36 million. Annual recurring savings to the Department after implementation is $14 million, with a payback expected in seven years. The net present value of the savings to the Department over 20 years is $100 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,018 jobs (564 direct jobs and 454 indirect jobs) over the 2006-2011 period in the Portland-Vancouver-Beaverton, Oregon-Washington Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or water resources. Impacts of costs include $283 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Ellsworth Air Force Base, SD and Dyess Air Force Base, TX

Recommendation: Close Ellsworth Air Force Base, South Dakota. The 24 B-1 aircraft assigned to the 28th Bomb Wing will be distributed to the 7th Bomb Wing, Dyess Air Force Base, Texas. Realign Dyess Air Force Base, Texas. Realign Dyess Air Force Base. The C-130 aircraft assigned to the 317th Airlift Group will be distributed to the active duty 314th Airlift Wing (22 aircraft) and Air National Guard 189th Airlift Wing (two aircraft), Little Rock Air Force Base, Arkansas; the 176th Wing (ANG), Elmendorf Air Force Base, Alaska (four aircraft); and the 302d Airlift Wing (AFR), Peterson Air Force Base, Colorado (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

Justification: This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of these aircraft went to Little Rock (17-airlift), which enables consolidation of the active duty C-130 fleet into one stateside location at Little Rock, and robusts the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $299 million. The net of all costs and savings to the Department during the implementation period is a savings of $316 million. Annual recurring savings to the Department after implementation are $161 million, with a payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of $1,853 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6,768 jobs (3,852 direct jobs and 2,916 indirect jobs) over the 2006-2011 period in the Rapid City, South Dakota Metropolitan Statistical economic area, which is 8.46 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or threatened and endangered species or critical habitat. Impacts of costs include

$3.23 million in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Ellington Air Guard Station, TX

Recommendation: Realign Ellington Field Air Guard Station, Texas. The 147th Fighter Wing's F-16s (15 aircraft) will retire. The wing's expeditionary combat support (ECS) elements will remain in place. Ellington retains the capability to support the Homeland Defense mission. The 272d Engineering Installation Squadron, an ANG geographically separated unit moves into available space on Ellington.

Justification: Ellington (80) ranked low in military value. The reduction in F-16 force structure and the need to align common versions of the F-16 at the same bases argued for allowing Ellington's F-16s to retire in place with no fighter mission backfill. Ellington is realigned to preserve the homeland defense Air Sovereignty Alert (ASA) site using aircraft assigned elsewhere and operating from Ellington on a rotational basis as tasked by US Northern Command. In a related recommendation, the Lackland Air Force Base, Texas Air National Guard F-16 initial training unit is increased in size to capitalize on Ellington's trained pilots and maintainers.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $1.6 million. The net of all costs and savings to the Department during the implementation period is a savings of $0.1 million. Annual recurring savings to the Department after implementation are $0.4 million with a payback expected in five years. The net present value of the costs and savings to the Department over 20 years is a savings of $3.6 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 5 jobs (3 direct jobs and 2 indirect jobs) over the 2006-2011 in the Houston-Baytown-Sugar Land, Texas Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are no anticipated impacts to air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. No impacts are anticipated for the costs of environmental restoration, environmental compliance, or waste management activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Nashville International Airport Air Guard Station, TN

Recommendation: Realign Nashville International Airport (IAP) Air Guard Station (AGS). This recommendation distributes the C-130H aircraft of the 118th Airlift Wing (ANG) to the 182d Airlift Wing (ANG), Greater Peoria Airport AGS, Illinois (four aircraft) and the 123d Airlift Wing (ANG), Louisville IAP AGS, Kentucky (four aircraft). Flying related ECS (aerial port and fire fighters) moves to Memphis IAP AGS. The Aeromedical Squadron from Nashville moves to Carswell ARS. Other ECS remains in place at Nashville.

Justification: Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $25 million. The net of all costs and savings to the Department during the implementation period is a cost of $17 million. Annual recurring savings after implementation are $14 million, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of $120 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 328 jobs (191 direct jobs and 137 indirect jobs) over the 2006-2011 period in the Nashville Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; or water resources. Impacts of costs include $147 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Lackland Air Force Base, TX

Recommendation: Realign Lackland Air Force Base, Texas. Relocate the Standard Air Munitions Package (STAMP)/Standard Tank, Rack, Adaptor, and Pylon Packages (STRAPP) function from Lackland Air Force Base, Medina Annex to McConnell Air Force Base, Kansas and transfer the mission to the Air National Guard.

Justification: This recommendation enables Air Force Total Force participation by converting one of two Air Force STAMP/STRAPP missions from active duty to the Air National Guard. Lackland Air Force Base, Medina Annex is one of two STAMP mission locations within the Air Force; Hill Air Force Base, Utah is the other. This action will still retain two geographically separated munitions sites to support the Air Force's Air Expeditionary Force construct, yet reduce the active duty manpower requirement. Current munitions out-load operations from Medina Annex to the airhead at Lackland (the former Kelly Air Force Base airfield) pose transportation challenges in that explosives shipments are moved over local and interstate highways, increasing the security threat. The Air Force does not fully control the Lackland airfield, thus access and future encroachment cannot be assured. McConnell Air Force Base has co-located munitions storage and hot-cargo handling capability on the base, enhancing out-load effectiveness with little projected interference on existing missions. The base has sufficient 1.1 net explosive weight munitions storage capacity in existing structures that supported a former bomb wing mission, and ANG personnel at McConnell currently perform a function similar to the active duty STAMP mission. Because of this existing capability, mission conversion is expected to require fewer additional full-time ANG personnel at McConnell than active duty personnel at Medina.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $8.1 million. The net of all costs and savings to the Department during the implementation period is a savings of $4.7 million. Annual recurring savings to the Department after implementation are $2.9 million, with a payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of $32.4 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 198 jobs (107 direct jobs and 91 indirect jobs) over the 2006-2011 period in the San Antonio, Texas Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that

may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $16 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Hill Air Force Base, UT, Edwards Air Force Base, CA, Mountain Home Air Force Base, ID, Luke Air Force Base, AZ, and Nellis Air Force Base, NV

Recommendation: Realign Hill Air Force Base, Utah. Distribute the 419th Fighter Wing F-16s to the 482d Fighter Wing, Homestead Air Reserve Base, Florida (six aircraft) and the 301st Fighter Wing, Carswell ARS, NAS Fort Worth JRB, Texas (nine aircraft). The AFMC F-16s at Hill will remain in place. Realign Edwards Air Force Base, California; Mountain Home Air Force Base, Idaho; and Luke Air Force Base, Arizona, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill. Realign Carswell Air Reserve Station and Nellis Air Force Base, Nevada, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

Justification: The Air Force distributed Reserve aircraft to Homestead Air Reserve Base (31) to create an optimum sized squadron that supports the homeland defense Air Sovereignty Alert mission. The remaining Reserve aircraft are distributed to the only other remaining Reserve F-16 squadron at Carswell (58). This laydown keeps the active/Air National Guard/ Air Force Reserve force structure mix constant. Creating CIRFs for LANTIRN pods and F110 engines establishes Hill as a maintenance workload center for these commodities. This recommendation compliments other CIRF recommendations as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts, and will increase maintenance productivity and support to the warfighter.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $28 million. The net of all costs and savings to the Department during the implementation period is a savings of $8 million. Annual recurring savings to the Department after implementation are $8 million with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of $86 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 245 jobs (121 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Ogden-Clearfield, UT Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (2 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Bakersfield, California Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 65 jobs (41 direct jobs and 24indirect jobs) over the 2006-2011 period in the Mt. Home, Idaho Metropolitan Statistical economic area, which is 0.45 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 53 jobs (30 direct jobs and 23 indirect jobs) over the 2006-2011 period in the

Phoenix-Scottsdale-Mesa Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 31 jobs (19 direct jobs and 12 indirect jobs) over the 2006-2011 period in the Las Vegas-Paradise, Nevada Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates there are no issues regarding the ability of the infrastructure of the communities to support forces, missions, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $958 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Langley Air Force Base, VA

Recommendation: Realign Langley Air Force Base, Virginia. Realign base-level F-15 avionics intermediate maintenance from Langley Air Force Base to Tyndall Air Force Base, Florida by establishing a Centralized Intermediate Repair Facility (CIRF) at Tyndall Air Force Base, Florida for F-15 avionics.

Justification: This recommendation standardizes stateside and deployed intermediate-level maintenance concepts, and compliments other CIRF recommendations made by the Air Force. It will increase maintenance productivity and support to the warfighter by consolidating and smoothing dispersed, random workflows. As a result of other recommendations, Tyndall is expected to have two full squadrons (48 F-22s) as compared to only one squadron (24 F-15s) at Langley.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $1.8 million. The net of all costs and savings to the Department during the implementation period is a savings of $1.5 million. Annual recurring savings to the Department after implementation are $0.7 million, with a payback expected in three years. The net present value of the cost and savings to the Department over 20 years is a savings of $8.3 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 39 jobs (19 direct jobs and 20 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, Virginia-North Carolina Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; threatened and endangered species or critical habitat; waste management; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to marine mammals, resources, or sanctuaries; noise; or water resources. Impacts of costs include $248 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Richmond Air Guard Station, VA and Des Moines International Airport Air Guard Station, IA

Recommendation: Realign Richmond International Airport Air Guard Station, Virginia. Distribute the 192d Fighter Wing's F-16s to the 132d Fighter Wing, Des Moines International Airport Air Guard Station, Iowa (six aircraft); 482d Fighter Wing Homestead Air Reserve Base, Florida (three aircraft) and to backup inventory (six aircraft). Richmond International Airport Air Guard Station real property accountability will transfer to the Department of the Army. The192d Fighter Wing's manpower will associate with the 1st Fighter Wing. Realign Des Moines International Airport Air Guard Station, IA. The F-16 aircraft currently assigned to the 132d Fighter Wing at Des Moines are redistributed to the 180th Fighter Wing, Toledo Express Airport Air Guard Station, Ohio (nine aircraft) and 138th Fighter Wing, Tulsa International Airport Air Guard Station, Oklahoma (six aircraft).

Justification: Prior to BRAC 2005, the USAF announced a plan for the 192d Fighter Wing (ANG) to associate at Langley Air Force Base. This announcement was made. To accommodate the association and the F-16 force structure plan, the Air Force distributed the F-16s from Richmond to other F-16 bases using military value and judgment. The F-16s from Richmond (49) are distributed to Des Moines (137) and Homestead (31) to enable the capability to support the homeland defense Air Sovereignty Alert mission. Des Moines' F-16s are distributed to Toledo (123) and Tulsa (114) to support the Homeland Defense Air Sovereignty Alert mission and to consolidate the precision-guided weapon employment capability that exists in the Air National Guard.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $24 million. The net of all costs and savings to the Department during the implementation period is a cost of $12 million. Annual recurring savings to the Department after implementation are $2.5 million with a payback expected in 10 years. The net present value of the costs and savings to the Department over 20 years is a savings of $13 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 219 jobs (126 direct jobs and 93 indirect jobs) over the 2006-2011 period in the Richmond, VA Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 191 jobs (110 direct jobs and 81 indirect jobs) over the 2006-2011 period in the Des Moines, IA Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; waste management; or water resources. Impacts of costs include $145 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Fairchild Air Force Base, WA

Recommendation: Realign Fairchild Air Force Base, Washington. The 141st Air Refueling Wing (ANG) will associate with the 92d Air Refueling Wing at Fairchild Air Force Base, and the 141st Air Refueling Wing's eight KC-135R aircraft are distributed to the 185th Air Refueling Wing (ANG), Sioux Gateway Airport Air Guard Station, Iowa. The 256th Combat Communications Squadron and 242d Combat Communications Squadron, which are ANG geographically separated units at Four Lakes and Spokane, are relocated into available facilities at Fairchild Air Force Base.

Justification: This recommendation realigns aircraft and streamlines operations at Fairchild by associating the Air National Guard KC-135 wing with the active duty wing. Fairchild Air Force Base (17) ranked just behind McConnell Air Force Base as the active duty tanker base with highest military value for a tanker mission. This realignment preserves remaining capacity for the next generation tanker aircraft, while maintaining the ANG experience and recruiting potential within the region. In distributing KC-135R force structure to Sioux Gateway Air Guard Station (67), the Air Force applied military judgment in replacing aging, higher maintenance KC-135E force structure at Sioux Gateway with newer models to increase the unit's capability and retain trained, experienced aircrews and maintenance technicians. By relocating two geographically separated units onto Fairchild, the Air Force best uses its available resources while reducing the cost to the government of leased facilities.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $6.4 million. The net of all costs and savings to the Department during the implementation period is a cost of $1.6 million. Annual recurring savings after implementation are $1 million, with a payback expected in seven years. The net present value savings to the Department over 20 years is $8.3 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 413 jobs (198 direct jobs and 215 indirect jobs) over 2006-2011 period in the Spokane, Washington Metropolitan Statistical economic area, which is 0.17 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to air quality; dredging; marine mammals, resources, or sanctuaries; waste management; or water resources. No impacts are anticipated for the costs of environmental restoration, environmental compliance,

or waste management activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

General Mitchell Air Reserve Station, WI

Recommendation: Close General Mitchell Air Reserve Station (ARS). Distribute the eight C-130H aircraft of the 440th Airlift Wing to the 94th Airlift Wing (AFR), Dobbins Air Reserve Base (ARB), Georgia (four aircraft) and to the 314th Airlift Wing, Little Rock Air Force Base, Arkansas (four aircraft). Realign the 440th Airlift Wing's operations, maintenance and Expeditionary Combat Support (ECS) manpower to Ft. Bragg, North Carolina. Air National Guard units at Mitchell are unaffected by this recommendation.

Justification: This recommendation distributes C-130 aircraft to two bases of higher military value, Little Rock Air Force Base (17) and Dobbins Air Reserve Base (71). Adding aircraft at Little Rock and Dobbins optimizes squadron size, creating larger, more effective squadrons. Additionally, these transfers move C-130 force structure from the Air Force Reserve to the active duty--addressing a documented imbalance in the active/Air National Guard/Air Force Reserve manning mix for C-130s.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $38 million. The net of all costs and savings to the Department during the implementation period is a savings of $14 million. Annual recurring savings after implementation are $6.5 million, with payback expected in five years. The net present value of the cost and savings to the Department over 20 years is a savings of $50 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 617 jobs (346 direct jobs and 271 indirect jobs) over the 2006-2011 period in the Milwaukee-Waukesha Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $443 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

F100 Engine Centralized Intermediate Repair Facilities

Recommendation: Realign Langley Air Force Base, Virginia; Tyndall Air Force Base, Florida; and Jacksonville International Airport Air Guard Station, Florida. Establish a Centralized Intermediate Repair Facility (CIRF) for F100 engines at Seymour Johnson Air Force Base, North Carolina by realigning base-level F100 engine intermediate maintenance from Langley Air Force Base. Establish a CIRF for F100 engines at New Orleans Air Reserve Station, Louisiana (Air National Guard unit) by realigning base-level F100 engine intermediate maintenance from Tyndall Air Force Base and Jacksonville Air Guard Station.

Justification: This recommendation standardizes stateside and deployed intermediate-level maintenance concepts, and compliments other CIRF recommendations made by the Air Force. These CIRFs increase maintenance productivity and support to the warfighter by consolidating dispersed and random workflows, improving reliability-centered maintenance. Realigning F100 engine maintenance from Langley and establishing an eastern region CIRF at Seymour Johnson anticipates the installation as a maintenance workload center for F-15 engines. Seymour Johnson is projected to have up to 87 F-15 aircraft as compared to only 24 F-15 aircraft at Langley. Realigning F100 engine maintenance from Tyndall and Jacksonville into a CIRF at New Orleans (ANG unit) establishes a southeast region CIRF that will service F100 engines for up to 96 F-15 aircraft of active duty and Air National Guard aircraft, complimenting other Air Force recommendations that increase New Orleans and Jacksonville to an optimum 24 aircraft squadron size. The Air Force considered both New Orleans and Jacksonville for the southeast CIRF, but analysis indicated New Orleans would require less construction than Jacksonville due to existing maintenance facilities. A CIRF at New Orleans can also potentially capitalize on capacity and recruitment of experienced maintenance technicians as a result of the recommended realignment of the New Orleans Reserve A-10 mission.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $9.1 million. The net of all costs and savings to the Department during the implementation period is a cost of $3.8 million. Annual recurring savings to the Department after implementation are $1.1 million, with a payback expected in nine years. The net present value of the cost and savings to the Department over 20 years is a savings of $7.1 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 66 jobs (32 direct jobs and 34 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, Virginia-North Carolina Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 66 jobs (33 direct jobs and 33 indirect jobs) over the 2006-2011 period in the Panama City-Lynn Haven, Florida Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 14 jobs (6 direct jobs and 8 indirect jobs) over the 2006-2011 period in the

Jacksonville, Florida Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include $409 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Air Force Logistics Support Centers

Recommendation: Realign Altus Air Force Base, Oklahoma; Hickam Air Force Base, Hawaii; Hurlburt Field, Florida; Langley Air Force Base, Virginia; Little Rock Air Force Base, Arkansas; Luke Air Force Base, Arizona and Scott Air Force Base, Illinois. Establish Air Force Logistics Support Centers (LSCs) at Langley Air Force Base and Scott Air Force Base by combining five major command (MAJCOM) Regional Supply Squadrons (RSS) into two LSCs.
Combat Air Forces (CAF): Establish a CAF LSC at Langley Air Force Base by realigning RSS positions from Hickam Air Force Base and Sembach, Germany (non-BRAC programmatic) as well as base-level Logistics Readiness Squadron (LRS) positions from Luke Air Force Base.
Mobility Air Forces (MAF): Establish a MAF LSC at Scott Air Force Base by realigning RSS positions from Hurlburt Field and Sembach (non-BRAC programmatic) and LRS positions from Little Rock Air Force Base and Altus Air Force Base.

Justification: This recommendation is a transformational opportunity consistent with eLog21 initiatives that will standardize Air Force materiel management command and control. This recommendation realigns RSS manpower (from three MAJCOM locations) and base-level LRS manpower (from three installations) into two LSCs in support of Combat Air Forces and Mobility Air Forces. Consolidation will provide a seamless transition from peace to war for 3,012 aircraft and weapons systems associated with CAF/MAF forces and the Airmen that use them. It also provides a single point of contact to the warfighter, whether at home station or deployed. This recommendation will also result in the disestablishment of the Air Force Special Operations Command Regional Supply Squadron, Pacific Air Forces Regional Supply Squadron, and the United States Air Forces in Europe Regional Supply Squadron.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $9.3 million. The net of all costs and savings to the Department during the implementation period is a savings of $19 million. Annual recurring savings to the Department after implementation are $6.1 million with a payback expected in one year. The net present value to the Department over 20 years is a savings of $77 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 26 jobs (16 direct jobs and 10 indirect jobs) over the 2006-2011 period in the Altus, Oklahoma Metropolitan Statistical economic area, which is 0.16 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 269 jobs (151 direct jobs and 118 indirect jobs) over the 2006-2011 period in the Honolulu, Hawaii Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 98 jobs (54 direct jobs and 44 indirect jobs) over the 2006-2011 period in the Fort Walton Beach-Crestview-Destin, Florida Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 28 jobs (16 direct jobs and 12 indirect jobs) over the 2006-2011 period in the Little Rock-North Little Rock, Arkansas Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 28 jobs (16 direct jobs and 12 indirect jobs) over the 2006-2011 period in the Phoenix-Mesa-Scottsdale, Arizona Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or noise. Impacts of costs include $76 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

6 Budget and Program Impacts

6.1 Costs and Savings

Costs reflect total costs. Costs and savings are reported in constant year 2005 dollars. They do not include potential environmental restoration costs. Steady state savings are annual recurring savings for the Air Force after the BRAC implementation period (FY12 and beyond). Consistent with OSD policy, BRAC savings include manpower cost avoidance, which can either be reinvested as dollars or as manpower. Both are reflected in Table 7 and Figure 10 (Table 7 uses sign conventions consistent with COBRA). The Air Force will reinvest any reserve component manpower into other high priority Air Force missions, including emerging missions. We expect any active BRAC manpower savings will be used for student training manpower requirements during the BRAC implementation period.

