DCN 1122

BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

Book 4

FORT RUCKER

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY TRAINING AND DOCTRINE COMMAND
OFFICE OF THE CHIEF OF STAFF
FORT MONROE, VIRGINIA 23651-5000

REPLY TO
ATTENTION OF

22 JUN 1994

ATCS-OS

MEMORANDUM FOR Director, The Army Basing Study, ATTN: DACS-TABS, Office of the Chief of Staff, Washington, D.C. 20310-0200

SUBJECT: BRAC 95 Undergraduate Pilot Training Data Call

1. Reference memo, HQDA, DACS-TABS, 8 Apr 94, SAB.

2. The above reference was one of a series of data calls required to complete the Installation Assessment. Enclosed are three printed copies and a word-processing disk with the TRADOC Undergraduate Pilot Training submission.

3. This command used extensive efforts to ensure the accuracy and completeness of these narratives.

a. TRADOC published a BRAC 95 Internal Control Program Memorandum which specifies the procedures to be used in data collection.

b. A list of the trusted agent at each TRADOC installation and the TRADOC staff has been published. Data calls and submissions flow through these agents.

c. The Fort Rucker Garrison Commander certified the accuracy and completeness of their submission.

d. Fort Rucker's submission was staffed within this headquarters to verify the accuracy and completeness of their information.

e. The Assistant Deputy Chief of Staff for each staff section certified the accuracy and completeness of the installation submission, and provided a documentation section which addressed corrections made to the installation input and the justification for the change.

4. The information contained in this report is accurate and complete to the best of my knowledge and belief.

e. A list of the trusted agent at each TRADOC installation and the TRADOC staff has been published. Data calls and submissions flow through these agents.

f. AAA reviewed our initial Data Call #1 submission and was satisfied with the installation and this headquarters data input, the guidance this headquarters provided installations, and the procedures this headquarters used in the data collection.

5. The information contained in this report is accurate and complete to the best of my knowledge and belief.

6. Point of contact is LTC Franks, PROFS MON1(FRANKSJ), DSN 680-3681, or Ms. Cole, PROFS MON1(COLEF), DSN 680-4370, FAX 680-4267/4374.

FOR THE COMMANDER:

JOSEPH A. ROSZKOWSKI
Colonel, GS
Director of Operations

Encl

CLOSE HOLD

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
200 ARMY PENTAGON
WASHINGTON DC 20310-0200

REPLY TO
ATTENTION OF

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING
JOINT CROSS SERVICE GROUP

Subject: Undergraduate Pilot Training Data Certification

The enclosed Undergraduate Pilot Training (UPT) data call certifies all subsequent data requested by the UPT Working Group, to date. The enclosed data is provided in accordance with the Defense Base Closure and Realignment Act of 1990, as amended, which requires certification of the accuracy and completeness of all information provided to the Commission and the Secretary of Defense.

The enclosed data has been certified at both the Installation and the Major Command level. The information contained in this report is true and complete to the best of my knowledge and belief.

If we can be of further assistance, please contact the Army Basing Study Office UPT representative, Captain Blake Hollis, xx51375.

MICHAEL G. JONES
Colonel, U. S. Army
Director, The Army Basing Study

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
200 ARMY PENTAGON
WASHINGTON DC 20310-0200

REPLY TO
ATTENTION OF

July 29, 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT WORKING GROUP

Subject: Department of the Army Representatives for Undergraduate Pilot Training

The following information is submitted as updated input to the DOD BRAC Internal Control Plan identifying The Army Basing Study (TABS) personnel working UPT Cross-Service efforts. Information provided in this memo supersedes prior information provided in a 22 June memo.

Colonel Mike Jones, the undersigned, is assigned as the Director, TABS and Lieutenant Colonel David Powell, Deputy Director. All personnel assigned to TABS were selected from a nominative list of highly qualified officers and civilians.