6.2 Non-BRAC Programmatic

A key entering argument for the BRAC process is the force structure plan (as submitted on 15 March 05). This force structure plan delineates force structure the Air Force expects to retain, acquire, or retire. The Air Force recommendations in this report only reflect BRAC costs and savings related to retained and acquired forces.

Conversely, when Air Force recommendations refer to retirements, they reflect neither the costs, nor the savings associated with those programmed retirements. To clearly delineate between BRAC and non-BRAC costs and savings, the Air Force BRAC process identified these changes as "non-BRAC programmatic." For instance, the C-130E retirements at Luis Munoz, the F-16 retirements at Hancock AGS, New York, and the KC-135E retirements at McGuire AFB, NJ are programmed actions. The costs and savings will be accommodated within the Air Forces Planning, Programming, Budgeting, and Execution process.

Budget Impacts							
Annual Costs and Savings (Constant Year 05, $M)							
	FY06	FY07	FY08	FY09	FY10	FY11	Total
Costs	132	1,039	539	743	570	486	3,509
Savings	-41	-366	-953	-1,460	-1,633	-1,690	-6,143
Net	91	673	-414	-717	-1,063	-1,204	-2,634
Cum.Net	91	764	350	-367	-1,430	-2,634	

Steady State Savings: FY12 and beyond: -1,248

Table 7: Air Force Budget Detail

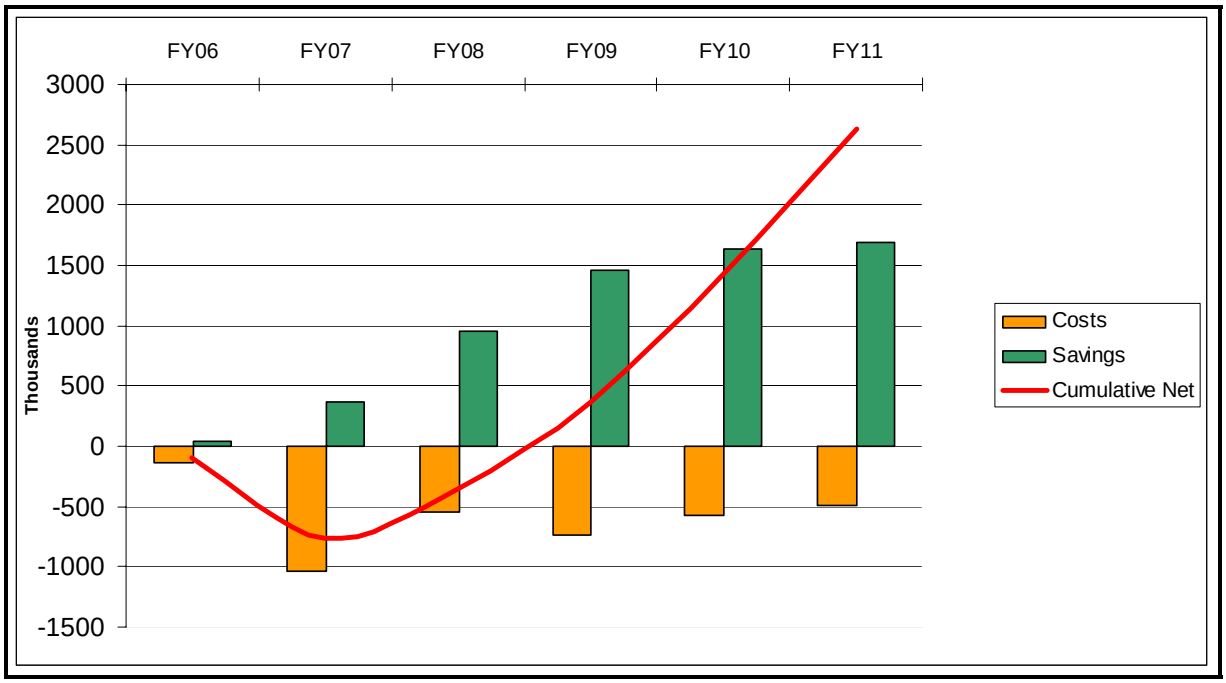

Figure 10: Air Force Savings

DEPARTMENT OF DEFENSE REPORT TO THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Department Of The Air Force Analysis And Recommendations

BRAC 2005

(Volume V, Part 2 of 2)

May 2005

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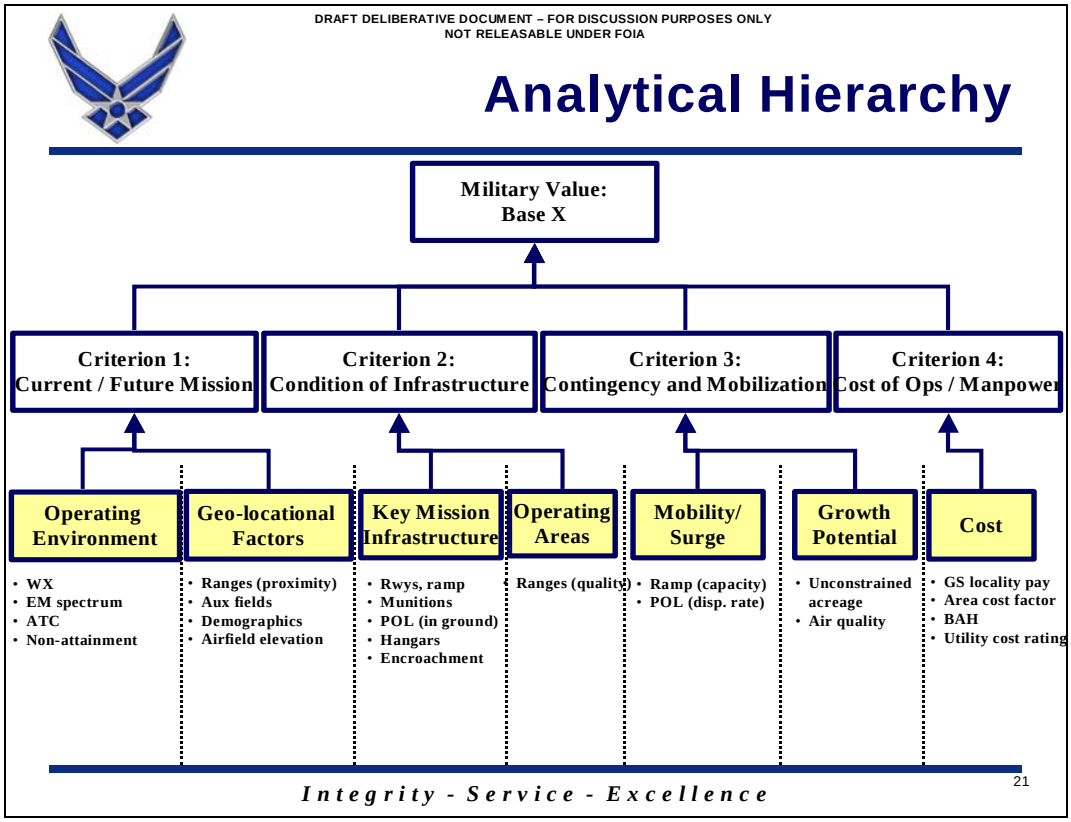
Introduction

Part 2 to the Air Force report contains detailed information on military value analysis, criteria 6-8 considerations, and capacity. Chapter 1 contains question-level detail for each of the eight Mission Compatibility Indices the Air Force used in military value analysis. This section includes the question, metrics, and formulas used to derive military value ratings for the bases. Chapters 2 and 3 contain criteria 6-8 and capacity considerations not presented elsewhere in OSD or Air Force submissions.



1. Mission Compatibility Index Detail

1.1 Fighters

1.1.1 Effective Weights (Fighter MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	11.50
1242 - ATC Restrictions to Operations	5.98
1271 - Prevailing Installation Weather Conditions	5.52
2 - Geo-locational Factors	34.50
1245 - Proximity to Airspace Supporting Mission (ASM)	22.08
1246 - Proximity to Low Level Routes Supporting Mission	7.25
1270 - Suitable Auxliary Airfields Within 50NM	5.18
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	22.83
8 - Ramp Area and Serviceability	2.97
9 - Runway Dimension and Serviceability	2.28
1207 - Level of Mission Encroachment	2.28
1221 - Hangar Capability - Small Aircraft	3.88
1232 - Sufficient Explosives-sited Parking	3.65
1233 - Sufficient Munitions Storage	4.79
1235 - Installation Pavements Quality	2.97
4 - Operating Areas	18.68
1203 - Access to Adequate Supersonic Airspace	6.72
1266 - Range Complex (RC) Supports Mission	11.95
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	4.40
1214 - Fuel Dispensing Rate to Support Mobility and Surge	2.64
1241 - Ability to Support Large-Scale Mobility Deployment	1.76
6 - Growth Potential	5.60
213 - Attainment / Emission Budget Growth Allowance	1.68
1205.1 - Buildable Acres for Industrial Operations Growth	1.96
1205.2 - Buildable Acres for Air Operations Growth	1.96
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.1.2 Fighter MCI Question Detail

Mission	Fighter
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	5.98
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example:** The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	Fighter
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1271
Label	Prevailing Installation Weather Conditions
Effective %	5.52
Question	Check the average number of days annually the prevailing weather is better than 3000'/3 Nautical Miles (NM). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the average number of days >= 300, get 100 points. Otherwise, if the average number of days <= 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale. **Example:** The average number of days annually where the prevailing weather is better than 3000'/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.
Source	AFCCC Climatological tables

Mission	Fighter
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	22.08
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. All airspace over 150 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 250 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 15% Airspace Volume (AV) 15% Operating Hours (OH) 10% Scoreable Range (SR) 11.25% Air to Ground Weapons Delivery (AGWD) .75% Low Angle Strafe (LA) 3% Live Ordnance (LO) 5% IMC Weapon Release (IW) 5% Electronic Combat (EC) 10% Laser Use Auth. (LU) 10% Lights Out Capable (LC) 5% Flare Auth. (FA) 5% Chaff Auth. (CA) Each of the subcategories use the following general pattern for calculating them: Check the corresponding subcategory in formula #1266. If it would get 0 points for that subcategory, get 0 points here also. Otherwise, Compute a raw total for the subcategory for the base according to this formula: For each airspace: If the distance to the airspace is > 150 miles, get 0 points. Otherwise, if the distance to the airspace = 150 miles, get 10 points. Otherwise, if the distance to the airspace = 50 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 50 miles to 150 miles on a 100 to 10 point scale. Once you have a base raw subcategory total, find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0.

	Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. The overall mechanism is very similar to that of formula #1266.
Source	FLIP AP-1A; IFR Supp; Falcon View or other certified flight planning software

Mission	Fighter
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1246
Label	Proximity to Low Level Routes Supporting Mission
Effective %	7.25
Question	Check the distance to all Airspace for Special Use (IR/VR routes) within 150NM radius of the installation. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For a list of routes, see OSD Question 1246. The type of route can be found in column 1. Entry point distances are found in column 2. Exit point distances are found in column 3. For distances, N/A means 0 points. IR Entry points, IR Exit points, VR Entry points and VR Exit points are each worth 25% of the score. (.25 * "IR Entry") + (.25 * "IR Exit") + (.25 * "VR Entry") + (.25 * "VR Exit") **Entry and Exit Point:** Within each of the above four categories, award each route points as follows: If the distance = N/A, get 0 points. Otherwise, the distance is <= 50 Nautical Miles (NM), get 100 points. Otherwise, if the distance is = 150 NM, get 10 points. Otherwise, pro-rate the distance between 50 NM and 150 NM on a 100 to 10 point scale. Total the number of points received above for each base for each of the above four categories. Get the highest base score in each of the above four categories. Get the lowest, non-zero score in each of the above four categories. If the installation's score for one of the above categories = 0, it remains 0. Otherwise, if the installation's score for one of the above categories = the highest score in its respective category, get 100 points. Otherwise, if the installation's score for one of the above categories = the lowest non-zero score in its respective category, get 10 points. Otherwise, pro-rate the installation's score between the lowest non-zero

	and highest score in its respective category on a 10 to 100 point scale. **Example:** Two IR routes and 1 VR route. IR Route Alpha has an entry point 35 miles away and an exit point 100 miles away. IR Route Bravo has an entry point 150 miles away and an exit point 160 miles away. Alpha's entry point is within 50 miles, so its IR Entry amount is 100 points. The exit point 100 miles distant is 50 percent of the way between 50 and 150 miles, so its IR Exit point amount is 55 points. Bravo's entry point is 150 miles away, so its IR Entry amount is 10 points. The exit point is 160 miles away, so its amount is 0 points. The IR Entry total for these two routes is 100 + 10 for 110 points. The total IR Exit total for these two routes is 55 + 0 for 55 points. The highest IR Entry total for any base is 165 and the lowest non-zero IR Entry total for any base is 30. The highest IR Exit total for any base is 105 and the lowest non-zero IR Exit total for any base is 5. So, this base's IR Entry score is 100, because 165 is equal to the highest score of any base. Pro-rating the IR Exit total of 55 between 5 and 105 on a 10 to 100 point scale gives this base an IR Exit score of 55. VR Route Charlie has an entry point 40 miles away and an exit point 45 miles away. Both the entry and exit point are within 50 miles, so both the VR Entry and VR Exit category amounts get 100 points. As there is only one VR route, that makes the VR route totals the same, 100 points each. The highest VR Entry total for any base is 300 and the lowest non-zero VR Entry total for any base is 50 points. Ditto for the VR Exit totals. So, this base's VR Entry score of 100 is pro-rated between 50 and 300 on a 10 to 100 scale. Since 100 is 20% of the way from 50 to 300, the VR Entry score is 28 points. Ditto for the VR Exit totals.

	By applying the 25% weighting to each of the four category scores, in IR Entry, IR Exit, VR Entry and VR Exit order, we get the overall score: (.25 * 100) + (.25 * 55) + (.25 * 28) + (.25 * 28), for an overall score of 52.75 points.
Source	FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Mission	Fighter
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1270
Label	Suitable Auxiliary Airfields Within 50NM
Effective %	5.18
Question	Identify runways within 50 NM of the installation that are 8,000ft x 150ft or greater and are suitable for use as an auxiliary runway. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For each airfield listed in OSD Question 1270, if it is > 50 nautical miles (NM) away, it is not qualified to be counted. See OSD Question 1270, column 2 for this data. (N/A equals not qualified.) If the count >= 3, get 100 points. Otherwise, if the count = 2, get 75 points. Otherwise, if the count = 1, get 50 points. Otherwise, get 0 points. **Example**: There are three airfields listed, Alpha, Bravo and Charlie, at distances away of 20, 40, and 200 NM away respectively. Alpha and Bravo are both within the 50 NM limit, so they are qualified. Charlie is 200 NM away, which is > 50 NM, so it is not qualified. The number of qualified airfields for auxiliary use = 2, which results in a score of 75 points.
Source	FLIP and Falcon View (or any other certified flight planning software)

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	2.97
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 241,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 198,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 66,000, get 25 points. Otherwise, get 0 points. **Example**: The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 66,000 and 198,000, so it falls into the 25 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	2.28
Question	Check the dimension of all serviceable runways that support the installation. See section 1.9 “Shared” for details. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means no.) Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means no.) Otherwise, if the runway is < 8000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means no.) Otherwise, get 100 points. The overall score is the highest score received by any one runway. **Example**: An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 8,300' long and 152' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets 100 points. Runway Bravo has the highest score for any runway at the installation, so its score of 100 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	2.28
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example**: 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79 Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1221
Label	Hangar Capability - Small Aircraft
Effective %	3.88
Question	Check to see if the installation has Aircraft Hangar Facilities that will accommodate F-15 sized aircraft: state the number of F-15-sized acft (61ft long x 45ft wingspan x 19ft high) that can fit in the installation's maintenance hangars without modification. If the installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, sum the number of aircraft the hangars can hold. See OSD Question 1221, column 2 for this data. (N/A equals 0.) If the sum is >= 24 aircraft, get 100 points. If the sum = 6 aircraft, get 25 points. If the sum is < 6 aircraft, get 0 points. Otherwise, pro-rate the number of aircraft between 6 and 24 on a 25 to 100 point scale. **Example**: 1) There are 7 hangars at the installation, with the following capacities: 0, 0, 1, 2, 2, 0, and 0, for a sum of 5 aircraft. That is less than 6 aircraft, so the score is 0. 2) There are 7 hangars at the installation, with the following capacities: 1, 2, 3, 2, 2, 3, and 2, for a sum of 15 aircraft. 15 is halfway between 6 and 24, for a score of 50.
Source	Real Property Records, Record Drawings, UFC 3-260-01

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1232
Label	Sufficient Explosives-sited Parking
Effective %	3.65
Question	List the number of explosives-sited parking spots by MDS (Mission Design Series). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the number of explosives sited parking spots. See OSD Question 1232, column 2 for this data. (N/A equals 0.) If the total >= 47, get 100 points. Otherwise, if the total >= 24, get 66 points. Otherwise, if the total >= 12, get 33 points. Otherwise, get 0 points. **Example:** The installation has two listings for explosive sited parking spots, with 5 and 20 respectively, which totals to 25. 25 is between 24 and 47, so the score is 66 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1233
Label	Sufficient Munitions Storage
Effective %	4.79
Question	List maximum explosive capacity for the installation's hazard classification Class 1.1 munitions storage areas, in pounds. Maximum assumes F-117 18 PAA (GBU-27) and F/A-22 24 PAA (GBU-32 & AIM 120). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, total the capacity. See OSD question 1233, column 1 for this data. (N/A means 0.) If the total >= 45312, get 100 points. Otherwise, if the total >= 38520, get 75 points. Otherwise, if the total >= 19260, get 25 points. Otherwise, get 0 points. **Example**: There are two storage areas, with a capacity of 10,000 each, for a total of 20,000. 20,000 is between 19,260 and 38,250, so the score is 25 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	2.97
Question	Identify if the installation pavement for the primary runway can support fighter aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: If the PCN is N/A or 0, get 0 points. Otherwise, if the F-15E ACN divided by the PCN = 0, get 0 points. See OSD Question 1235, column 6 for the F-15E ACN. (N/A means 0.) Otherwise, if the F-15E ACN divided by the PCN <= 1.0, then get 100 points. Otherwise, if the F-16 ACN divided by the PCN = 0, get 0 points. See OSD Question 1235, column 9 for the F-16 ACN. (N/A means 0.) Otherwise, if the F-16 ACN divided by the PCN <= 1.0, then get 75 points. Otherwise, if the F-16 ACN divided by the PCN <= 1.1, then get 50 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the F-15E ACN. See OSD Question 1239, column 9 for this data. (N/A means 0.) Get the F-16 ACN. See OSD Question 1239, column 8 for this data. (N/A means 0.)