Captain Blake Hollis is assigned as the principal TABS representative for UPT Joint Cross-Service Group meetings. He will be supported by Major Chuck Fletcher on issues involving COBRA Model operation, D-PAD Model operation and Cross-Service optimization. Additional back-up support may be provided by Major Bill Shumate or Major Jack Marriott. Lieutenant Colonel Tom Hinkel and CW5 George Conoway (DAMO-TRO) attends as the Army Staff representatives and Army aviation experts.

TABS shares OSD's concern regarding the potential for predecisional public disclosure which may provide early avenues for challenging future BRAC recommendations and decisions. TABS personnel understand the sensitive nature of the information with which they work and are required to maintain this information as CLOSE HOLD.

MICHAEL G. JONES
Colonel, GS
Director, The Army Basing Study

CA

ATCS-OS
SUBJECT: BRAC 95 Undergraduate Pilot Training Data Call

5. Point of contact is LTC Franks, PROFS MON1(FRANKSJ), DSN 680-4273, or Ms. Cole, PROFS MON1(COLEF), DSN 680-4370, FAX 680-4267/4374.

FOR THE COMMANDER:

4 Encls

JOHN P. HERRLING
Major General, GS
Chief of Staff

CLOSE HOLD

ATZQ-DPT-RT

MEMORANDUM THRU Director, Directorate Resource Management, ATTN: ATZQ-R, Fort Rucker, AL 36352-5000

FOR Commander, Headquarters United States Army Training and Doctrine Command, Fort Monroe, VA 23561

SUBJECT: Base Realignment and Closure 1995 (BRAC 95) Data Call CHANGE 1

1. Reference PROFS note from LTC Franks, Subject: Additional UPT info from Ft Rucker, dated 8 Aug 94.

2. Enclosed changes (BRAC 95 DATA call (Mil Values) Encl 1 and (Capacity) Encl 2) to the original document, SAB submitted by this headquarters, are required to correct data omissions and comply with recommendations following review by the Army Audit Agency.

3. The information contained in these enclosures are accurate and complete to the best of my knowledge and belief.

4. USAAVNC POC is MAJ Colbert, PROFS ID COLBERTM, DSN 558-9174.

FOR THE COMMANDER:

2 Encls
as

LARRY TURNAGE
Colonel, Aviation
Garrison Commander

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY AVIATION CENTER AND FORT RUCKER
FORT RUCKER, ALABAMA 36362-5000

REPLY TO
ATTENTION OF:
ATZQ-DPT-RT

MEMORANDUM FOR Commander, Headquarters United States Army Training and Doctrine Command, Fort Monroe, VA 23651-5000

SUBJECT: BRAC 95 Undergraduate Pilot Training Data Call (Capacity Analysis)

1. The information contained in this report (Encl 1) is accurate and complete to the best of my knowledge and belief.

2. USAAVNC POC is MAJ Colbert, PROFS ID COLBERTM, DSN 558-9174.

FOR THE COMMANDER:

Encl
as

LARRY TURNAGE
Colonel, Aviation
Garrison Commander

CLOSE HOLD

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

31 March 1994

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

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

CLOSE HOLD

AIRSPACE REQUIREMENTS

CORPUS CHRIS CURRENT AREAS	SQ NM X ALT	TOTAL SQ NM	MIN AREA	ADD'L AREAS	TOTAL AREAS FOR:	BLOCK HRS/YEAR
PRIMARY			ADVANCED	ADVANCED	PRIMARY	
1 AREA	1929 X 5000	1929	200 X 12000	0.0	48	x 12 x 242= 140234
29 AREAS	104 X 3500	3016				
MARITIME			PRIMARY	PRIMARY	MARITIME	
36 AREAS	295 X 2000	10620	100 X 5000	0.0	36	x 12 x 242= 104544

WHITING CURRENT AREAS	SQ NM X ALT	TOTAL SQ NM	MIN AREA	ADD'L AREAS	TOTAL AREAS FOR:	
PRIMARY			ADVANCED	ADVANCED	PRIMARY	
3 AREAS	1575 X 9000	4725	200 X 12000	23.6	47	x 12 x 242= 137214
ADVANCED			PRIMARY	PRIMARY	ADVANCED	
AREAS	X 13000	0	100 X 5000	47.3	24	x 12 x 242= 68607

MERIDIAN CURRENT AREAS	SQ NM X ALT	TOTAL SQ NM	MIN AREA	ADD'L AREAS	TOTAL AREAS FOR:	
PRIMARY			ADVANCED	ADVANCED	PRIMARY	
0 AREAS	X 6500	0	200 X 12000	0.0	156	x 12 x 242= 454186
ADVANCED			PRIMARY	PRIMARY	ADVANCED	
28 AREAS	475 X 15000	13300	100 X 5000	133.0	78	x 12 x 242= 227093
12 AREAS	195 X 15000	2340		23.4		

KINGSVILLE CURRENT AREAS	SQ NM X ALT	TOTAL SQ NM	MIN AREA	ADD'L AREAS	TOTAL AREAS FOR:	
PRIMARY			ADVANCED	ADVANCED	PRIMARY	
0 AREAS		0	200 X 12000	0.0	174	x 12 x 242= 505993
ADVANCED			PRIMARY	PRIMARY	ADVANCED	
36 AREAS	484 X 14000	17424	100 X 5000	174.2	87	x 12 x 242= 252996

PENSACOLA CURRENT AREAS	SQ NM X ALT	TOTAL SQ NM	MIN AREA	ADD'L AREAS	TOTAL AREAS FOR:	
PRIMARY			ADVANCED	ADVANCED	PRIMARY	
3 AREA	475 X 8000	1425	200 X 12000	7.1	36	x 12 x 242= 105270
ADVANCED			PRIMARY	PRIMARY	ADVANCED	
5 AREAS	440 X 29000	2200	100 X 5000	22.0	18	x 12 x 242= 52635

FT RUCKER AREAS	SQ NM X ALT	TOTAL SQ NM	MIN AREA	ADD'L AREAS	TOTAL AREAS FOR:
FT RUCKER	800 X 500	800		0	FT RUCKER DOES NO OWN AIRSPACE FOR F/W TNG.

From: WILLIAMM--RUC1 Date and time 09/12/94 15:42:
To: CONAWAYG--FOR3083

From: MARY L. WILLIAMS
SUPV PROGRAM ANALYST, DPTMSEC
COMM (205)255-2008;AV558-2008
Subject: TEST

ANSWERS TO YOUR QUESTIONS ARE AS FOLLOWS:

1. CAPACITY ANALYSIS, FACILITIES, AIRFIELD, QUESTION # 9. AS PART OF CHANGE TO THE BRAC DATA CALL, WE HAVE ANSWERED .25 HOURS PER FLIGHT TRAINING PERIOD IS THE WEATHER FACTOR BUILT INTO THE POIS.

2. MIL VALUE, FACILITIES, AIRFIELD, QUESTION #3 VS GROUND TRAINING FACILITIE BLDG 30205 WAS LISTED ON BOTH AIRFIELD AND TRAINING FACILITIES.L REASON - IT IS A CLASSROOM LOCATED AN AN AIRFIELD. IF IT SHOULD ONLY BE LISTED IN ONE PLACE, IT SHOULD BE AS A TRAINING FACILITY. WILL MAKE THIS A PART OF CHANGE

3. MIL VALUE, FACILITIES, AIRFIELD, QUESTION #3: THE AIRFIELD FIRE RESCUE LISTED ON PAGE 144 - SHOULD BE TEMPORARY. PAGE 145 IS CORRECT. WE WILL INCLUDE THIS IN CHANGE II, ALSO.