	Sum the apron pavement square yardage (see OSD Question 1239, column 2) where the F-15E ACN divided by the PCN > 0 and <= 1.0. Sum the apron pavement square yardage where the F-16 ACN divided by the PCN > 0 and <= 1.0. If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Otherwise, if the F-15E square yardage >= 241,000, get 100 points. Otherwise, if the F-16 square yardage >= 198,000, get 75 points. Otherwise, if the F-16 square yardage >= 66,000, get 50 points. Otherwise, get 0 points. **Example**: There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 60. The ACN for an F-15E on that runway is 37, for an F-16 it is 18. 37 divided by 60 is <= 1.0, so the base gets 100 pts for runway pavement suitability. There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACNs for F-15Es and F-16s on both aprons are 37 and 18, respectively. Apron Alpha's ACN/PCN ratio for F-15Es is 37/50, which is less that 1.0. This counts as 100,000 square yards for the F-15E. Apron Bravo's ACN/PCN ratio for F-15Es is 37/30, which is not less than 1.0, so it's square yards aren't counted towards F-15E square yardage. This gives us a total of 100,000 F-15E square yards, which is less than the 241,000 F-15E square yards needed for a runway pavement suitability score of 100 points. Apron Alpha's ACN/PCN ratio for F-16s is 18/50, which is less that 1.0. This counts as 100,000 square yards for the F-16 Apron Bravo's ACN/PCN ratio for F-16s is 18/30, which is also less than 1.0, so it's square yards are also counted towards F-16 square yardage. This gives us a total of 250,000 F-16 square yards, which is more than the 198,000 F16 square yards needed for an apron pavement suitability score of 75 points. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 75 equals 37.5. 50 plus 37.5 equals a score of 87.5
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1203
Label	Access to Adequate Supersonic Airspace
Effective %	6.72
Question	Identify special use airspace that is suitable for supersonic training. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, score each special use airspace suitable for supersonic training according to the following formula and return the single highest score. % of Score Category 50 Operating Hours 50 Size **For Operating Hours:** A supersonic special use airspace gets 100 points if it is available for use 24 hours a day and 0 points if it is unavailable for use. (N/A means unavailable for use.) For operating hours between those two boundaries, pro-rate the score linearly. See OSD question 1276, column 2 for this data. **For Size:** If the supersonic special use airspace is at least 150 nautical miles (NM) by 80 NM in size, and has an altitude block >= 30,000, get 100 points. See OSD question 1276, column 7 for this data. (N/A means no.) Otherwise, if it is at least 100 NM by 60NM and has an altitude block >= 30,000’, get 80 points. See OSD question 1276, column 6 for this data. (N/A means no.) Otherwise, if it is at least 100 NM by 50 NM and has an altitude block >= 30,000’, get 60 points. See OSD question 1276, column 5 for this data. (N/A means no.) Otherwise, if it is at least 80 NM by 40 NM and has an altitude block >= 30,000’, get 40 points. See OSD question 1276, column 4 for this data. (N/A means no.) Otherwise, if it has an airspace volume >= 2,100 NM squared and an

	altitude block >= 20,000’, get 20 points. See OSD question 1276, column 3 for this data. (N/A means no.) Otherwise, get 0 points. **Example:** A supersonic special use airspace is listed under OSD question 1276. It has an airspace of 105 NM by 61 NM in size, with an altitude block of 32,000’. That airspace is available for use 18 hours a day. (80 points for 100 NM by 60 NM, 30,000’ altitude block airspace * 50%) +((75 points for 18 hours of use / (difference between 24 hours and0 hours)) * 50%), This equates to 40 size points + 37.5 operating hours points = 77.5 points for this special use airspace. The overall score is the highest score received by any one special use airspace at the installation.
Source	DoD #1203; Digital Aeronautical Flight Information Files (DAFIF), 30 Sep 04; FAA ATCAA Database

Mission	Fighter
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1266
Label	Range Complex (RC) Supports Mission
Effective %	11.95
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. All airspace over 150 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 250 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 15% Airspace Volume (AV) 15% Operating Hours (OH) 10% Scoreable Range (SR) 11.25% Air to Ground Weapons Delivery (AGWD) .75% Low Angle Strafe (LA) 3% Live Ordnance (LO) 5% IMC Weapon Release (IW) 10% Electronic Combat (EC) 10% Laser Use Auth. (LU) 10% Lights Out Capable (LC) 5% Flare Auth. (FA) 5% Chaff Auth. (CA) Each of the subcategories use the following general pattern for calculating them: Compute a raw total for the base by following the instructions for the respective subcategory total. Find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero score and the highest score on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score.

	AV Raw Total: Get AV for the pts. See OSD # 1277, column 1. (N/A means 0.) **OH Raw Total:** Sum the pts for each airspace: If the OH < 1 or = N/A, get 0 pts. See OSD # 1266, column 2. Else, if the OH = 1 or IMTMT or INTMT, get 10 pts. Else, if the OH = 24 or NOTAM, get 100 pts. Else, pro-rate the OH between 0 and 24 on a 10 to 100 point scale. **SR Raw Total:** Sum the pts for each airspace: If the SR = Yes, get 100 pts. See OSD # 1266, column.3. Else, get 0 pts. **AGWD Raw Total:** Sum the pts for each airspace: If the AGWD = Yes, get 100 pts. See OSD # 1266 column 4. Else, get 0 pts. **LA Raw Total:** Sum the pts for each airspace: If the LA = Yes, get 100 pts. See OSD # 1266 column 5. Else, get 0 pts. **LO Raw Total:** Sum the pts for each airspace: If LO = Yes, get 100 pts. See OSD # 1274, column 5. Else, get 0 pts. **IW Raw Total:** Sum the pts for each airspace: If IW = Yes, get 100 pts. See OSD # 1266, column 6. Else, get 0 pts. **EC Raw Total:** Sum the pts for each airspace: If EC = Yes, get 100 pts. See OSD # 1266, column.7. Else, get 0 pts. **LU Raw Total:** Sum the pts for each airspace: If LU = Yes, get 100 pts. See OSD # 1266, column 8. Else, get 0 pts. **LC Raw Total**

	Sum the pts for each airspace: If LC = Yes, get 100 pts. See OSD # 1266, column 9. Else, get 0 pts. **FA Raw Total** Sum the pts for each airspace: If FA = Yes, get 100 pts. See OSD # 1274, column 3. Else, get 0 pts. **CA Raw Total** Sum the pts for each airspace: If CA = Yes, get 100 pts. See OSD # 1274, column 4. Else, get 0 pts. **Example:** AV = 20,000, get 20,000 pts; 10. There are two airspaces within 150 NM, and they both have these characteristics (which means their raw totals will be double the number of pts listed) followed by the lowest non-zero and highest raw totals across all bases and subcategory scores. OH = NOTAM, get 100 pts; 20,000 to 150,000 pts; 10. SR = Yes, get 100 pts; 200 to 500 pts; 10. AGWD = No, get 0 pts; 200 to 1000 pts; 10. LA = No, get 0 pts; 200 to 1000 pts; 0. LO = Yes, get 100 pts; 500 to 1000 pts; 10. IW = N/A, get 0 pts; 200 to 2000 pts; 0. EC = N/A, get 0 pts; 200 to 1000 pts; 0. LU = Yes, get 100 pts; 100 to 1000 pts; 20. LC = Yes, get 100 pts; 200 to 1000 pts; 10. FA = No, get 0 pts; 100 to 1000 pts; 0. CA = No, get 0 pts; 100 to 1000 pts; 0. Weighted, the overall score = 8.425 pts.
Source	FLIP AP-1A; Falcon View or other certified flight planning software

Mission	Fighter
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1214
Label	Fuel Dispensing Rate to Support Mobility and Surge
Effective %	2.64
Question	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. **Example:** JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Mission	Fighter
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	1.76
Question	State installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, total the number of C-17 equivalents the installation transient ramp can hold. See OSD question 1241, column 1 for this data. (N/A equals 0.) If the total >= 6, get 100 points. Otherwise, if the total >= 4, get 75 points. Otherwise, if the total >= 2, get 25 points. Otherwise, get 0 points. **Example:** The installation transient ramp can hold 5 C-17 equivalents. 5 is between 4 and 6, so the score is 75 points.
Source	ASR (Airfield Suitability Report)

Mission	Fighter
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	1.68
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. 25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score.

	The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	Fighter
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	1.96
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Fighter
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	1.96
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Fighter
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	Fighter
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	Fighter
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	Fighter
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.2 Bombers

1.2.1 Effective Weights (Bomber MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	9.20
1242 - ATC Restrictions to Operations	5.52
1271 - Prevailing Installation Weather Conditions	3.68
2 - Geo-locational Factors	36.80
1245 - Proximity to Airspace Supporting Mission (ASM)	20.24
1246 - Proximity to Low Level Routes Supporting Mission	16.56
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	29.05
1 - Fuel Hydrant Systems Support Mission Growth	2.03
8 - Ramp Area and Serviceability	3.49
9 - Runway Dimension and Serviceability	5.52
19 - Hangar Capability - Large Aircraft	2.91
1207 - Level of Mission Encroachment	2.03
1231 - Certified Weapons Storage Area	2.03
1232 - Sufficient Explosives-sited Parking	3.20
1233 - Sufficient Munitions Storage	2.91
1235 - Installation Pavements Quality	4.94
4 - Operating Areas	12.45
1266 - Range Complex (RC) Supports Mission	12.45
1266.42 - RC - WD Low Angle Strafe	.00
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	4.40
1214 - Fuel Dispensing Rate to Support Mobility and Surge	2.64
1241 - Ability to Support Large-Scale Mobility Deployment	1.76
6 - Growth Potential	5.60
213 - Attainment / Emission Budget Growth Allowance	1.68
1205.1 - Buildable Acres for Industrial Operations Growth	1.96
1205.2 - Buildable Acres for Air Operations Growth	1.96
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.2.2 Bomber MCI Question Detail

Mission	Bomber
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	5.52
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example:** The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	Bomber
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1271
Label	Prevailing Installation Weather Conditions
Effective %	3.68
Question	Check the average number of days annually the prevailing weather is better than 3000'/3 Nautical Miles (NM). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the average number of days >= 300, get 100 points. Otherwise, if the average number of days <= 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale. **Example:** The average number of days annually where the prevailing weather is better than 3000'/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.
Source	AFCCC Climatological tables

Mission	Bomber
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	20.24
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. All airspace over 300 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 300 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 15% Airspace Volume (AV) 15% Operating Hours (OH) 10% Scoreable Range (SR) 11.25% Air to Ground Weapons Delivery (AGWD) 3.75% Live Ordnance (LO) 5% IMC Weapon Release (IW) 10% Electronic Combat (EC) 10% Laser Use Auth. (LU) 10% Lights Out Capable (LC) 5% Flare Auth. (FA) 5% Chaff Auth. (CA) Each of the subcategories use the following general pattern for calculating them: Check the corresponding subcategory in formula #1266. If it would get 0 points for that subcategory, get 0 points here also. Otherwise, Compute a raw total for the subcategory for the base according to this formula: For each airspace: If the distance to the airspace is > 300 miles, get 0 points. Otherwise, if the distance to the airspace = 300 miles, get 10 points. Otherwise, if the distance to the airspace = 100 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 100 miles to 300 miles on a 100 to 10 point scale. Once you have a base raw subcategory total, find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100.

	Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. The overall mechanism is very similar to that of formula #1266.
Source	FLIP AP-1A; IFR Supp; Falcon View or other certified flight planning software

Mission	Bomber
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1246
Label	Proximity to Low Level Routes Supporting Mission
Effective %	16.56
Question	Check the distance to all Airspace for Special Use (IR/VR routes) within 300NM radius of the installation. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For a list of routes, see OSD Question 1246. The type of route can be found in column 1. Entry point distances are found in column 2. Exit point distances are found in column 3. For distances, N/A means 0 points. IR Entry points, IR Exit points, VR Entry points and VR Exit points are each worth 25% of the score. (.25 * "IR Entry") + (.25 * "IR Exit") + (.25 * "VR Entry") + (.25 * "VR Exit") **Entry and Exit Point:** Within each of the above four categories, award each route points as follows: If the distance = N/A, get 0 points. Otherwise, the distance is <= 100 Nautical Miles (NM), get 100 points. Otherwise, if the distance is = 300 NM, get 10 points. Otherwise, pro-rate the distance between 100 NM and 300 NM on a 100 to 10 point scale. Total the number of points received above for each base for each of the above four categories. Get the highest base score in each of the above four categories. Get the lowest, non-zero score in each of the above four categories. If the installation's score for one of the above categories = 0, it remains 0. Otherwise, if the installation's score for one of the above categories = the highest score in its respective category, get 100 points. Otherwise, if the installation's score for one of the above categories = the lowest non-zero score in its respective category, get 10 points. Otherwise, pro-rate the installation's score between the lowest non-zero and highest score in its respective category on a 10 to 100 point scale.

Example:
Two IR routes and 1 VR route.

IR Route Alpha has an entry point 35 miles away and an exit point 200 miles away.
IR Route Bravo has an entry point 300 miles away and an exit point 310 miles away.

Alpha's entry point is within 100 miles, so its IR Entry amount is 100 points. The exit point 200 miles distant is 50 percent of the way between 100 and 300 miles, so its IR Exit point amount is 55 points.

Bravo's entry point is 300 miles away, so its IR Entry amount is 10 points. The exit point is 310 miles away, so its amount is 0 points.

The IR Entry total for these two routes is 100 + 10 for 110 points. The total IR Exit total for these two routes is 55 + 0 for 55 points.

The highest IR Entry total for any base is 165 and the lowest non-zero IR Entry total for any base is 30.
The highest IR Exit total for any base is 105 and the lowest non-zero IR Exit total for any base is 5.

So, this base's IR Entry score is 100, because 165 is equal to the highest score of any base.
Pro-rating the IR Exit total of 55 between 5 and 105 on a 10 to 100 point scale gives this base an IR Exit score of 55.

VR Route Charlie has an entry point 40 miles away and an exit point 45 miles away.

Both the entry and exit point are within 100 miles, so both the VR Entry and VR Exit category amounts get 100 points.
As there is only one VR route, that makes the VR route totals the same, 100 points each.

The highest VR Entry total for any base is 300 and the lowest non-zero VR Entry total for any base is 50 points.
Ditto for the VR Exit totals.

So, this base's VR Entry score of 100 is pro-rated between 50 and 300 on a 10 to 100 scale. Since 100 is 20% of the way from 50 to 300, the VR Entry score is 28 points.
Ditto for the VR Exit totals.

	By applying the 25% weighting to each of the four category scores, in IR Entry, IR Exit, VR Entry and VR Exit order, we get the overall score: (.25 * 100) + (.25 * 55) + (.25 * 28) + (.25 * 28), for an overall score of 52.75 points.
Source	FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1
Label	Fuel Hydrant Systems Support Mission Growth
Effective %	2.03
Question	Check the current fuel hydrant system capability. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. 20% of the score is based upon the best type of fuel hydrant available. 80% of the score is based upon the number of qualified refueling points/outlets. **Type of Fuel Hydrant:** Check each Fuel System. See OSD question 1 for this data. Ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. If any one of them is a Type III, get 100 points. See OSD Question 1, column 3 for this data. Otherwise, If any one of them is a Type I or II, get 75 points. Otherwise, If any one of them is a Type IV or V, get 25 points. Otherwise, get 0 points. **Number of Qualified Refueling Points/Outlets:** Sum the number of qualified refueling points/outlets. See OSD Question 1, column 6 for this data, but ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. Also ignore those that are not Type I, II, III, IV or V. See OSD Question 1, column 3 for this data. If the sum of qualified refueling points/outlets >= 24, get 100 points. Otherwise, if the sum of qualified refueling points/outlets = 0, get 0 points. Otherwise, pro-rate the sum between 0 and 24 on a 0 to 100 scale. **Example:** There are three refueling facilities. One is a Type I, one a Type IV, and one is a Truck Fill Stand. There are no Type III facilities, so we check for Type I or II. Since there is a Type I, the score for the type of fuel hydrant is 75.

	There are 3 Type 1 refueling points/outlets, 9 Type IV refueling points/outlets, and 22 Truck Fill Stand refueling points/outlets. The Type 1 and Type IV refueling points/outlets sum to 12, the 22 Truck Fill Stand refueling points/outlets do not count. 12 is halfway between 0 and 24, for a number of qualified refueling points score of 50. (20% of 75) plus (80% of 50) = an overall score of 55.
Source	ACES-RP; existing record drawings or physically verification;

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	3.49
Question	If installation has no runway or no active runway; or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 614,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 423,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 141,000, get 25 points. Otherwise, get 0 points. **Example:** The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 0 and 141,000, so it falls into the 0 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	5.52
Question	Check the dimension of all serviceable runways that support the installation. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means not serviceable.) Otherwise, if the runway is < 200' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means 0.) Otherwise, if the runway is < 10,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.) Otherwise, if the runway is >= 12,000' long, get 100 points. Otherwise, pro-rate the runway length from 10,000' to 12,000' on a 50 to 100 scale to get the points. The overall score is the highest score received by any one runway. **Example:** An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 203' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 11,000' long and 202' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 11,000' is halfway between 10,000' and 12,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	19
Label	Hangar Capability - Large Aircraft
Effective %	2.91
Question	Check the facilities to hangar large aircraft. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the gross square feet for hangars for each installation. See OSD Question 19, column 5 for this data, but ignore all hangars whose Service Facility Code is not a 1, 2, or 3. See OSD Question 19, column 4 for this data. Also ignore all hangars whose door opening size < 131'. See OSD Question 19, column 6 for this data. Also ignore all hangars whose gross square feet < 6000. See OSD Question 19, column 5 for this data. If the sum above is < 6000 square feet, get 0 points. Otherwise, if the sum above is = the highest score received by any installation, get 100 points. Otherwise, pro-rate the sum above between 6000 and the highest score received by any installation on a 25 to 100 point scale. **Example:** There are three hangars on the facility that have a Service Facility Code of 1, 2, or 3, and which have door openings >= 131' in width, and which are at least 6,000 gross square feet in size. Those three hangars have a gross square footage of 6,000, 14,000 and 10,000 respectively, for a total of 30,000 gross square feet at that installation. The highest number of gross square feet at any installation using the above formula is 50,000. 30,000 is 65.91% of the way between 6,000 and 50,000, so the score is 65.91.
Source	ACES-RP, Record Drawings, Base Real Property Records; pre-populated from ACES-RP; "Service Facility Condition Code" rated 1 through 6 in accordance with OSD BRAC library

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	2.03
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example:** 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79 Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1231
Label	Certified Weapons Storage Area
Effective %	2.03
Question	Identify if installation has a currently certified Weapons Storage Area. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the installation has a currently certified weapons storage area (wsa), get 100 points. See OSD Question 1231, column 1 for this data. (N/A means 0 points.) Otherwise, get 0 points. **Example:** The base answered 'Yes' to whether they had a currently certified WSA, so the score is 100.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1232
Label	Sufficient Explosives-sited Parking
Effective %	3.20
Question	List the number of explosives-sited parking spots by MDS (Mission Design Series). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the number of explosives sited parking spots. See OSD Question 1232, column 2 for this data. (N/A equals 0.) If the total >= 23, get 100 points. Otherwise, if the total >= 12, get 66 points. Otherwise, if the total >= 6, get 33 points. Otherwise, get 0 points. **Example:** The installation has two listings for explosive sited parking spots, with 5 and 10 respectively, which totals to 15. 15 is between 12 and 23, so the score is 66 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1233
Label	Sufficient Munitions Storage
Effective %	2.91
Question	List maximum explosive capacity for the installation's hazard classification Class 1.1 munitions storage areas, in pounds. Maximum assumes 12 PAA squadrons (JDAM & MK 82). NEW figures determined from NCAA (nuclear consumables annual analysis) fly away requirement considering only 2 squadrons. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, total the capacity. See OSD question 1233, column 1 for this data. (N/A means 0.) If the total >= 544,320, get 100 points. Otherwise, if the total >= 396,576, get 75 points. Otherwise, if the total >= 198,288, get 25 points. Otherwise, get 0 points. **Example:** There are two storage areas, with a capacity of 200,000 each, for a total of 400,000. 400,000 is between 396,576 and 544,320, so the score is 75 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan.