UNDERSTAND YOU DID RECEIVE THE CHANGE WE SENT TO YOU. ANY QUESTIONS OR PROBLEMS, SO FAR? ML

MARY L. WILLIAMS
DPTMSEC

*** Forwarding note from CONAWAYG--FOR3083 09/08/94 16:57 ***
To: COLBERTM--RUC1
cc: HINKEL --FOR3083 WILLIAMM--RUC1

*** Reply to note of 09/08/94 08:22
FROM: CW5 DON CONAWAY, DAMO-TRO, ROOM 1E533, DSN 225-1954/2591
Subject: TEST
YO BO SAY OH!!!
We did not make it to the Longbow meeting today. Mary told us it would be at e Pentagon so we found out it was at Crystall City 5 min before start. So, d t have the data call. Hope Mary left it with someone. Worse comes to worse, I e a computer friend down the hall with "high speed" software who can downloa ithout loosing the format.
Here are some more goodies:
Need for:
1. Mil Value, Facilities, Airfield, Ques. #9: weather factor to compute ops hr. If you don't have one computed, there should be a FAA standard value.

2. Mil Value, Facilities, Airfield, Ques. #3 vs. Ground Training Facilities: s bldg 30205 listed in both places. Capacity 23306, ccn 17130. Duplicate? If , where does it belong? Airfield or Grnd Trng Fac.

3. Mil Value, Facilities, Airfield, Ques. #3: The Afld Fire Rescue listed as aquate on one page and inadaquate on following. Know the answer but not sure new data call.
Yes, HINKEL. Just got on line.

All for now, will be in touch.

VR, Chief

****
* AVIATION TRAINING *

CLOSE HOLD

Base Realignment and Closure 1995 (BRAC 95) Data Call (Capacity Analysis) is changed as follows:

Make a pen and ink change to page 51, Mission Requirements (cont.), para E.1 as follows:

1. Base field Hanchey

   AH-64A FY 1995 as reads 69 change to read 59

2. Base field Lowe

   OH-58A/C FY 1995 as reads 67 change to read 65

Remove pages:	Insert pages:
25-32	25-32
	63.1
64	64
67	67
70-72	70-72
75	75
78-78.1	78-78.1
81-82	81-82
85-86	85-86
89	89
93	93
96	96
99	99
102	102
105	105
108	108
111	111
114-116	114-116
119	119
128	128-128.1
133-135	133-135.1
136-137	136-137
150-152	150-152

Encl 2

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: HANCHEY

Type of Pilot Training
by Syllabus *

(EXAMPLES) Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL)
(include attrition factors used to establish entries to achieve output)
(Output/Attrition Factor(%)/ADSL)
By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
IERW									
(AH-1 TRACK)	USA		5/.9%/2	0	0				
	USAF								
	FMS								
	OTHER								
GRADUATE									
AH-64A	USA	308/2%/79	225/2%/58	173/2%/44	164/2%/42	173/2%/44	173/2%/44	173/2%/44	173/2%/44
AQC	USAF								
	FMS	128/0%/33	84/0%/22	51/0%/13	51/0%/13	51/0%/13	51/0%/13	51/0%/13	51/0%/13
	OTHER								
IPC	USA	44/6%/7	33/6%/5	23/6%/3	23/6%/3	23/6%/3	23/6%/3	23/6%/3	23/6%/3
	USAF								
	FMS	14/0%/2	14/0%/2	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1
	OTHER								
MOI	USA	20/13%/4	17/13%/3	16/13%/3	16/13%/3	16/13%/3	16/13%/3	16/13%/3	16/13%/3

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
	USAF								
	FMS								
	OTHER								
AH-64D AQC-SUPL	USA	0	0	0	0	0	0	85/2%/91	62/2%/17
	USAF								
	FMS								
	OTHER								
IPC-SUPL	USA	0	0	0	0	0	0	8/6%/.2	14/6%/.3
	USAF								
	FMS								
	OTHER								
MTP-SUPL	USA	0	0	0	0	0	0	7/0%/.5	13/0%/1
	USAF								
	FMS								
	OTHER								
MOI	USA	0	0	0	0	0	0	12/13%/2	21/13%/4
	USAF								
	FMS								
	OTHER								
AH-1 AQC	USA	152/4%/20	131/4%/17	101/4%/13	101/4%/13	94/4%/12	94/4%/12	94/4%/12	94/4%/12
	USAF								
	FMS	51/0%/7	15/0%/2	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1
	OTHER								