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	4.94
Question	Identify if the installation pavement for the primary runway can support Bomber aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: Get the B-52 ACN. See OSD Question 1236, column 3 for the B-52 ACN. (N/A means 0.) Get the B-1B ACN. See OSD Question 1235, column 8 for the B-1B ACN. (N/A means 0.) If the PCN is N/A or 0, get 0 points. Otherwise, if the B-52 ACN divided by the PCN > 0 and <= 1.0, then get 100 points. Otherwise, if the B-1B ACN divided by the PCN > 0 and <= 1.0, then get 75 points. Otherwise, if the B-1B ACN divided by the PCN > 0 and <= 1.1, then get 50 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the B-52 ACN. See OSD Question 1240, column 5 for this data. (N/A means 0.) Get the B-1B ACN. See OSD Question 1240, column 4 for this data. (N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4

	for this data. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the B-52 ACN divided by the PCN > 0 and <= 1.0. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the B-1B ACN divided by the PCN > 0 and <= 1.0. If the B-52 square yardage >= 409,000, get 100 points. Otherwise, if the B-1B square yardage >= 283,000, get 75 points. Otherwise, if the B-1B square yardage >= 141,000, get 50 points. Otherwise, get 0 points. **Example:** There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 120. The ACN for an B-52 on that runway is 111, 111 divided by 120 is <= 1.0, so the base gets 100 pts for runway pavement suitability. In this case, the B-1B ACN/PCN ratio was a moot point. There are 2 apron pavements on the base. Apron Alpha has a PCN of 120 and 200,000 square yards of surface. Apron Bravo has a PCN of 85 and 150,000 square yards. The ACN for B-52s on both aprons is 111, and for B-1Bs it is 80. Apron Alpha's ACN/PCN ratio for B-52s is 111/120, which is less that 1.0. This counts as 200,000 square yards for the B-52. Apron Bravo's ACN/PCN ratio for B-52s is 111/85, which is more than 1.0, so it's square yards aren't counted towards B-52 square yardage. This gives us a total of 200,000 B-52 square yards, which is not greater than 409,000 square yards. Apron Alpha's ACN/PCN ratio for B-1Bs is 80/120, which is less that 1.0. This counts as 200,000 square yards for the B-1B. Apron Bravo's ACN/PCN ratio for B-1Bs is 80/85, which is less than 1.0, so it's 150,000 square yards are also counted towards B-1B square yardage. This gives us a total of 350,000 B-1B square yards, which is greater than 283,000 square yards, which gives us a score of 75 points for apron pavement suitability. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 75 equals 37.5. 50 plus 37.5 equals a score of 87.5.
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	Bomber
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1266
Label	Range Complex (RC) Supports Mission
Effective %	12.45
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. All airspace over 300 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 300 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 15% Airspace Volume (AV) 15% Operating Hours (OH) 10% Scoreable Range (SR) 11.25% Air to Ground Weapons Delivery (AGWD) 3.75% Live Ordnance (LO) 5% IMC Weapon Release (IW) 10% Electronic Combat (EC) 10% Laser Use Auth. (LU) 10% Lights Out Capable (LC) 5% Flare Auth. (FA) 5% Chaff Auth. (CA) Each of the subcategories use the following general pattern for calculating them: Compute a raw total for the base by following the instructions for the respective subcategory total. Find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero score and the highest score on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. **AV Raw Total:**

	Get AV for the pts. See OSD # 1277, column 1. (N/A means 0.) **OH Raw Total:** Sum the pts for each airspace: If the OH < 1 or = N/A, get 0 pts. See OSD # 1266, column 2. Else, if the OH = 1 or IMTMT or INTMT, get 10 pts. Else, if the OH = 24 or NOTAM, get 100 pts. Else, pro-rate the OH between 0 and 24 on a 10 to 100 point scale. **SR Raw Total:** Sum the pts for each airspace: If the SR = Yes, get 100 pts. See OSD # 1266, column.3. Else, get 0 pts. **AGWD Raw Total:** Sum the pts for each airspace: If the AGWD = Yes, get 100 pts. See OSD # 1266 column 4. Else, get 0 pts. **LO Raw Total:** Sum the pts for each airspace: If LO = Yes, get 100 pts. See OSD # 1274, column 5. Else, get 0 pts. **IW Raw Total:** Sum the pts for each airspace: If IW = Yes, get 100 pts. See OSD # 1266, column 6. Else, get 0 pts. **EC Raw Total:** Sum the pts for each airspace: If EC = Yes, get 100 pts. See OSD # 1266, column.7. Else, get 0 pts. **LU Raw Total:** Sum the pts for each airspace: If LU = Yes, get 100 pts. See OSD # 1266, column 8. Else, get 0 pts. **LC Raw Total** Sum the pts for each airspace: If LC = Yes, get 100 pts. See OSD # 1266, column 9. Else, get 0 pts. **FA Raw Total**

	Sum the pts for each airspace: If FA = Yes, get 100 pts. See OSD # 1274, column 3. Else, get 0 pts. **CA Raw Total** Sum the pts for each airspace: If CA = Yes, get 100 pts. See OSD # 1274, column 4. Else, get 0 pts. **Example:** AV = 20,000, get 20,000 pts, 10 pts. There are two airspaces within 300 NM, and they both have these characteristics (which means their raw totals will be double the number of pts listed) followed by the lowest non-zero and highest raw totals across all bases and subcategory scores. OH = NOTAM, get 100 pts; 20,000 to 150,000 pts; 10 SR = Yes, get 100 pts; 200 to 500 pts; 10. AGWD = No, get 0 pts; 200 to 1000 pts; 10. LO = Yes, get 100 pts; 500 to 1000 pts; 10. IW = N/A, get 0 pts; 200 to 2000 pts; 0. EC = N/A, get 0 pts; 200 to 1000 pts; 0. LU = Yes, get 100 pts; 100 to 1000 pts; 20. LC = Yes, get 100 pts; 200 to 1000 pts; 10. FA = No, get 0 pts; 100 to 1000 pts; 0. CA = No, get 0 pts; 100 to 1000 pts; 0. Weighted, the overall score = 8.5 pts.
Source	FLIP AP-1A; Falcon View or other certified flight planning software

Mission	Bomber
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1214
Label	Fuel Dispensing Rate to Support Mobility and Surge
Effective %	2.64
Question	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. **Example:** JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Mission	Bomber
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	1.76
Question	State installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 6, get 100 points. Otherwise, if the total is >= 4, get 75 points. Otherwise, if the total is >= 2, get 25 points. Otherwise, get 0 points. **Example:** There are a total of 3 C-17 MOGs. 3 is between 2 and 4, so the score is 25 points.
Source	ASR (Airfield Suitability Report)

Mission	Bomber
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	1.68
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate,

	Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example**: The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. 25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score.

	The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	Bomber
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	1.96
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Bomber
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	1.96
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example**: There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Bomber
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example**: The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	Bomber
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example**: The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	Bomber
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example**: The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	Bomber
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example**: The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.3 Tankers

1.3.1 Effective Weights (Tanker MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	6.90
1242 - ATC Restrictions to Operations	6.90
2 - Geo-locational Factors	39.10
1245 - Proximity to Airspace Supporting Mission (ASM)	39.10
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	41.50
1 - Fuel Hydrant Systems Support Mission Growth	4.15
8 - Ramp Area and Serviceability	7.89
9 - Runway Dimension and Serviceability	9.55
19 - Hangar Capability - Large Aircraft	3.32
1207 - Level of Mission Encroachment	2.08

1235 - Installation Pavements Quality	14.53
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	5.50
1214 - Fuel Dispensing Rate to Support Mobility and Surge	3.85
1241 - Ability to Support Large-Scale Mobility Deployment	1.65
6 - Growth Potential	4.50
213 - Attainment / Emission Budget Growth Allowance	1.35
1205.1 - Buildable Acres for Industrial Operations Growth	1.58
1205.2 - Buildable Acres for Air Operations Growth	1.58
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.3.2 Tanker MCI Question Detail

Mission	Tanker
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	6.90
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example**: The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	Tanker
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	39.10
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For each airspace: If the Airspace/Route Designator does not start with AR, get 0 points. See OSD # 1245, column 1 for this data. Otherwise, if the distance to the airspace is > 850 miles, get 0 points. See OSD # 1245, column 2. (N/A means more than 850 NM.) Otherwise, if the distance to the airspace = 850 miles, get 10 points. Otherwise, if the distance to the airspace = 250 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 250 miles to 850 miles on a 100 to 10 point scale. This is the base raw total. Once you have a base raw total, find the highest, and the lowest, non-zero raw total across all bases. If the raw total = 0, the score = 0. Else, if the raw total = the highest raw total, the score = 100. Else, if the raw total = the lowest, non-zero raw total, the score = 10. Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale.
Source	FLIP AP-1A; FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Mission	Tanker
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1
Label	Fuel Hydrant Systems Support Mission Growth
Effective %	4.15
Question	Check the current fuel hydrant system capability. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. 20% of the score is based upon the best type of fuel hydrant available. 80% of the score is based upon the number of qualified refueling points/outlets. **Type of Fuel Hydrant:** Check each Fuel System. See OSD question 1 for this data. Ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. If any one of them is a Type III, get 100 points. See OSD Question 1, column 3 for this data. Otherwise, If any one of them is a Type I or II, get 75 points. Otherwise, If any one of them is a Type IV or V, get 25 points. Otherwise, get 0 points. **Number of Qualified Refueling Points/Outlets:** Sum the number of qualified refueling points/outlets. See OSD Question 1, column 6 for this data, but ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. Also ignore those that are not Type I, II, III, IV or V. See OSD Question 1, column 3 for this data. If the sum of qualified refueling points/outlets >= 24, get 100 points. Otherwise, if the sum of qualified refueling points/outlets = 0, get 0 points. Otherwise, pro-rate the sum between 0 and 24 on a 0 to 100 scale. **Example:** There are three refueling facilities. One is a Type I, one a Type IV, and one is a Truck Fill Stand. There are no Type III facilities, so we check for Type I or II. Since there

	is a Type I, the score for the type of fuel hydrant is 75. There are 3 Type 1 refueling points/outlets, 9 Type IV refueling points/outlets, and 22 Truck Fill Stand refueling points/outlets. The Type 1 and Type IV refueling points/outlets sum to 12, the 22 Truck Fill Stand refueling points/outlets do not count. 12 is halfway between 0 and 24, for a number of qualified refueling points score of 50. (20% of 75) plus (80% of 50) = an overall score of 55.
Source	ACES-RP; existing record drawings or physically verification;

Mission	Tanker
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	7.89
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 851,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 504,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 168,000, get 25 points. Otherwise, get 0 points. **Example:** The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 0 and 168,000 so it falls into the 0 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Tanker
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	9.55
Question	Check the dimension of all serviceable runways that support the installation. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means not serviceable.) Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means 0.) Otherwise, if the runway is < 7,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.) Otherwise, if the runway is >= 12,000' long, get 100 points. Otherwise, pro-rate the runway length from 7,000' to 12,000' on a 50 to 100 scale to get the points. The overall score is the highest score received by any one runway. **Example:** An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 9,500' long and 152' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 9,500' is halfway between 7,000' and 12,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Tanker
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	19
Label	Hangar Capability - Large Aircraft
Effective %	3.32
Question	Check the facilities to hangar large aircraft. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the gross square feet for hangars for each installation. See OSD Question 19, column 5 for this data, but ignore all hangars whose Service Facility Code is not a 1, 2, or 3. See OSD Question 19, column 4 for this data. Also ignore all hangars whose door opening size < 131'. See OSD Question 19, column 6 for this data. Also ignore all hangars whose gross square feet < 6000. See OSD Question 19, column 5 for this data. If the sum above is < 6000 square feet, get 0 points. Otherwise, if the sum above is = the highest score received by any installation, get 100 points. Otherwise, pro-rate the sum above between 6000 and the highest score received by any installation on a 25 to 100 point scale. **Example:** There are three hangars on the facility that have a Service Facility Code of 1, 2, or 3, and which have door openings >= 131' in width, and which are at least 6,000 gross square feet in size. Those three hangars have a gross square footage of 6,000, 14,000 and 10,000 respectively, for a total of 30,000 gross square feet at that installation. The highest number of gross square feet at any installation using the above formula is 50,000. 30,000 is 65.91% of the way between 6,000 and 50,000, so the score is 65.91.
Source	ACES-RP, Record Drawings, Base Real Property Records; pre-populated from ACES-RP; "Service Facility Condition Code" rated 1 through 6 in accordance with OSD BRAC library

Mission	Tanker
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	2.08
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example:** 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	Tanker
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	14.53
Question	Identify if the installation pavement for the primary runway can support Tanker aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: Get the KC-10 ACN. See OSD Question 1236, column 5 for the KC-10 ACN. (N/A means 0.) Get the KC-135 ACN. See OSD Question 1235, column 7 for the KC-135 ACN. (N/A means 0.) If the PCN is N/A or 0, get 0 points. Otherwise, if the KC-10 ACN divided by the PCN > 0 and <= 1.0, then get 100 points. Otherwise, if the KC-135 ACN divided by the PCN > 0 and <= 1.0, then get 75 points. Otherwise, if the KC-135 ACN divided by the PCN > 0 and <= 1.1, then get 50 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the KC-10 ACN. See OSD Question 1240, column 7 for this data. (N/A means 0.) Get the KC-135 ACN. See OSD Question 1240, column 3 for this data. (N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data.

	Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the KC-10 ACN divided by the PCN > 0 and <= 1.0. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the KC-135 ACN divided by the PCN > 0 and <= 1.0. If the KC-10 square yardage >= 532,000, get 100 points. Otherwise, if the KC-135 square yardage >= 336,000, get 75 points. Otherwise, if the KC-135 square yardage >= 168,000, get 50 points. Otherwise, get 0 points. **Example:** There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 120. The ACN for an KC-10 on that runway is 55, 55 divided by 120 is <= 1.0, so the base gets 100 pts for runway pavement suitability. In this case, the KC-135 ACN/PCN ratio was a moot point. There are 2 apron pavements on the base. Apron Alpha has a PCN of 120 and 200,000 square yards of surface. Apron Bravo has a PCN of 50 and 150,000 square yards. The ACN for KC-10s on both aprons is 55, and for KC-135s it is 43. Apron Alpha's ACN/PCN ratio for KC-10s is 55/120, which is less that 1.0. This counts as 200,000 square yards for the KC-10. Apron Bravo's ACN/PCN ratio for KC-10s is 55/50, which is more than 1.0, so it's square yards aren't counted towards KC-10 square yardage. This gives us a total of 200,000 KC-10 square yards, which is not greater than 532,000 square yards. Apron Alpha's ACN/PCN ratio for KC-135s is 43/120, which is less that 1.0. This counts as 200,000 square yards for the KC-135. Apron Bravo's ACN/PCN ratio for KC-135s is 43/50, which is less than 1.0, so it's 150,000 square yards are also counted towards KC-135 square yardage. This gives us a total of 350,000 KC-135 square yards, which is greater than 336,000 square yards, which gives us a score of 75 points for apron pavement suitability. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 75 equals 37.5. 50 plus 37.5 equals a score of 87.5.
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	Tanker
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1214
Label	Fuel Dispensing Rate to Support Mobility and Surge
Effective %	3.85
Question	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. **Example:** JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Mission	Tanker
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	1.65
Question	State installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 6, get 100 points. Otherwise, if the total is >= 4, get 75 points. Otherwise, if the total is >= 2, get 25 points. Otherwise, get 0 points. **Example:** There are a total of 3 C-17 MOGs. 3 is between 2 and 4, so the score is 25 points.
Source	ASR (Airfield Suitability Report)

Mission	Tanker
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	1.35
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

	25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score. The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	Tanker
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	1.58
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Tanker
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	1.58
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Tanker
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	Tanker
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	Tanker
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	Tanker
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.4 Airlift

1.4.1 Effective Weights (Airlift MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	9.20
1242 - ATC Restrictions to Operations	5.98
1271 - Prevailing Installation Weather Conditions	3.22
2 - Geo-locational Factors	36.80
1246 - Proximity to Low Level Routes Supporting Mission	13.98
1248 - Proximity to DZ/LZ	14.72
1273 - Aerial Port Proximity	8.10
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	33.20
1 - Fuel Hydrant Systems Support Mission Growth	4.32
8 - Ramp Area and Serviceability	5.98
9 - Runway Dimension and Serviceability	5.98
19 - Hangar Capability - Large Aircraft	3.32
1207 - Level of Mission Encroachment	1.66
1235 - Installation Pavements Quality	11.95
4 - Operating Areas	8.30
1249 - Airspace Attributes of DZ/LZ	8.30
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	4.40
1214 - Fuel Dispensing Rate to Support Mobility and Surge	2.20
1241 - Ability to Support Large-Scale Mobility Deployment	2.20
6 - Growth Potential	5.60
213 - Attainment / Emission Budget Growth Allowance	1.68
1205.1 - Buildable Acres for Industrial Operations Growth	1.96
1205.2 - Buildable Acres for Air Operations Growth	1.96
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.4.2 Airlift MCI Question Detail

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	5.98
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example:** The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1271
Label	Prevailing Installation Weather Conditions
Effective %	3.22
Question	Check the average number of days annually the prevailing weather is better than 3000'/3 Nautical Miles (NM). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the average number of days >= 300, get 100 points. Otherwise, if the average number of days <= 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale. **Example:** The average number of days annually where the prevailing weather is better than 3000'/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.
Source	AFCCC Climatological tables

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1246
Label	Proximity to Low Level Routes Supporting Mission
Effective %	13.98
Question	Check the distance to all Airspace for Special Use (IR/VR routes) within 150NM radius of the installation. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For a list of routes, see OSD Question 1246. The type of route can be found in column 1. Entry point distances are found in column 2. Exit point distances are found in column 3. For distances, N/A means 0 points. IR Entry points, IR Exit points, VR Entry points and VR Exit points are each worth 25% of the score. (.25 * "IR Entry") + (.25 * "IR Exit") + (.25 * "VR Entry") + (.25 * "VR Exit") **Entry and Exit Point:** Within each of the above four categories, award each route points as follows: If the distance = N/A, get 0 points. Otherwise, the distance is <= 50 Nautical Miles (NM), get 100 points. Otherwise, if the distance is = 150 NM, get 10 points. Otherwise, pro-rate the distance between 50 NM and 150 NM on a 100 to 10 point scale. Total the number of points received above for each base for each of the above four categories. Get the highest base score in each of the above four categories. Get the lowest, non-zero score in each of the above four categories. If the installation's score for one of the above categories = 0, it remains 0. Otherwise, if the installation's score for one of the above categories = the highest score in its respective category, get 100 points. Otherwise, if the installation's score for one of the above categories = the lowest non-zero score in its respective category, get 10 points. Otherwise, pro-rate the installation's score between the lowest non-zero

	and highest score in its respective category on a 10 to 100 point scale. **Example:** Two IR routes and 1 VR route. IR Route Alpha has an entry point 35 miles away and an exit point 100 miles away. IR Route Bravo has an entry point 150 miles away and an exit point 160 miles away. Alpha's entry point is within 50 miles, so its IR Entryamount is 100 points. The exit point 100 miles distant is 50 percent of the way between 50 and 150 miles, so its IR Exit point amount is 55 points. Bravo's entry point is 150 miles away, so its IR Entry amount is 10 points. The exit point is 160 miles away, so its amount is 0 points. The IR Entry total for these two routes is 100 + 10 for 110 points. The total IR Exit total for these two routes is 55 + 0 for 55 points. The highest IR Entry total for any base is 165 and the lowest non-zero IR Entry total for any base is 30. The highest IR Exit total for any base is 105 and the lowest non-zero IR Exit total for any base is 5. So, this base's IR Entry score is 100, because 165 is equal to the highest score of any base. Pro-rating the IR Exit total of 55 between 5 and 105 on a 10 to 100 point scale gives this base an IR Exit score of 55. VR Route Charlie has an entry point 40 miles away and an exit point 45 miles away. Both the entry and exit point are within 50 miles, so both the VR Entry and VR Exit category amounts get 100 points. As there is only one VR route, that makes the VR route totals the same, 100 points each. The highest VR Entry total for any base is 300 and the lowest non-zero VR Entry total for any base is 50 points. Ditto for the VR Exit totals. So, this base's VR Entry score of 100 is pro-rated between 50 and 300 on a 10 to 100 scale. Since 100 is 20% of the way from 50 to 300, the VR Entry score is 28 points. Ditto for the VR Exit totals.

	By applying the 25% weighting to each of the four category scores, in IR Entry, IR Exit, VR Entry and VR Exit order, we get the overall score: (.25 * 100) + (.25 * 55) + (.25 * 28) + (.25 * 28), for an overall score of 52.75 points.
Source	FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1248
Label	Proximity to DZ/LZ
Effective %	14.72
Question	Check the distance to all USAF-certified Landing Zones/Drop Zones within 150NM radius of the installation that meet zone requirements. OSD Question 1249 is assigned to a notional base unit (Widget Unit #216) for technical reasons since the data is identical for all bases. So, regardless of the organization being checked, all references to OSD Question 1249 will find their data under Widget Unit # 216, which was a technical way to avoid having to enter the exact same data once per base. Widget Unit # 216 does not exist in real life. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Drop Zones (DZ) count for 50% of the overall score, Landing Zones (LZ) count for the remaining 50%. The data on the DZs and LZs is split across two OSD questions, 1249 and 1248. This means that the data in one question has to be matched with its respective data in the other question. This is done by matching the ZAR code, which is found in column 1 of both OSD Questions 1248 and 1249. Compute the points received for each LZ as follows, then total them into an LZ total: If the LZ is < 3500' by 90', and < 3000' by 60', get 0 points. See OSD Question 1249, columns 3 and 4 for this data. (N/A means no.) Otherwise, if the distance to the LZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching LZ in OSD question 1249 means > 150 miles.) Otherwise, if the distance to the LZ = 150 miles, get 10 points. Otherwise, if the distance to the LZ <= 50 miles, get 100 points. Otherwise, get 0 points. Compute the points received for each DZ as follows, then total them into a DZ total: If the DZ is < 1000 yds by 1500 yds, and < 700 yds by 1000 yds, get 0 points. See OSD Question 1249, columns 6 and 7 for this data. (N/A means no.) Otherwise, if the distance to the DZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching DZ in OSD

	question 1249 means > 150 miles.) Otherwise, if the distance to the DZ = 150 miles, get 10 points. Otherwise, if the distance to the DZ <= 50 miles, get 100 points. Otherwise, get 0 points. After the above LZ and DZ totals have been computed for each base, determine the score for each as follows: Get the Highest LZ total of any base and the Lowest non-Zero LZ total of any base. Get the Highest DZ total of any base and the Lowest non-Zero DZ total of any base. If the total = 0, then the respective points for that total = 0. Otherwise, pro-rate the total from the respective lowest non-zero total to the respective highest score on a 10 to 100 scale. Take 50% of the LZ score just calculated and add to it 50% of the DZ score just calculated for the overall score. Example: There are two drop zones within 150 miles, Alpha and Bravo. Alpha is 3100' by 65' and Bravo is 2000' by 100'. Alpha is 50 miles away and Bravo is 100 miles away. Alpha is bigger than 3000' by 60', so it qualifies for points. Since it is 50 miles away, it gets 100 points. Bravo is smaller than 3000' by 60', so it is too small and gets 0 points. The DZ total is 100 points. The highest DZ total across all bases is 500 and the lowest non-zero DZ total across all bases is 100. The DZ score is 10 points, since it equals the lowest overall DZ total. There are two landing zones within 150 miles, Charlie and Delta. Charlie is 1000 yds by 1500 yds and so is Delta. Charlie and Delta are both 10 miles away. Both are >= the 1000 yds by 1500 yds size, so both qualify for points. Since both are 10 miles away, they both get 100 points. The LZ total is 200 points. The highest LZ total across all bases is 200 and the lowest non-zero LZ total across all bases is 50. The LZ score is 100 points, since it equals the highest overall LZ total. Now, take 50% of each of the two totals to make the overall score: (.50 * 10) + (.50 * 100) gives an overall score of 55.
Source	IFR Supp; ZAR (AMC Zone Availability Report): AF Form 3822 (Landing Zone Survey) or AF Form 3823 (Drop Zone Survey); Falcon View or other certified flight planning software

Mission	Airlift
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1273
Label	Aerial Port Proximity
Effective %	8.10
Question	For installations with active runways, identify distance in NM to RAF Mildenhall, Rota Naval Station, Lajes Field, Hickam AFB and Elmendorf AFB. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. 50% of the score is based upon proximity to the East coast locations of Mildenhall, Rota or Lajes. The other 50% of the score is based upon proximity to the West coast locations of Elmendorf and Hickam. See OSD Question 1273, columns 1,2,3,4 and 5 respectively, for the distance to these locations. **East Coast Locations:** If both Mildenhall and Rota are within 3200 NM, get 100 points. Otherwise, if either Mildenhall or Rota are within 3200 NM, get 75 points. Otherwise, if only Lajes is within 3200 NM, get 25 points. Otherwise, get 0 points. **West Coast Locations:** If both Elmendorf and Hickam are within 3200 NM, get 100 points. Otherwise, if only Elmendorf is within 3200 NM, get 75 points. Otherwise, get 0 points. **Example:** The base is 4525 NM from Mildenhall, 4913 NM from Rota, 4022 NM from Lajes, 1995 NM from Elmendorf and 2409 NM from Hickam. All three East coast locations are more than 3200 NM away, so 0 points for the East coast aerial port proximity. Elmendorf and Hickam are within 3200 NM, so 100 points for West coast aerial port proximity. (50% * 0) + (50% * 100) equals a score of 50.
Source	Distances between all BRAC bases with runways taken from IVT; Guard, AFRC and specific overseas locations derived from DAFIF and measured using IVT. Aerial Ports identified in Defense Travel Regulation (DTR), DoD Regulation 4500.9-R-Part II (Mobility), Appendix M. The measurements are taken from the center of mass of the runway complex for the bases and the center of mass of the IVT polygon for the ranges. The distances are the great circle arcs over the surface of the Earth at sea level elevation.

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1
Label	Fuel Hydrant Systems Support Mission Growth
Effective %	4.32
Question	Check the current fuel hydrant system capability. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. 20% of the score is based upon the best type of fuel hydrant available. 80% of the score is based upon the number of qualified refueling points/outlets. **Type of Fuel Hydrant:** Check each Fuel System. See OSD question 1 for this data. Ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. If any one of them is a Type III, get 100 points. See OSD Question 1, column 3 for this data. Otherwise, If any one of them is a Type I or II, get 75 points. Otherwise, If any one of them is a Type IV or V, get 25 points. Otherwise, get 0 points. **Number of Qualified Refueling Points/Outlets:** Sum the number of qualified refueling points/outlets. See OSD Question 1, column 6 for this data, but ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. Also ignore those that are not Type I, II, III, IV or V. See OSD Question 1, column 3 for this data. If the sum of qualified refueling points/outlets >= 24, get 100 points. Otherwise, if the sum of qualified refueling points/outlets = 0, get 0 points. Otherwise, pro-rate the sum between 0 and 24 on a 0 to 100 scale. **Example:** There are three refueling facilities. One is a Type I, one a Type IV, and one is a Truck Fill Stand. There are no Type III facilities, so we check for Type I or II. Since there

	is a Type I, the score for the type of fuel hydrant is 75. There are 3 Type 1 refueling points/outlets, 9 Type IV refueling points/outlets, and 22 Truck Fill Stand refueling points/outlets. The Type 1 and Type IV refueling points/outlets sum to 12, the 22 Truck Fill Stand refueling points/outlets do not count. 12 is halfway between 0 and 24, for a number of qualified refueling points score of 50. (20% of 75) plus (80% of 50) = an overall score of 55.
Source	ACES-RP; existing record drawings or physically verification;

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	5.98
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 1,040,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 416,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 137,000, get 25 points. Otherwise, get 0 points. **Example:** The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 0 and 137,000, so it falls into the 0 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	5.98
Question	Check the dimension of all serviceable runways that support the installation. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means not serviceable.) Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means 0.) Otherwise, if the runway is < 7,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.) Otherwise, if the runway is >= 11,000' long, get 100 points. Otherwise, pro-rate the runway length from 7,000' to 11,000' on a 50 to 100 scale to get the points. The overall score is the highest score received by any one runway. **Example:** An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 9,000' long and 152' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 9,000' is halfway between 7,000' and 11,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	19
Label	Hangar Capability - Large Aircraft
Effective %	3.32
Question	Check the facilities to hangar large aircraft. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the gross square feet for hangars for each installation. See OSD Question 19, column 5 for this data, but ignore all hangars whose Service Facility Code is not a 1, 2, or 3. See OSD Question 19, column 4 for this data. Also ignore all hangars whose door opening size < 131'. See OSD Question 19, column 6 for this data. Also ignore all hangars whose gross square feet < 6000. See OSD Question 19, column 5 for this data. If the sum above is < 6000 square feet, get 0 points. Otherwise, if the sum above is = the highest score received by any installation, get 100 points. Otherwise, pro-rate the sum above between 6000 and the highest score received by any installation on a 25 to 100 point scale. **Example:** There are three hangars on the facility that have a Service Facility Code of 1, 2, or 3, and which have door openings >= 131' in width, and which are at least 6,000 gross square feet in size. Those three hangars have a gross square footage of 6,000, 14,000 and 10,000 respectively, for a total of 30,000 gross square feet at that installation. The highest number of gross square feet at any installation using the above formula is 50,000. 30,000 is 65.91% of the way between 6,000 and 50,000, so the score is 65.91.
Source	ACES-RP, Record Drawings, Base Real Property Records; pre-populated from ACES-RP; "Service Facility Condition Code" rated 1 through 6 in accordance with OSD BRAC library

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	1.66
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example:** 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79 Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	11.95
Question	Identify if the installation pavement for the primary runway can support Airlift aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: Get the C-17 ACN. See OSD Question 1236, column 4 for the C-17 ACN. (N/A means 0.) Get the C-5B ACN. See OSD Question 1236, column 6 for the C-5B ACN. (N/A means 0.) If the PCN is N/A or 0, get 0 points. Otherwise, if the C-17 ACN divided by the PCN > 0 and <= 1.0, then get 100 points. Otherwise, if the C-5B ACN divided by the PCN > 0 and <= 1.0, then get 75 points. Otherwise, if the C-5B ACN divided by the PCN > 0 and <= 1.1, then get 50 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the C-17 ACN. See OSD Question 1240, column 6 for this data. (N/A means 0.) Get the C-5B ACN. See OSD Question 1240, column 8 for this data.

	(N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the C-17 ACN divided by the PCN > 0 and <= 1.0. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the C-5B ACN divided by the PCN > 0 and <= 1.0. If the C-17 square yardage >= 1,040,000, get 100 points. Otherwise, if the C-5B square yardage >= 416,000, get 75 points. Otherwise, if the C-5B square yardage >= 137,000, get 50 points. Otherwise, get 0 points. **Example:** There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 60. The ACN for an C-17 on that runway is 40, 40 divided by 60 is <= 1.0, so the base gets 100 pts for runway pavement suitability. In this case, the C-5B ACN/PCN ratio was a moot point. There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACN for C-17s on both aprons is 43, and for C-5Bs it is 45. Apron Alpha's ACN/PCN ratio for C-17s is 43/50, which is less that 1.0. This counts as 100,000 square yards for the C-17. Apron Bravo's ACN/PCN ratio for C-17s is 43/30, which is more than 1.0, so it's square yards aren't counted towards C-17 square yardage. This gives us a total of 100,000 C-17 square yards, which is not greater than 1,040,000 square yards. Apron Alpha's ACN/PCN ratio for C-5Bs is 45/50, which is less that 1.0. This counts as 100,000 square yards for the C-5B. Apron Bravo's ACN/PCN ratio for C-5Bs is 45/30, which is more than 1.0, so it's square yards aren't counted towards C-5B square yardage. This gives us a total of 100,000 C-5B square yards, which is not greater than 137,000 square yards, which gives us a score of 25 points for apron pavement suitability. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 0 equals 0. 50 plus 0 equals a score of 50.
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	Airlift
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1249
Label	Airspace Attributes of DZ/LZ
Effective %	8.30
Question	Check the attributes of USAF-certified Landing Zones / Drop Zones which have current AMC surveys. OSD Question 1249 is assigned to a notional base unit (Widget Unit #216) for technical reasons since the data is identical for all bases. So, regardless of the organization being checked, all references to OSD Question 1249 will find their data under Widget Unit # 216, which was a technical way to avoid having to enter the exact same data once per base. Widget Unit # 216 does not exist in real life. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Drop Zones (DZ) count for 50% of the overall score, Landing Zones (LZ) count for the remaining 50%. The data on the DZs and LZs is split across two OSD questions, 1249 and 1248. This means that the data in one question has to be matched with its respective data in the other question. This is done by matching the ZAR code, which is found in column 1 of both OSD Questions 1248 and 1249. Compute the points received for each LZ as follows, then total them into an LZ total: If the distance to the LZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching LZ in OSD question 1249 means > 50 miles.) Otherwise, if the LZ is >= 3500' by 90', get 100 points. See OSD Question 1249, column 4 for this data. (N/A means no.) Otherwise, if the LZ is >= 3000' by 60', get 50 points. See OSD Question 1249, column 3 for this data. (N/A means no.) Otherwise, get 0 points. Compute the points received for each DZ as follows, then total them into a DZ total: If the distance to the DZ > 150 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching DZ in OSD question 1249 means > 50 miles.) Otherwise, if the DZ is >= 1000 yds by 1500 yds, get 100 points. See OSD Question 1249, column 7 for this data. (N/A means no.)

	Otherwise, if the DZ is >= 700 yds by 1000 yds, get 50 points. See OSD Question 1249, column 6 for this data. (N/A means no.) Otherwise, get 0 points. After the above LZ and DZ totals have been computed for each base, determine the score for each as follows: Get the Highest LZ total of any base and the Lowest non-Zero LZ total of any base. Get the Highest DZ total of any base and the Lowest non-Zero DZ total of any base. If the total = 0, then the respective points for that total = 0. Otherwise, pro-rate the total from the respective lowest non-zero total to the respective highest score on a 10 to 100 scale. Take 50% of the LZ score just calculated and add to it 50% of the DZ score just calculated for the overall score. **Example:** There are two drop zones within 50 miles, Alpha and Bravo. Alpha is 3100' by 65' and Bravo is 2000' by 100'. Alpha is between 3000' by 60' and 3500' by 90' in size, so it gets 50 points. Bravo is too small, so it gets 0 points. The DZ total is 50 points. The highest DZ total across all bases is 500 and the lowest non-zero DZ total across all bases is 50. The DZ score is 10 points, since it equals the lowest overall DZ total. There are two landing zones within 50 miles, Charlie and Delta. Charlie is 1000 yds by 1500 yds and so is Delta. Both are >= the 1000 yds by 1500 yds size, so both get 100 points. The LZ total is 200 points. The highest LZ total across all bases is 200 and the lowest non-zero LZ total across all bases is 50. The LZ score is 100 points, since it equals the highest overall LZ total. Now, take 50% of each of the two totals to make the overall score: (.50 * 10) + (.50 * 100) gives an overall score of 55.
Source	IFR Supp; ZAR (AMC Zone Availability Report): AF Form 3822 (Landing Zone Survey) or AF Form 3823 (Drop Zone Survey); Falcon View or other certified flight planning software

Mission	Airlift
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1214
Label	Fuel Dispensing Rate to Support Mobility and Surge
Effective %	2.20
Question	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. **Example:** JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Mission	Airlift
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	2.20
Question	State installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 6, get 100 points. Otherwise, if the total is >= 4, get 75 points. Otherwise, if the total is >= 2, get 25 points. Otherwise, get 0 points. **Example:** There are a total of 3 C-17 MOGs. 3 is between 2 and 4, so the score is 25 points.
Source	ASR (Airfield Suitability Report)

Mission	Airlift
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	1.68
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

	25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score. The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	Airlift
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	1.96
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Airlift
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	1.96
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Airlift
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	Airlift
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	Airlift
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	Airlift
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.5 Special Operations Forces / Combat Search and Rescue (SOF/CSAR)

1.5.1 Effective Weights (SOF/CSAR MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	9.20
1242 - ATC Restrictions to Operations	4.14
1271 - Prevailing Installation Weather Conditions	5.06
2 - Geo-locational Factors	36.80
1243 - Airfield Elevation	3.68
1245 - Proximity to Airspace Supporting Mission (ASM)	14.72
1246 - Proximity to Low Level Routes Supporting Mission	3.68
1248 - Proximity to DZ/LZ	14.72
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	18.68
8 - Ramp Area and Serviceability	4.67
9 - Runway Dimension and Serviceability	2.80
1207 - Level of Mission Encroachment	1.49
1232 - Sufficient Explosives-sited Parking	2.24
1233 - Sufficient Munitions Storage	2.80
1235 - Installation Pavements Quality	4.67
4 - Operating Areas	22.83
1249 - Airspace Attributes of DZ/LZ	7.99
1266 - Range Complex (RC) Supports Mission	14.84
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	4.40
1214 - Fuel Dispensing Rate to Support Mobility and Surge	1.76
1241 - Ability to Support Large-Scale Mobility Deployment	2.64
6 - Growth Potential	5.60
213 - Attainment / Emission Budget Growth Allowance	1.68
1205.1 - Buildable Acres for Industrial Operations Growth	1.96
1205.2 - Buildable Acres for Air Operations Growth	1.96
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.5.2 SOF/CSAR MCI Question Detail

Mission	SOF / CSAR
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	4.14
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example:** The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	SOF / CSAR
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1271
Label	Prevailing Installation Weather Conditions
Effective %	5.06
Question	Check the average number of days annually the prevailing weather is better than 3000'/3 Nautical Miles (NM). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the average number of days >= 300, get 100 points. Otherwise, if the average number of days <= 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale. **Example:** The average number of days annually where the prevailing weather is better than 3000'/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.
Source	AFCCC Climatological tables

Mission	SOF / CSAR
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1243
Label	Airfield Elevation
Effective %	3.68
Question	Check the installation's airfield elevation. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the elevation <= 0', get 100 points. See OSD Question 1243, column 1, Otherwise, if the elevation is >= 2800', get 0 points. Otherwise, pro-rate the elevation between 0' and 2800' on a 100 to 0 scale. **Example:** The elevation is 2100'. 2100' is 75% of the way between 0' and 2800', so the score is 25%.
Source	IFR Supplement

Mission	SOF / CSAR
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	14.72
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. All airspace over 200 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 200 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 20% Airspace Volume (AV) 15% Operating Hours (OH) 15% Scoreable Range (SR) 15% Air to Ground Weapons Delivery (AGWD) 5% Live Ordnance (LO) 10% Electronic Combat (EC) 10% Laser Use Authorized (LU) 5% Flare Authorized (FA) 5% Chaff Authorized (CA) Each of the subcategories use the following general pattern for calculating them: Check the corresponding subcategory in formula #1266. If it would get 0 points for that subcategory, get 0 points here also. Otherwise, Compute a raw total for the subcategory for the base according to this formula: For each airspace: If the distance to the airspace is > 200 miles, get 0 points. Otherwise, if the distance to the airspace = 200 miles, get 10 points. Otherwise, if the distance to the airspace = 10 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 10 miles to 200 miles on a 100 to 10 point scale. Once you have a base raw subcategory total, find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10.

	Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. The overall mechanism is very similar to that of formula #1266.
Source	FLIP AP-1A; IFR Supp; Falcon View or other certified flight planning software

Mission	SOF / CSAR
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1246
Label	Proximity to Low Level Routes Supporting Mission
Effective %	3.68
Question	Check the distance to all Airspace for Special Use (IR/VR routes) within 50 Nautical Mile (NM) radius of the installation. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For a list of routes, see OSD Question 1246. The type of route can be found in column 1. Entry point distances are found in column 2. Exit point distances are found in column 3. For distances, N/A means 0 points. IR Entry points, IR Exit points, VR Entry points and VR Exit points are each worth 25% of the score. (.25 * "IR Entry") + (.25 * "IR Exit") + (.25 * "VR Entry") + (.25 * "VR Exit") **Entry and Exit Point:** Within each of the above four categories, award each route points as follows: If the distance = N/A, get 0 points. Otherwise, the distance is <= 10 Nautical Miles (NM), get 100 points. Otherwise, if the distance is = 50 NM, get 10 points. Otherwise, pro-rate the distance between 10 NM and 50 NM on a 100 to 10 point scale. Total the number of points received above for each base for each of the above four categories. Get the highest base score in each of the above four categories. Get the lowest, non-zero score in each of the above four categories. If the installation's score for one of the above categories = 0, it remains 0. Otherwise, if the installation's score for one of the above categories = the highest score in its respective category, get 100 points. Otherwise, if the installation's score for one of the above categories = the lowest non-zero score in its respective category, get 10 points. Otherwise, pro-rate the installation's score between the lowest non-zero and highest score in its respective category on a 10 to 100 point scale. **Example:** Two IR routes and 1 VR route. IR Route Alpha has an entry point 5 miles away and an exit point 30

	miles away. IR Route Bravo has an entry point 50 miles away and an exit point 60 miles away. Alpha's entry point is within 5 miles, so itsIR Entry amount is 100 points. The exit point 30 miles distant is 50 percent of the way between 10 and 50 miles, so its IR Exit point amount is 55 points. Bravo's entry point is 50 miles away, so its IR Entry amount is 10 points. The exit point is 60 miles away, so its amount is 0 points. The IR Entry total for these two routes is 100 + 10 for 110 points. The total IR Exit total for these two routes is 55 + 0 for 55 points. The highest IR Entry total for any base is 165 and the lowest non-zero IR Entry total for any base is 30. The highest IR Exit total for any base is 105 and the lowest non-zero IR Exit total for any base is 5. So, this base's IR Entry score is 100, because 165 is equal to the highest score of any base. Pro-rating the IR Exit total of 55 between 5 and 105 on a 10 to 100 point scale gives this base an IR Exit score of 55. VR Route Charlie has an entry point 3 miles away and an exit point 4 miles away. Both the entry and exit point are within 5 miles, so both the VR Entry and VR Exit category amounts get 100 points. As there is only one VR route, that makes the VR route totals the same, 100 points each. The highest VR Entry total for any base is 300 and the lowest non-zero VR Entry total for any base is 50 points. Ditto for the VR Exit totals. So, this base's VR Entry score of 100 is pro-rated between 50 and and 300 on a 10 to 100 scale. Since 100 is 20% of the way from 50 to 300, the VR Entry score is 28 points. Ditto for the VR Exit totals. By applying the 25% weighting to each of the four category scores, in IR Entry, IR Exit, VR Entry and VR Exit order, we get the overall score: (.25 * 100) + (.25 * 55) + (.25 * 28) + (.25 * 28), for an overall score of 52.75 points.
Source	FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Mission	SOF / CSAR
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1248
Label	Proximity to DZ/LZ
Effective %	14.72
Question	Check the distance to all USAF-certified Landing Zones/Drop Zones within 50NM radius of the installation that meet zone requirements. OSD Question 1249 is assigned to a notional base unit (Widget Unit #216) for technical reasons since the data is identical for all bases. So, regardless of the organization being checked, all references to OSD Question 1249 will find their data under Widget Unit # 216, which was a technical way to avoid having to enter the exact same data once per base. Widget Unit # 216 does not exist in real life. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Drop Zones (DZ) count for 50% of the overall score, Landing Zones (LZ) count for the remaining 50%. The data on the DZs and LZs is split across two OSD questions, 1249 and 1248. This means that the data in one question has to be matched with its respective data in the other question. This is done by matching the ZAR code, which is found in column 1 of both OSD Questions 1248 and 1249. Compute the points received for each LZ as follows, then total them into an LZ total: If the LZ is < 3500' by 90', and < 3000' by 60', get 0 points. See OSD Question 1249, columns 3 and 4 for this data. (N/A means no.) Otherwise, if the distance to the LZ > 50 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching LZ in OSD question 1249 means > 50 miles.) Otherwise, if the distance to the LZ = 50 miles, get 10 points. Otherwise, if the distance to the LZ <= 10 miles, get 100 points. Otherwise, get 0 points. Compute the points received for each DZ as follows, then total them into a DZ total: If the DZ is < 1000 yds by 1500 yds, and < 700 yds by 1000 yds, get 0 points. See OSD Question 1249, columns 6 and 7 for this data. (N/A means no.) Otherwise, if the distance to the DZ > 50 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching DZ in OSD

	question1249 means > 50 miles.) Otherwise, if the distance to the DZ = 50 miles, get 10 points. Otherwise, if the distance to the DZ <= 10 miles, get 100 points. Otherwise, get 0 points. After the above LZ and DZ totals have been computed for each base, determine the score for each as follows: Get the Highest LZ total of any base and the Lowest non-Zero LZ total of any base. Get the Highest DZ total of any base and the Lowest non-Zero DZ total of any base. If the total = 0, then the respective points for that total = 0. Otherwise, pro-rate the total from the respective lowest non-zero total to the respective highest score on a 10 to 100 scale. Take 50% of the LZ score just calculated and add to it 50% of the DZ score just calculated for the overall score. **Example:** There are two drop zones within 50 miles, Alpha and Bravo. Alpha is 3100' by 65' and Bravo is 2000' by 100'. Alpha is 10 miles away and Bravo is 30 miles away. Alpha is bigger than 3000' by 60', so it qualifies for points. Since it is 10 miles away, it gets 100 points. Bravo is smaller than 3000' by 60', so it is too small and gets 0 points. The DZ total is 100 points. The highest DZ total across all bases is 500 and the lowest non-zero DZ total across all bases is 100. The DZ score is 10 points, since it equals the lowest overall DZ total. There are two landing zones within 50 miles, Charlie and Delta. Charlie is 1000 yds by 1500 yds and so is Delta. Charlie and Delta are both 10 miles away. Both are >= the 1000 yds by 1500 yds size, so both qualify for points. Since both are 10 miles away, they both get 100 points. The LZ total is 200 points. The highest LZ total across all bases is 200 and the lowest non-zero LZ total across all bases is 50. The LZ score is 100 points, since it equals the highest overall LZ total. Now, take 50% of each of the two totals to make the overall score: (.50 * 10) + (.50 * 100) gives an overall score of 55.
Source	IFR Supp; ZAR (AMC Zone Availability Report): AF Form 3822 (Landing Zone Survey) or AF Form 3823 (Drop Zone Survey); Falcon View or other certified flight planning software

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	4.67
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 240,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 139,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 60,000, get 25 points. Otherwise, get 0 points. **Example:** The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 60,000 and 139,000, so it falls into the 25 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	2.80
Question	Check the dimension of all serviceable runways that support the installation. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means no.) Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means no.) Otherwise, if the runway is < 8,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.) Otherwise, if the runway is >= 10,000' long, get 100 points. Otherwise, pro-rate the runway length from 8,000' to 10,000' on a 50 to 100 scale to get the points. The overall score is the highest score received by any one runway. **Example:** An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 9,000' long and 152' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 9,000' is halfway between 8,000' and 10,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	1.49
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example:** 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79 Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controlls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1232
Label	Sufficient Explosives-sited Parking
Effective %	2.24
Question	List the number of explosives-sited parking spots by MDS (Mission Design Series). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the number of explosives sited parking spots. See OSD Question 1232, column 2 for this data. (N/A equals 0.) If the total >= 10, get 100 points. Otherwise, if the total >= 9, get 66 points. Otherwise, if the total >= 8, get 33 points. Otherwise, get 0 points. **Example:** The installation has two listings for explosive sited parking spots, with 5 and 4 respectively, which totals to 9. 9 is between 9 and 10, so the score is 66 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1233
Label	Sufficient Munitions Storage
Effective %	2.80
Question	List maximum explosive capacity for the installation's hazard classification Class 1.1 munitions storage areas, in pounds. Maximum assumes one AC-130 squadron of 12 PAA and minimum of 8 PAA and 3 PAA HH-60 (HH-60 storage requirement absorbed by AC-130 capacity with no lost capability). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, total the capacity. See OSD question 1233, column 1 for this data. (N/A means 0.) If the total >= 564460, get 100 points. Otherwise, if the total >= 376380, get 75 points. Otherwise, get 0 points. **Example:** There are two storage areas, with a capacity of 200,000 each, for a total of 400,000. 400,000 is between 376,380 and 564,660, so the score is 75 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan.

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	4.67
Question	Identify if the installation pavement for the primary runway can support SOF / CSAR aircraft operations. If installation has no runway or no active active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN amoung all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: If the PCN is N/A or 0, get 0 points. Otherwise, if the C-5B ACN divided by the PCN = 0, get 0 points. See OSD Question 1236, column 6 for the C-5B ACN. (N/A means 0.) Otherwise, if the C-5B ACN divided by the PCN <= 1.0, then get 100 points. Otherwise, if the C-5B ACN divided by the PCN <= 1.1, then get 75 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the C-5B ACN. See OSD Question 1240, column 8 for this data. (N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Otherwise, sum the apron pavement square yardage (see OSD Question 1239, column 2) where the C-5B ACN divided by the PCN > 0 and <= 1.0.

	If the C-5B square yardage >= 240,000, get 100 points. Otherwise, if the C-5B square yardage >= 120,000, get 50 points. Otherwise, if the C-5B square yardage >= 60,000, get 25 points. Otherwise, get 0 points. **Example:** There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 60. The ACN for a C-5B on that runway is 40, 40 divided by 60 is <= 1.0, so the base gets 100 pts for runway pavement suitability. There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACN for C-5Bs on both aprons is 45. Apron Alpha's ACN/PCN ratio for C-5Bs is 45/50, which is less that 1.0. This counts as 100,000 square yards for the C-5B Apron Bravo's ACN/PCN ratio for C-5Bs is 45/30, which is more than 1.0, so it's square yards aren't counted towards C-5B square yardage. This gives us a total of 100,000 C-5B square yards, which is between the 60,000 and 120,000 C-5B square yards needed for a score of 25 points. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 25 equals 12.5. 50 plus 12.5 equals a score of 62.5
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1249
Label	Airspace Attributes of DZ/LZ
Effective %	7.99
Question	Check the attributes of USAF-certified Landing Zones / Drop Zones which have current AMC surveys. OSD Question 1249 is assigned to a notional base unit (Widget Unit #216) for technical reasons since the data is identical for all bases. So, regardless of the organization being checked, all references to OSD Question 1249 will find their data under Widget Unit # 216, which was a technical way to avoid having to enter the exact same data once per base. Widget Unit # 216 does not exist in real life. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Drop Zones (DZ) count for 50% of the overall score, Landing Zones (LZ) count for the remaining 50%. The data on the DZs and LZs is split across two OSD questions, 1249 and 1248. This means that the data in one question has to be matched with its respective data in the other question. This is done by matching the ZAR code, which is found in column 1 of both OSD Questions 1248 and 1249. Compute the points received for each LZ as follows, then total them into an LZ total: If the distance to the LZ > 50 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching LZ in OSD question 1249 means > 50 miles.) Otherwise, if the LZ is >= 3500' by 90', get 100 points. See OSD Question 1249, column 4 for this data. (N/A means no.) Otherwise, if the LZ is >= 3000' by 60', get 50 points. See OSD Question 1249, column 3 for this data. (N/A means no.) Otherwise, get 0 points. Compute the points received for each DZ as follows, then total them into a DZ total: If the distance to the DZ > 50 miles, get 0 points. See OSD Question 1248, column 3 for this data. (N/A or no matching DZ in OSD question 1249 means > 50 miles.)

	Otherwise, if the DZ is >= 1000 yds by 1500 yds, get 100 points. See OSD Question 1249, column 7 for this data. (N/A means no.) Otherwise, if the DZ is >= 700 yds by 1000 yds, get 50 points. See OSD Question1249, column 6 for this data. (N/A means no.) Otherwise, get 0 points. After the above LZ and DZ totals have been computed for each base, determine the score for each as follows: Get the Highest LZ total of any base and the Lowest non-Zero LZ total of any base. Get the Highest DZ total of any base and the Lowest non-Zero DZ total of any base. If the total = 0, then the respective points for that total = 0. Otherwise, pro-rate the total from the respective lowest non-zero total to the respective highest score on a 10 to 100 scale. Take 50% of the LZ score just calculated and add to it 50% of the DZ score just calculated for the overall score. **Example:** There are two drop zones within 50 miles, Alpha and Bravo. Alpha is 3100' by 65' and Bravo is 2000' by 100'. Alpha is between 3000' by 60' and 3500' by 90' in size, so it gets 50 points. Bravo is too small, so it gets 0 points. The DZ total is 50 points. The highest DZ total across all bases is 500 and the lowest non-zero DZ total across all bases is 50. The DZ score is 10 points, since it equals the lowest overal DZ total. There are two landing zones within 50 miles, Charlie and Delta. Charlie is 1000 yds by 1500 yds and so is Delta. Both are >= the 1000 yds by 1500 yds size, so both get 100 points. The LZ total is 200 points. The highest LZ total across all bases is 200 and the lowest non-zero LZ total across all bases is 50. The LZ score is 100 points, since it equals the highest overal LZ total. Now, take 50% of each of the two totals to make the overall score: (.50 * 10) + (.50 * 100) gives an overall score of 55.
Source	IFR Supp; ZAR (AMC Zone Availability Report): AF Form 3822 (Landing Zone Survey) or AF Form 3823 (Drop Zone Survey); Falcon View or other certified flight planning software

Mission	SOF / CSAR
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1266
Label	Range Complex (RC) Supports Mission
Effective %	14.84
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Only airspace within 200 Nautical Miles (NM) will be considered in the calculations. All others will be ignored. See OSD Question 1245, column 2. (N/A means more than 200 NM.) Data is in OSD Questions 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 20% Airspace Volume (AV) 15% Operating Hours (OH) 15% Scoreable Range (SR) 15% Air to Ground Weapons Delivery (AGWD) 5% Live Ordnance (LO) 10% Electronic Combat (EC) 10% Laser Use Authorized (LU) 5% Flare Authorized (FA) 5% Chaff Authorized (CA) Each of the subcategories use the following general pattern for calculating them: Compute a raw total for the base by following the instructions for the respective subcategory total. Find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero score and the highest score on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score.

	Airspace Volume Raw Total: Get AV for the pts. See OSD Question 1277, column 2. (N/A means 0.) **Flare Authorized Raw Total:** Sum the pts for each airspace: If FA = Yes, get 100 pts. See OSD Question 1274, column 3. (N/A means No.) Else, get 0 pts. **Operating Hours Raw Total:** Sum the pts for each airspace: If the OH < 1 or = N/A, get 0 pts. See OSD Question 1266, column 2. Else, if the OH = 1 or IMTMT or INTMT, get 10 pts. Else, if the OH = 24 or NOTAM, get 100 pts. Else, if the OH = NOTAM, get 100 pts. Else, pro-rate the OH between 0 and 24 on a 10 to 100 point scale. **Scoreable Range Raw Total:** Sum the pts for each airspace: If the SR = Yes, get 100 pts. See OSD Question 1266, column.3. (N/A means No.) Else, get 0 pts. **Air to Ground Weapons Delivery Raw Total:** Sum the pts for each airspace: If the AGWD = Yes, get 100 pts. See OSD Question 1266 column 4. (N/A means No.) Else, get 0 pts. **Live Ordnance Raw Total:** Sum the pts for each airspace: If LO = Yes, get 100 pts. See OSD Question 1274, column 5. (N/A means No.) Else, get 0 pts. **Electronic Combat Raw Total:** Sum the pts for each airspace: If EC = Yes, get 100 pts. See OSD Question 1266, column.7. (N/A means No.)

	Else, get 0 pts. **Laser Use Authorized Raw Total:** Sum the pts for each airspace: If LU = Yes, get 100 pts. See OSD Question 1266, column.8. (N/A means No.) Else, get 0 pts. **Chaff Authorized Raw Total** Sum the pts for each airspace: If CA = Yes, get 100 pts. See OSD Question 1274, column 4. (N/A means No.) Else, get 0 pts. **Example:** AV = 20,000, get 20,000 pts There are two airspaces within the distance specified above, and they both have these characteristics (which means their raw totals will be double the number of pts listed) followed by the lowest non-zero and highest raw totals across all bases OH = NOTAM, get 100 pts; 20,000 to 150,000 pts SR = Yes, get 100 pts; 200 to 500 pts. AGWD = No, get 0 pts; 200 to 1000 pts. LO = Yes, get 100 pts; 500 to 1000 pts. EC = N/A, get 0 pts; 200 to 2000 pts. LU = Yes, get 100 pts; 100 to 1000 pts. FA = Yes, get 100 pts; 200 to 1000 pts. CA = Yes, get 100 pts; 200 to 1000 pts. Subcategory scores AV = 10 pts. OH = 10 pts. SR = 10 pts AGWD = 0 pts. LO = 10 pts. EC = 0 pts. LU = 20 pts. FA = 10 pts. CA = 10 pts. Weighted, the overall score = 8.5 pts.
Source	FLIP AP-1A; Falcon View or other certified flight planning software

Mission	SOF / CSAR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1214
Label	Fuel Dispensing Rate to Support Mobility and Surge
Effective %	1.76
Question	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. **Example:** JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Mission	SOF / CSAR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	2.64
Question	Check installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 10, get 100 points. Otherwise, get 0 points. **Example:** There are a total of 3 C-17 MOGs. 3 is between 0 and 10, so the score is 0 points.
Source	ASR (Airfield Suitability Report)

Mission	SOF / CSAR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	1.68
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

	25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score. The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	SOF / CSAR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	1.96
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	SOF / CSAR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	1.96
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	SOF / CSAR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	SOF / CSAR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	SOF / CSAR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	SOF / CSAR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.6 Command and Control / Intelligence, Surveillance, and Reconnaissance (C2ISR)

1.6.1 Effective Weights (C2ISR MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	16.10
1242 - ATC Restrictions to Operations	8.05
1251 - Frequency Spectrum Limitations (FSL)	8.05
2 - Geo-locational Factors	29.90
1245 - Proximity to Airspace Supporting Mission (ASM)	29.90
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	41.50
1 - Fuel Hydrant Systems Support Mission Growth	2.08
8 - Ramp Area and Serviceability	9.13
9 - Runway Dimension and Serviceability	9.13
19 - Hangar Capability - Large Aircraft	2.91
1207 - Level of Mission Encroachment	2.08
1235 - Installation Pavements Quality	16.19
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	4.00
1214 - Fuel Dispensing Rate to Support Mobility and Surge	2.80
1241 - Ability to Support Large-Scale Mobility Deployment	1.20
6 - Growth Potential	6.00
213 - Attainment / Emission Budget Growth Allowance	2.40
1205.1 - Buildable Acres for Industrial Operations Growth	1.80
1205.2 - Buildable Acres for Air Operations Growth	1.80
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.6.2 C2ISR MCI Question Detail

Mission	C2ISR
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	8.05
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example:** The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	C2ISR
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1251
Label	Frequency Spectrum Limitations (FSL)
Effective %	8.05
Question	State if operating frequency limitations exist for these systems: RC-135V/W (Rivet Joint), RC-135S (Cobra Ball), RC-135U (Cobra Sent), E-3 (AWACS), E-8 (JSTARS), E-10 (MC2A) in the following frequency bands: C, Ku, L, S, and X. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. The RC-135V/W component of the score represents 14% of the score. The RC-135S component of the score also represents 14% of the score. The RC-135U component of the score represents 14% of the score. The E-3 component of the score represents 14.5% of the score. The E-8 component of the score represents 14.5% of the score. The E-10 component of the score represents 14.5% of the score. The U2S component of the score represents 14.5% of the score. Within each of the system components, each of the 5 frequency bands represents 20% of that component's score. For operating frequency limitations for the Predator A, Predator B and Global Hawk systems, see OSD Question 1251, columns 3,4, and 5 respectively. (N/A means No.) This has to be done for each system and frequency band combination. If the answer for the frequency band for the system = No or N/A, get 20 points. Otherwise, get 0 points. **Example:** RC-135V/W C Yes 0 Ku No 20 L No 20 S No 20 X No 20 ---- 80 Each of the other 6 systems

	C No 20 Ku No 20 L No 20 S No 20 X No 20 --- 100 Taking the relevant percentages for the RC-135V/W and the other six systems respectively, we get (.14 * 80) + (.14 * 100) + (.14 * 100) + (.145 * 100) + (.145 * 100) + (.145 * 100) + (.145 * 100) for a score of 97.2.
Source	Spectrum 21 Database

Mission	C2ISR
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	29.90
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. For each airspace: If the Airspace/Route Designator does not start with AR, get 0 points. See OSD # 1245, column 1 for this data. Otherwise, if the distance to the airspace is > 850 miles, get 0 points. See OSD # 1245, column 2. (N/A means more than 850 NM.) Otherwise, if the distance to the airspace = 850 miles, get 10 points. Otherwise, if the distance to the airspace = 250 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 250 miles to 850 miles on a 100 to 10 point scale. This is the base raw total. Once you have a base raw total, find the highest, and the lowest, non-zero raw total across all bases. If the raw total = 0, the score = 0. Else, if the raw total = the highest raw total, the score = 100. Else, if the raw total = the lowest, non-zero raw total, the score = 10. Else, pro-rate the raw total between the lowest non-zero raw total and the highest raw total on a 10 to 100 scale.
Source	FLIP AP-1A; FLIP AP-1B; IFR Supp; Falcon View or other certified flight planning software

Mission	C2ISR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1
Label	Fuel Hydrant Systems Support Mission Growth
Effective %	2.08
Question	Check the current fuel hydrant system capability. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. 20% of the score is based upon the best type of fuel hydrant available. 80% of the score is based upon the number of qualified refueling points/outlets. **Type of Fuel Hydrant:** Check each Fuel System. See OSD question 1 for this data. Ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. If any one of them is a Type III, get 100 points. See OSD Question 1, column 3 for this data. Otherwise, If any one of them is a Type I or II, get 75 points. Otherwise, If any one of them is a Type IV or V, get 25 points. Otherwise, get 0 points. **Number of Qualified Refueling Points/Outlets:** Sum the number of qualified refueling points/outlets. See OSD Question 1, column 6 for this data, but ignore those that are not aircraft fueling hydrants. See OSD Question 1, column 2 for this data, where the value is not an 'A'. Also ignore those that are not Type I, II, III, IV or V. See OSD Question 1, column 3 for this data. If the sum of qualified refueling points/outlets >= 24, get 100 points. Otherwise, if the sum of qualified refueling points/outlets = 0, get 0 points. Otherwise, pro-rate the sum between 0 and 24 on a 0 to 100 scale. **Example:** There are three refueling facilities. One is a Type I, one a Type IV, and one is a Truck Fill Stand.

	There are no Type III facilities, so we check for Type I or II. Since there is a Type I, the score for the type of fuel hydrant is 75. There are 3 Type 1 refueling points/outlets, 9 Type IV refueling points/outlets, and 22 Truck Fill Stand refueling points/outlets. The Type 1 and Type IV refueling points/outlets sum to 12, the 22 Truck Fill Stand refueling points/outlets do not count. 12 is halfway between 0 and 24, for a number of qualified refueling points score of 50. (20% of 75) plus (80% of 50) = an overall score of 55.
Source	ACES-RP; existing record drawings or physically verification;

Mission	C2ISR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	9.13
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 "Shared" for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 427,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 315,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 105,000, get 25 points. Otherwise, get 0 points. **Example:** The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 0 and 105,000, so it falls into the 0 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	C2ISR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	9
Label	Runway Dimension and Serviceability
Effective %	9.13
Question	Check the dimension of all serviceable runways that support the installation. Calculate a score for each runway at the installation as follows: If the runway is not serviceable, get 0 points. See OSD Question 9, column 15 for this data. (N/A means not serviceable.) Otherwise, if the runway is < 150' wide, get 0 points. See OSD Question 9, column 8 for this data. (N/A means 0.) Otherwise, if the runway is < 8,000' long, get 0 points. See OSD Question 9, column 7 for this data. (N/A means 0.) Otherwise, if the runway is >= 11,000' long, get 100 points. Otherwise, pro-rate the runway length from 8,000' to 11,000' on a 50 to 100 scale to get the points. The overall score is the highest score received by any one runway. **Example:** An installation has two runways, Alpha and Bravo. Alpha is 12,000' long, 160' wide, and full of huge holes because it has partially been demolished, so it is not serviceable. Bravo is 9,500' long and 152' wide, plus it is fully serviceable. Runway Alpha scores 0 points because it isn't serviceable. Runway Bravo meets all the specified criteria so it gets some points. 9,500' is halfway between 8,000' and 11,000', so Runway Bravo gets 75 points. Runway Bravo has the highest score for any runway at the installation, so its score of 75 is used for the installation's score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	C2ISR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	19
Label	Hangar Capability - Large Aircraft
Effective %	2.91
Question	Check the facilities to hangar large aircraft. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the gross square feet for hangars for each installation. See OSD Question 19, column 5 for this data, but ignore all hangars whose Service Facility Code is not a 1, 2, or 3. See OSD Question 19, column 4 for this data. Also ignore all hangars whose door opening size < 131'. See OSD Question 19, column 6 for this data. Also ignore all hangars whose gross square feet < 6000. See OSD Question 19, column 5 for this data. If the sum above is < 6000 square feet, get 0 points. Otherwise, if the sum above is = the highest score received by any installation, get 100 points. Otherwise, pro-rate the sum above between 6000 and the highest score received by any installation on a 25 to 100 point scale. **Example:** There are three hangars on the facility that have a Service Facility Code of 1, 2, or 3, and which have door openings >= 131' in width, and which are at least 6,000 gross square feet in size. Those three hangars have a gross square footage of 6,000, 14,000 and 10,000 respectively, for a total of 30,000 gross square feet at that installation. The highest number of gross square feet at any installation using the above formula is 50,000. 30,000 is 65.91% of the way between 6,000 and 50,000, so the score is 65.91.
Source	ACES-RP, Record Drawings, Base Real Property Records; pre-populated from ACES-RP; "Service Facility Condition Code" rated 1 through 6 in accordance with OSD BRAC library

Mission	C2ISR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	2.08
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example:** 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79 Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	C2ISR
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	16.19
Question	Identify if the installation pavement for the primary runway can support C2ISR aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: Get the KC-135 ACN. See OSD Question 1235, column 7 for the KC-135 ACN. (N/A means 0.) If the PCN is N/A or 0, get 0 points. Otherwise, if the KC-135 ACN divided by the PCN > 0 and <= 1.0, then get 100 points. Otherwise, if the KC-135 ACN divided by the PCN > 0 and <= 1.1, then get 75 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the KC-135 ACN. See OSD Question 1240, column 3 for this data. (N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the KC-135 ACN divided by the PCN > 0 and <= 1.0.

	If the KC-10 square yardage >= 427,000, get 100 points. Otherwise, if the KC-135 square yardage >= 315,000, get 75 points. Otherwise, if the KC-135 square yardage >= 105,000, get 50 points. Otherwise, get 0 points. **Example:** There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 120. The ACN for an KC-135 on that runway is 43, 43 divided by 120 is <= 1.0, so the base gets 100 pts for runway pavement suitability. There are 2 apron pavements on the base. Apron Alpha has a PCN of 120 and 200,000 square yards of surface. Apron Bravo has a PCN of 50 and 150,000 square yards. The ACN for KC-135s is 43. Apron Alpha's ACN/PCN ratio for KC-135s is 43/120, which is less that 1.0. This counts as 200,000 square yards for the KC-135. Apron Bravo's ACN/PCN ratio for KC-135s is 43/50, which is less than 1.0, so it's 150,000 square yards are also counted towards KC-135 square yardage. This gives us a total of 350,000 KC-135 square yards, which is between 315,000 and 427,000 square yards, which gives us a score of 75 points for apron pavement suitability. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 75 equals 37.5. 50 plus 37.5 equals a score of 87.5.
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	C2ISR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1214
Label	Fuel Dispensing Rate to Support Mobility and Surge
Effective %	2.80
Question	Check the installation's sustained jet fuel dispensing rate capability. Sum the JP5 and JP8 figures for jet fuel dispensing. See OSD Question 1214, column 4, for both JP5 and JP8. (N/A equals 0.) If the sum is >= 2,500,000 gallons, get 100 points. If the sum is = 0 gallons, get 0 points. Otherwise, pro-rate the sum of gallons between 0 and 2,500,000 on a 0 to 100 point scale. **Example:** JP5 can handle 500,000 gallons. JP8 can handle 750,000 gallons, for a total of 1,250,000 gallons. 1,250,000 is halfway between 0 and 2,500,000 gallons, for a score of 50.
Source	Base Support Plan as required by AFI 10-404, Attachment 20

Mission	C2ISR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	1.20
Question	State installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 6, get 100 points. Otherwise, if the total is >= 4, get 75 points. Otherwise, if the total is >= 2, get 25 points. Otherwise, get 0 points. **Example:** There are a total of 3 C-17 MOGs. 3 is between 2 and 4, so the score is 25 points.
Source	ASR (Airfield Suitability Report)

Mission	C2ISR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	2.40
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

	25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score. The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	C2ISR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	1.80
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	C2ISR
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	1.80
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	C2ISR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	C2ISR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	C2ISR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	C2ISR
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.7 Unmanned Aerial Vehicles (UAV / UCAS)

1.7.1 Effective Weights (UAV/UCAS MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	25.30
1242 - ATC Restrictions to Operations	6.33
1251 - Frequency Spectrum Limitations (FSL)	6.58
1271 - Prevailing Installation Weather Conditions	3.29
1272 - Installation Crosswind Conditions	9.11
2 - Geo-locational Factors	20.70
1245 - Proximity to Airspace Supporting Mission (ASM)	20.70
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	29.05
8 - Ramp Area and Serviceability	5.23
1207 - Level of Mission Encroachment	1.45
1232 - Sufficient Explosives-sited Parking	5.81
1233 - Sufficient Munitions Storage	5.81
1235 - Installation Pavements Quality	5.52
4 - Operating Areas	12.45
1266 - Range Complex (RC) Supports Mission	12.45
3 - Contingency, Mobilization, Future Forces	**10.00**
5 - Mobility/Surge	3.00
1241 - Ability to Support Large-Scale Mobility Deployment	3.00
6 - Growth Potential	7.00
213 - Attainment / Emission Budget Growth Allowance	.70
1205.1 - Buildable Acres for Industrial Operations Growth	3.50
1205.2 - Buildable Acres for Air Operations Growth	2.80
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.7.2 UAV / UCAS MCI Question Detail

Mission	UAV / UCAS
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1242
Label	ATC Restrictions to Operations
Effective %	6.33
Question	List the percentage of installation departures delayed by Air Traffic Control. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Check the Delayed Departures Percentage. See OSD question 1242, column 5 for this data. If the percentage delayed = 0, get 100 points. Otherwise, if the percentage delayed is >= 3%, get 0 points. Otherwise, pro-rate the percentage delayed between 0 to 3% on a 100 to 0 point scale. **Example:** The departure percentage delayed is 1%. 1% is one third of the way between 0 and 3%, so the score is 66.67 points.
Source	CAMS (Computerized Aircraft Maintenance System)/ G081

Mission	UAV / UCAS
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1251
Label	Frequency Spectrum Limitations (FSL)
Effective %	6.58
Question	State if operating frequency limitations exist for these systems: Predator A, Predator B, Global Hawk in the following frequency bands: C, Ku, L, S, and X. If installation has no runway or active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. The Predator A component of the score represents 33% of the score. The Predator B component of the score also represents 33% of the score. The Global Hawk component of the score represents 34% of the score. Within each of the system components, each of the 5 frequency bands represents 20% of that component's score. For operating frequency limitations for the Predator A, Predator B and Global Hawk systems, see OSD Question 1251, columns 3,4, and 5 respectively. (N/A means No.) This has to be done for each system and frequency band combination. If the answer for the frequency band for the system = No or N/A, get 20 points. Otherwise, get 0 points. **Example:** Predator A C Yes 0 Ku No 20 L No 20 S No 20 X No 20 --- 80 Predator B C No 20 Ku Yes 0 L No 20 S No 20 X No 20

	---- 80 Global Hawk C No 20 Ku No 20 L No 20 S No 20 X No 20 --- 100 Taking the relevant percentages for the Predator A, Predator B and Global Hawk systems respectively, we get (.33 * 80) + (.33 * 80) + (.34 * 100) for a score of 86.8
Source	Spectrum 21 Database

Mission	UAV / UCAS
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1271
Label	Prevailing Installation Weather Conditions
Effective %	3.29
Question	Check the average number of days annually the prevailing weather is better than 3000'/3 Nautical Miles (NM). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. If the average number of days >= 300, get 100 points. Otherwise, if the average number of days <= 250, get 0 points. Otherwise, pro-rate the average number of days between 250 and 300 on a 0 to 100 scale. **Example:** The average number of days annually where the prevailing weather is better than 3000'/3 NM is 275. 275 is halfway between 250 and 300, for a score of 50.
Source	AFCCC Climatological tables

Mission	UAV / UCAS
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1272
Label	Installation Crosswind Conditions
Effective %	9.11
Question	Check the average number of days per year; averaged over the past 10 years, that crosswinds exceeded 15 knots. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Get the average number of days the crosswinds exceed 15 Knots per year. See OSD Question 1272, column 3 for this data. If the Average is <= 24, get 100 points. Otherwise, if the Average is >= 72, get 0 points. Otherwise, pro-rate the Average between 24 and 72 on a 100 to 0 scale. **Example:** The Average is 36. 36 is 25% of the way between 24 and 72, so the score is 75.
Source	Operational Climatic Data Summary

Mission	UAV / UCAS
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1245
Label	Proximity to Airspace Supporting Mission (ASM)
Effective %	20.70
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. All airspace over 250 Nautical Miles (NM) away will be ignored. See OSD # 1245, column 2. (N/A means more than 250 NM.) Data is in OSD #s 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 20% Airspace Volume (AV) 20% Operating Hours (OH) 10% Scoreable Range (SR) 15% Air to Ground Weapons Delivery (AGWD) 5% Live Ordnance (LO) 10% IMC Weapon Release (IW) 10% Laser Use Authorized (LU) 10% Lights Out Capable (LC) Each of the subcategories use the following general pattern for calculating them: Check the corresponding subcategory in formula #1266. If it would get 0 points for that subcategory, get 0 points here also. Otherwise, Compute a raw total for the subcategory for the base according to this formula: For each airspace: If the distance to the airspace is > 250 miles, get 0 points. Otherwise, if the distance to the airspace = 250 miles, get 10 points. Otherwise, if the distance to the airspace = 5 miles, get 100 points. Otherwise, pro-rate the distance to the airspace from 5 miles to 250 miles on a 100 to 10 point scale. Once you have a base raw subcategory total, find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero raw total and the

	highest raw total on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. The overall mechanism is very similar to that of formula #1266.
Source	FLIP AP-1A; IFR Supp; Falcon View or other certified flight planning software

Mission	UAV / UCAS
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	8
Label	Ramp Area and Serviceability
Effective %	5.23
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the square yardage of every serviceable ramp at the installation. See OSD Question 8, column 9 to determine serviceability. (N/A means not serviceable.) See OSD Question 8, column 2 for the square yardage of that ramp. If the total square yards of serviceable ramp is >= 186,000, get 100 points. Otherwise, if the total square yards of serviceable ramp is >= 126,000, get 75 points. Otherwise, if the total square yards of serviceable ramp is >= 36,000, get 25 points. Otherwise, get 0 points. **Example:** The installation has three ramps, Alpha, Bravo and Charlie. Alpha and Bravo are both fully serviceable and active; Charlie is not serviceable because of major sinkholes that have developed. Alpha has 50,000 square yards, Bravo has 20,000 square yards, and Charlie has 200,000 square yards, for a total of 70,000 serviceable square yards of ramps. This number is between 36,000 and 126,000, so it falls into the 25 point range.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records

Mission	UAV / UCAS
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1207
Label	Level of Mission Encroachment
Effective %	1.45
Question	Characterize the level of encroachment for the area in which the installation is located. There are four categories of acres for this purpose: 65-69, 70-74, 75-79, and 80+. See OSD Question 1208, column 1 for this data. For each category, compute a category total as follows: If the total acres in that category = 0, get 0 points. See OSD question 1208, column 5. (N/A means 0.) Otherwise, compute the ratio of residential acres to the respective total acres. See OSD question 1208, columns 4 for residential acres. (N/A means 0.) Subtract the 65-69 category total from 1, then multiply the result by 0.13. Subtract the 70-74 category total from 1, then multiply the result by 0.19. Subtract the 75-79 category total from 1, then multiply the result by 0.28. Subtract the 80+ category total from 1, then multiply the result by 0.4. Add the above 4 amounts together and multiply the result by 100 for the raw total. Add these points to the raw total as follows: If the installation purchased "Restrictive Easements" on undeveloped or developed land, add 7 points. See OSD Question 1209, columns 2 and 3 for this data, where a Yes in either qualifies for the 7 points. (N/A means no.) If the installation confirms "Land Use Controls that Correlate w/ AICUZ-JLUS Recommendation.", add 5 points. See OSD Question 1209, column 5 for this data, where a Yes qualifies for the 5 points. (N/A means no.) If the installation is in a state that has Mandatory Coordination of Development Proposals or there is a Local Joint Land Use Coordinating Board, add 1 point. See OSD Question 1209, columns 6 or 8 for this data, where a Yes in either qualifies for the 1 point. The above process can compute a score from 0 to 113.

	If the computed score is > 100, it is dropped to 100. **Example:** 60-65 Residential acres: 50 60-65 Total acres: 100 70-74 Residential acres: 50 70-74 Total acres: 100 75-79 Residential acres: 50 75-79 Total acres: 100 80+ Residential acres: 50 80+ Total acres: 100 Restrictive Easements = Yes (column 2) and No (column 3) Land Use Controls ... = N/A Mandatory Coordination ... = No and No. ((1 - (50 / 100)) * 0.13) + ((1 - (50 / 100)) * 0.19) + ((1 - (50 / 100)) * 0.28) + ((1 - (50 / 100)) * 0.4) + 7 + 0 + 0 for a score of 7.5 points.
Source	1207: AFI 32-7063, AFH 32-7084, AICUZ Report, Base Comprehensive Plan F Series maps or D Series as noted in AFI 32-7062 Atch7, local governmental zoning or land use planning authorities; 1208: AFI 32-7063, AICUZ Report, MAJCOM Approved Noise Study; 1209: State legislation, local referendums to purchase lands, zoning ordinance, noise exposure maps, noise control plans, documentation of state purchases of land

Mission	UAV / UCAS
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1232
Label	Sufficient Explosives-sited Parking
Effective %	5.81
Question	List the number of explosives-sited parking spots by MDS (Mission Design Series). If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Total the number of explosives sited parking spots. See OSD Question 1232, column 2 for this data. (N/A equals 0.) If the total >= 4, get 100 points. Otherwise, if the total >= 3, get 66 points. Otherwise, if the total >= 2, get 33 points. Otherwise, get 0 points. **Example:** The installation has two listings for explosive sited parking spots, with 1 and 2 respectively, which totals to 3. 3 is between 3 and 4, so the score is 66 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan

Mission	UAV / UCAS
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1233
Label	Sufficient Munitions Storage
Effective %	5.81
Question	List maximum explosive capacity for the installation's hazard classification Class 1.1 munitions storage areas, in pounds. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Otherwise, total the capacity. See OSD question 1233, column 1 for this data. (N/A means 0.) If the total >= 11520, get 100 points. Otherwise, if the total >= 768, get 75 points. Otherwise, if the total >= 80, get 25 points. Otherwise, get 0 points. **Example:** There are two storage areas, with a capacity of 5,000 each, for a total of 10,000. 10,000 is between 768 and 11520, so the score is 75 points.
Source	AFMAN 91-201, Explosives Safety Standards; Installation Explosives Site Plan. Maximum assumes F-117 18 PAA (GBU-27) and F/A-22 24 PAA (GBU-32 & AIM 120)

Mission	UAV / UCAS
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	1235
Label	Installation Pavements Quality
Effective %	5.52
Question	Identify if the installation pavement for the primary runway can support UAV / UCAS aircraft operations. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Compute the runway pavement suitability score and the apron pavement suitability score. Each of these is worth 50% of the overall score. **Runway Pavement Suitability:** Find the highest PCN among all the runways. See OSD Question 1235, column 3 for this data. (N/A means 0.) Compute a score for every runway with that PCN and use the highest scoring runway. Score the runway for runway pavement suitability as follows: If the PCN is N/A or 0, get 0 points. Otherwise, if the C-5B ACN divided by the PCN = 0, get 0 points. See OSD Question 1236, column 6 for the C-5B ACN. (N/A means 0.) Otherwise, if the C-5B ACN divided by the PCN <= 1.0, then get 100 points. Otherwise, if the C-5B ACN divided by the PCN <= 1.1, then get 75 points. Otherwise, get 0 points. **Apron pavement suitability:** Score each apron for pavement quality and choose the highest scoring apron. Get the KC-135 ACN. See OSD Question 1240, column 3 for this data. (N/A means 0.) If the PCN is 0 or N/A, get 0 points. See OSD Question 1239, column 4 for this data. Otherwise, sum the apron pavement square yardage (see OSD Question 1239, column 2, N/A means 0) where the KC-135 ACN divided by the PCN > 0 and <= 1.0. If the KC-135 square yardage >= 186,000, get 100 points. Otherwise, if the KC-135 square yardage >= 126,000, get 50 points. Otherwise, if the KC-135 square yardage >= 36,000, get 25 points.

	Otherwise, get 0 points. **Example:** There are 2 runways on the base, but one has the highest runway pavement PCN value, which is 60. The ACN for an C-5B on that runway is 40, 40 divided by 60 is <= 1.0, so the base gets 100 pts for runway pavement suitability. There are 2 apron pavements on the base. Apron Alpha has a PCN of 50 and 100,000 square yards of surface. Apron Bravo has a PCN of 30 and 150,000 square yards. The ACN for KC-135s on both aprons is 43. Apron Alpha's ACN/PCN ratio for KC-135s is 43/50, which is less that 1.0. This counts as 100,000 square yards for the KC-135B Apron Bravo's ACN/PCN ratio for KC-135s is 43/30, which is more than 1.0, so it's square yards aren't counted towards KC-135 square yardage. This gives us a total of 100,000 KC-135 square yards, which is between the 60,000 and 120,000 KC-135 square yards needed for a score of 25 points. 50% of the Runway pavement suitability score of 100 equals 50. 50% of the apron pavement score of 25 equals 12.5. 50 plus 12.5 equals a score of 62.5.
Source	AFCESA Pavement Evaluation Report and Base General Plan; Existing Record Drawings or Physical Verification; Base Real Property Records; FLIP; ASSR

Mission	UAV / UCAS
Criterion	Condition of Infrastructure
Attribute	Operating Areas
Formula #	1266
Label	Range Complex (RC) Supports Mission
Effective %	12.45
Question	If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Only airspace within 250 Nautical Miles (NM) will be considered in the calculations. All others will be ignored. See OSD Question 1245, column 2. (N/A means more than 250 NM.) Data is in OSD Questions 1266, 1245 and 1274 must be matched via column 1 in each question. Calculate each of the subcategories scores listed below, and weight as listed. 20% Airspace Volume (AV) 20% Operating Hours (OH) 10% Scoreable Range (SR) 15% Air to Ground Weapons Delivery (AGWD) 5% Live Ordnance (LO) 10% IMC Weapon Release (IW) 10% Laser Use Authorized (LU) 10% Lights Out Capable (LC) Each of the subcategories use the following general pattern for calculating them: Compute a raw total for the base by following the instructions for the respective subcategory total. Find the highest, and the lowest, non-zero raw total for the subcategory across all bases. If the raw total = 0, that subcategory score = 0. Else, if the raw total = the highest raw total, the subcategory score = 100. Else, if the raw total = the lowest, non-zero raw total, the subcategory score = 10. Else, pro-rate the raw total between the lowest non-zero score and the highest score on a 10 to 100 scale. Once each score for each subcategory is known, multiply them by their respective weighting percentage and total the results for the overall score. **Airspace Volume Raw Total:**

	Get AV for the pts. See OSD Question 1277, column 3. (N/A means 0.) **Operating Hours Raw Total:** Sum the pts for each airspace: If the OH < 1 or = N/A, get 0 pts. See OSD Question 1266, column 2. Else, if the OH = 1 or IMTMT or INTMT, get 10 pts. Else, if the OH = 24 or NOTAM, get 100 pts. Else, if the OH = NOTAM, get 100 pts. Else, pro-rate the OH between 0 and 24 on a 10 to 100 point scale. **Scoreable Range Raw Total:** Sum the pts for each airspace: If the SR = Yes, get 100 pts. See OSD Question 1266, column.3. (N/A means No.) Else, get 0 pts. **Air to Ground Weapons Delivery Raw Total:** Sum the pts for each airspace: If the AGWD = Yes, get 100 pts. See OSD Question 1266 column 4. (N/A means No.) Else, get 0 pts. **Live Ordnance Raw Total:** Sum the pts for each airspace: If LO = Yes, get 100 pts. See OSD Question 1274, column 5. (N/A means No.) Else, get 0 pts. **IMC Weapon Release Raw Total:** Sum the pts for each airspace: If IW = Yes, get 100 pts. See OSD Question 1266, column 6. (N/A means No.) Else, get 0 pts. **Laser Use Authorized Raw Total:** Sum the pts for each airspace: If LU = Yes, get 100 pts. See OSD Question 1266, column 8. (N/A means No.) Else, get 0 pts.

	Lights Out Capable Raw Total Sum the pts for each airspace: If LC = Yes, get 100 pts. See OSD Question 1266, column 9. (N/A means No.) Else, get 0 pts. **Example:** AV = 20,000, get 20,000 pts There are two airspaces within the distance specified above, and they both have these characteristics (which means their raw totals will be double the number of pts listed) followed by the lowest non-zero and highest raw totals across all bases OH = NOTAM, get 100 pts; 20,000 to 150,000 pts SR = Yes, get 100 pts; 200 to 500 pts. AGWD = No, get 0 pts; 200 to 1000 pts. LO = Yes, get 100 pts; 500 to 1000 pts. IW = N/A, get 0 pts; 200 to 2000 pts. LU = Yes, get 100 pts; 100 to 1000 pts. LC = Yes, get 100 pts; 200 to 1000 pts. Subcategory scores AV = 10 pts. OH = 10 pts. SR = 10 pts AGWD = 0 pts. LO = 10 pts. IW = 0 pts. LU = 20 pts. LC = 10 pts. Weighted, the overall score = 8.5 pts.
Source	FLIP AP-1A; Falcon View or other certified flight planning software

Mission	UAV / UCAS
Criterion	Contingency, Mobilization, Future Forces
Attribute	Mobility/Surge
Formula #	1241
Label	Ability to Support Large-Scale Mobility Deployment
Effective %	3.00
Question	Check installation's parking MOG for C-17 equivalents using surveyed/approved transient parking ramps. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Find the total number of C-17 MOGs. See OSD Question 1241, column 1 for this data. If the total is >= 6, get 100 points. Otherwise, if the total is >= 4, get 75 points. Otherwise, if the total is >= 2, get 25 points. Otherwise, get 0 points. **Example:** There are a total of 3 C-17 MOGs. 3 is between 2 and 4, so the score is 25 points.
Source	ASR (Airfield Suitability Report)

Mission	UAV / UCAS
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	0.70
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

	25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score. The Installation SIP Growth Allowance (Tons/Year) for 001. VOC is 0, for 002. Nox it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	UAV / UCAS
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	3.50
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	UAV / UCAS
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.2
Label	Buildable Acres for Air Operations Growth
Effective %	2.80
Question	Buildable acres for air operations growth. If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts. See section 1.9 “Shared” for details. Sum the number of suitable acres at the installation. See OSD Question 1205, column 5 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	UAV / UCAS
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	UAV / UCAS
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	UAV / UCAS
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	UAV / UCAS
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.8 Space Operations

1.8.1 Effective Weighting (Space Operations MCI)

Bold rows indicate OSD military value selection criteria and associated effective weights. Shaded rows indicate Air Force military value attributes and associated effective weights. Rows with no enhancement indicate individual questions with the leading numeric indicating the question number. Question effective weights sum to the attribute above them and attribute effective weights sum to the criterion above them. The criteria **(bold)** sum to 100.

Name	Eff. %
1 - Current / Future Mission	**46.00**
1 - Operating Environment	23.00
1210 - Line-of-Sight Encroachment	23.00
2 - Geo-locational Factors	23.00
1226 - Population Density Impact on USAF Mission	23.00
2 - Condition of Infrastructure	**41.50**
3 - Key Mission Infrastructure	41.50
30 - Buildable Acres (Space Mission Bed Down Area)	41.50
3 - Contingency, Mobilization, Future Forces	**10.00**
6 - Growth Potential	10.00
213 - Attainment / Emission Budget Growth Allowance	3.00
1205.1 - Buildable Acres for Industrial Operations Growth	7.00
4 - Cost of Ops / Manpower	**2.50**
7 - Cost Factors	2.50
1250 - Area Cost Factor	1.25
1269 - Utilities cost rating (U3C)	.13
1402 - BAH Rate	.88
1403 - GS Locality Pay Rate	.25

1.8.2 Space Operations MCI Question Detail

Mission	Space Ops
Criterion	Current / Future Mission
Attribute	Operating Environment
Formula #	1210
Label	Line-of-Sight Encroachment
Effective %	23.00
Question	Identify any operational antenna limitations (back lobes, obscura azimuth and obscura elevation, or frequency emission restrictions). Azimuth issues get 33% of the score. Elevation issues get 33% of the score, and Transmission issues get the remaining 34% of the score. **Azimuth Issues:** For each installation with more than one antenna, use the best Azimuth issues score for any antenna, as follows: If the Useable Azimuth in degrees = 360, get 100 points. See OSD Question 1275, column 4 for this data. (N/A means 0 points.) Otherwise, if the Useable Azimuth in degrees = 0, get 0 points. Otherwise, pro-rate the Useable Azimuth in degrees from 0 to 360 on a 0 to 100 scale. **Elevation Issues:** For each installation with more than one antenna, use the best Elevation score for any antenna, as follows: If the Elevation restrictions are = 0 degrees, get 100 points. See OSD Question 1275, column 6 for this data. (N/A means 0 points.) Otherwise, if the Elevation restrictions are > 3 degrees, get 0 points. Otherwise, pro-rate the Eleveation restrictions from 0 to 3 degrees on a 100 to 50 scale. **Transmission Issues:** For each installation with more than one antenna, use the worst Transmission score for any antenna, as follows: If the Transmission restriction = No, get 100 points. See OSD Question 1275, cdolumn 8 for this data. Otherwise, get 0 points. **Example:** There are two antennas, with the following characteristics:

	Alpha: Useable Azimuth in degrees: 360 Elevation restrictions in degrees: 03 Transmission restrictions: Yes Bravo: Useable Azimuth in degrees: 300 Elevation restrictions in degrees: 0 Transmission restrictions: No Alpha has a higher useable azimuth in degrees, so it will be used to calculate the Azimuth issues component of the score. 360 degrees equals 100 points. Bravo has the lowest elevation restrictions in degrees, so it will be used to calculate the Elevation issues component of the score. 0 degrees equals 100 points. Alpha is the first non-No response for transmission restrictions we found, so it will be used to calculate the Transmission issues component of the score, which is 0 points. So, taking the relevant percentages for the Azimuth, Elevation and Transmission issues component scores respectively, (.33 * 100) + (.33 * 100) + (.34 * 0) equals a score of 66.
Source	Installation Frequency Management Plan

Mission	Space Ops
Criterion	Current / Future Mission
Attribute	Geo-locational Factors
Formula #	1226
Label	Population Density Impact on USAF Mission
Effective %	23.00
Question	State the average population density (population per square mile) for counties contiguous to the installation's physical boundary as reported in the 2000 Census. Choose the most densely populated of the reported counties. See OSD Question 1226, column 3 for this data. If the most densely populated <= 500, get 100 points. If the most densely populated >= 1000, get 0 points. Otherwise, pro-rate the most densely populated between 500 and 1000 on a scale of 100 to 0. **Example.** There are three contiguous counties reported, with population densities of 600, 300, and 200 respectively. 600 is the most densely populated value. 600 is 20% of the way between 500 and 1000, so the score is 80.
Source	U.S. Census Bureau data; www.census.gov

Mission	Space Ops
Criterion	Condition of Infrastructure
Attribute	Key Mission Infrastructure
Formula #	30
Label	Buildable Acres (Space Mission Bed Down Area)
Effective %	41.50
Question	Identify the number of buildable acres available for administrative, industrial, and undetermined use for locating a space squadron. Total the following for the installation: Administrative Total Buildable Acres + Industrial Total Buildable Acres + Undetermined Use Total Buildable Acres. See OSD Question 30, columns 3, 8 and 13 respectively. If the total >= 250, get 100 points. Otherwise, if the total = 0, get 0 points. Otherwise, pro-rate the total between 0 and 250 on a 0 to 100 scale. **Example:** There are 30 Administrative Total Buildable Acres, 70 Industrial Total Buildable Acres and 25 Undetermined Use Total Buildable Acres, for a total of 125 acres. 125 is halfway between 0 and 250, for a score of 50.
Source	AFI 32-7062, Air Force Comprehensive Planning, dated 1 Oct. 1997, Real Property Records, Base General Plan

Mission	Space Ops
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	213
Label	Attainment / Emission Budget Growth Allowance
Effective %	3.00
Question	Check the attainment designation classifications of the installation's NAAQS (National Ambient Air Quality Standard) for the following applicable criteria: Attainment, Nonattainment, Nonattainment (Deferred), Maintenance, and Unclassifiable. Identify the amount of the SIP emissions budget for non-attainment and maintenance criteria pollutants, if any, allocated to the installation. Use the following formula to compute this score: Multiply the Attainment / Emission Budget Growth Allowance MinA by the Attainment / Emission Budget Growth Allowance *B* for the base score. Add the SIP Score to the base score. If the base score is now over 100, reduce it to 100. **SIP Score:** Sum the Installation SIP Growth Allowance (Tons/Year)" for the following constituents: '001. VOC' and '002. Nox'. See OSD question 221, columns 1 for the Installation SIP Growth Allowance (Tons/Year). See OSD Question 221, column 1 for the constituent. If the total is > 0, then SIP Score = 20, otherwise it is 0. **Attainment / Emission Budget Growth Allowance MinA and *B*:** Perform the following calculation for each of the specified criteria pollutants and pick the lowest value from them all. The criteria pollutants are '002. PM10', '004. S02', '005. CO', 007. O3 (8hr)*'. See OSD Question 213, column 1 for this data. **Attainment / Emission Budget Growth Allowance MinA:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 100. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get 77.778.

	Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get 66.667. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get 43.5. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get 25.714. Otherwise, if the NAAQS Classification is Extreme, get 7. Otherwise, get 0. **Attainment / Emission Budget Growth Allowance *B*:** If the NAAQS Designation is Attainment, Unclassifiable, Nonattainment (Deferred), Unclassifiable/Attainment, Unclassifiable/Attainment (EAC), Nonattainment-deferred (EAC), Attainment (EAC) or N/A, get 1. See OSD Question 213, column 2 for this data. Otherwise, if the NAAQS Designation is Maintenance, get .9. Otherwise, if the NAAQS Classification is Marginal, Subpart 1, Moderate, Primary, or Secondary, get .9. See OSD Question 213, column 3 for this data. Otherwise, if the NAAQS Classification is Serious, get .8. Otherwise, if the NAAQS Classification is Severe, Severe-15, or Severe-17, get .7. Otherwise, if the NAAQS Classification is Extreme, get 1. Otherwise, get 0. **Example:** The NAAQS Designation for 002. PM10 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9. The NAAQS Designation for 004. S02 is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9 The NAAQS Designation for 005. CO is Nonattainment and the NAAQS Classification is Severe, which means 25.714 * .8. The NAAQS Designation for 007. O3 (8hr)* is Maintenance and the NAAQS Classification is N/A, which means 77.778 * .9.

	25.714 * .8, which equals 20.5712, is the lowest value, so it becomes the base score. The Installation SIP Growth Allowance (Tons/Year) for “001. VOC” is 0, for “002. Nox” it is 1. As the total of these two values is > 0, the SIP Score = 20, which needs to be added to the base score of 20.5712, for a new base score of 40.5712. This is less than 100, so it does not need to be reduced to 100, which makes the final score = 40.5712.
Source	DoD#213: Current Edition of 40 CFR 81; or Federal Register; or Federal Register Citation to EPA's "final rule" approving the area's "maintenance plan" and "redesignation" of the area to "attainment status" DoD#221: State Implementation Plan

Mission	Space Ops
Criterion	Contingency, Mobilization, Future Forces
Attribute	Growth Potential
Formula #	1205.1
Label	Buildable Acres for Industrial Operations Growth
Effective %	7.00
Question	Identify the number of "buildable," unconstrained, development acres available for industrial operations. Sum the number of suitable acres at the installation. See OSD Question 1205, column 3 for the data. (N/A means 0.) If the number of acres is >= 150, get 100 points. If < 5 acres, get 0 points. Otherwise, pro-rate the number of acres between 5 and 150 on a 0 to 100 point scale. **Example:** There are three separate tracts of land that are suitable, comprised of 10, 22.5, and 45 acres respectively, for a total of 77.5 acres. 72.5 is halfway between 5 and 150 acres, so the score is 50.
Source	AFI 32-7062, AICUZ Study Base Comprehensive Plan component plans such as Cultural Resource Management Plans, Natural Resource Management Plans and special studies, Base comprehensive plan maps

Mission	Space Ops
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1250
Label	Area Cost Factor
Effective %	1.25
Question	Evaluate the Area Cost Factor for each installation. Find the lowest area cost factor listed for that installation. See OSD question 1250, column 2 for this data. If the area cost factor <= 0.78, get 100 points. Otherwise, if the area cost factor >= 1.42, get 0 points. Otherwise, pro-rate the area cost factor between 0.78 and 1.42, on a 100 to 0 point scale. **Example:** The lowest area cost factor for the base is 1.3. 1.3 is 81.25% of the way between 0.78 and 1.42, so the score is 18.75 points.
Source	DoD Facilities Pricing Guide, Table B, March 2004

Mission	Space Ops
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1269
Label	Utilities cost rating (U3C)
Effective %	0.13
Question	Check the Utilities Costs and Climatic Consideration (U3C) Rating for the installation. If the U3C rating is <= .59, get 100 points. Otherwise, if the U3C rating is >= 2.29, get 0 points. Otherwise, pro-rate the U3C rating between .59 and 2.29 on a 100 to 0 scale. **Example:** The U3C rating is 1.6. 1.6 is 59.41% of the way between .59 and 2.29, so the score is 40.59.
Source	ASHRAE Standards; DoD 5126.46-M-2, Defense Utility Energy Reporting System; UFC 3-400-02, DOE Website: Buildings Energy Databook: Table 7.4 Typical Commercial Buildings

Mission	Space Ops
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1402
Label	BAH Rate
Effective %	0.88
Question	Check the 2004 monthly BAH rate for an O-3 with dependents. See OSD question 1402, column 1 for this data. If the BAH rate <= 746, get 100 points. Otherwise, if the BAH rate >= 2013, get 0 points. Otherwise, pro-rate the BAH rate between 746 and 2013 on a 100 to 0 scale. **Example:** The BAH rate is 974. 974 is 18% between 746 and 2013, which results in a score of 82.00.
Source	www.dtic.mil/perdiem/bah.html

Mission	Space Ops
Criterion	Cost of Ops / Manpower
Attribute	Cost Factors
Formula #	1403
Label	GS Locality Pay Rate
Effective %	0.25
Question	Check the 2004 locality pay rate for the GS pay schedule. See OSD question 1403, column 1 for this data. (N/A equals 0.) If the pay rate <= 10.90, get 100 points. Otherwise, if the pay rate >= 20.37, get 0 points. Otherwise, pro-rate the pay rate between 10.90 and 20.37 on a 100 to 0 scale. **Example:** The pay rate is 14.31, which is 36.01% of the way between 10.90 and 20.37, which results in a score of 63.99.
Source	Office of Personnel Management Web page

1.9 Shared

Mission	Many
Criterion	Many
Attribute	Many
Formula #	9000
Label	Active, Serviceable, Suitable Runway
Effective %	0
Question	This formula is used by many different formulas. It is used to answer whether the installation passes the following statement in many different formulas: "If installation has no runway or no active runway, or no serviceable, suitable runway then score 0 pts." Any non-zero score is sufficient for being considered to have an active, serviceable, suitable runway. Compute a score for each runway at the installation. (See OSD question 9 for a list of runways.) If there are no runways, get 0 points. Otherwise, if the runway is not serviceable, get 0 points. See OSD question 9, column 15 for this data. (N/A = not serviceable.) Otherwise, if the runway is < 150' wide, get 0 points. Otherwise, if the runway < 5000' long, get 0 points. Otherwise, if the runway >= 8000' long, get 100 points. Otherwise, pro-rate the runway length from 5000' to 8000' on a 50 to 100 point scale. The overall score is the highest runway score.
Source	FLIP; AFCESA Pavement Evaluation/Condition Report/Survey; Existing Record Drawings or Physical Verification; Base Real Property Records