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
IPC	USA	24/6%/5	14/6%/3	16/6%/3	16/6%/3	16/6%/3	16/6%/3	16/6%/3	16/6%/3
	USAF								
	FMS	7/0%/2	7/0%/2	4/0%/1	4/0%/1	4/0%/1	4/0%/1	4/0%/1	4/0%/1
	OTHER								
MOI CT	USA	13/0%/3	6/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1
	USAF								
	FMS								
	OTHER								
MOI NT	USA	6/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1
	USAF								
	FMS								
	OTHER								
CH-47D	USA	212/0%/44	136/0%/28	99/0%/20	94/0%/19	93/0%/19	93/0%/19	93/0%/19	93/0%/19
AQC	USAF								
	FMS	6/0%/1	44/0%/9	25/0%/5	25/0%/5	25/0%/5	25/0%/5	25/0%/5	25/0%/5
	OTHER								
IPC	USA	22/3%/5	33/3%/7	20/3%/4	17/3%/4	20/3%/4	20/3%/4	20/3%/4	20/3%/4
	USAF								
	FMS	4/0%/1	3/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1	2/0%/1
	OTHER								

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
MOI	USA	10/9%/2	9/9%/2	8/9%/2	7/9%/2	7/9%/2	7/9%/2	7/9%/2	7/9%/2
	USAF								
	FMS	0	4/0%/1	0					
	OTHER								
OH-58D AQC	USA	160/0%/37	199/0%/46	236/0%/55	225/0%/52	218/0%/51	218/0%/51	218/0%/51	218/0%/51
	USAF								
	FMS	7/0%/2	0	0	0	0	0	0	0
	OTHER								
AQC SUPL	USA	53/2%/7	53/2%/7	22/2/3	0	0	0	0	0
	USAF								
	FMS								
	OTHER								
IPC	USA	14/0%/3	37/0%/8	41/0%/9	37/0%/8	37/0%/8	37/0%/8	37/0%/8	37/0%/8
	USAF								
	FMS	14/0%/3	0	0	0	0	0	0	0
	OTHER								
MOI	USA	11/0%/3	14/0%/3	16/0%/4	12/0%/3	12/0%/3	12/0%/3	12/0%/3	12/0%/3
	USAF								
	FMS								
	OTHER								

Mission Requirements

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

Airfield: CAIRNS

		1994	1995	1996	1997	1998	1999	2000	2001
IERW									
INSTRUMENTS									
UH-1	USA	955/2%/158	503/2%/83	31/2%/5	0	0	0	0	0
TH-67	USA	153/2%/158	468/2%/77	774/2/128	805/2%/133	807/2%/133	807/2%/133	807/2%/133	807/2%/133
	USAF								
	FMS	24/3%/4	98/3%/16	14/3%/2	14/3%/2	14/3%/2	14/3%/2	14/3%/2	14/3%/2
	OTHER								
UH-60									
TRACK	USA	85/0%/24	0	0	0	0	0	0	0
	USAF								
	FMS								
	OTHER								
EURO-NATO									
INSTRUMENTS									
UH-1	FMS	37/0%/9	31/0%/8	2/0%/1	0	0	0	0	0
TH-67	FMS	0	0	29/0%/7	31/0%/8	31/0%/8	31/0%/8	31/0%/8	31/0%/8
GRADUATE									
UH-1									
RWIC	USA								
	USAF								
	FMS	42/0%/5	32/0%/4	40/0%/5	40/0%/5	40/0%/5	40/0%/5	40/0%/5	40/0%/5
	OTHER								
MM/MTP	USA	65/0%/5	46/0%/3	14/0%/1	14/0%/1	14/0%/1	14/0%/1	14/0%/1	14/0%/1
	USAF								
	FMS	3/0%/.2	25/0%/2	7/0%/.5	7/0%/.5	7/0%/.5	7/0%/.5	7/0%/.5	7/0%/1
	OTHER								

ission Requirements

. Undergraduate Flight Training (UFT) Throughput/Graduates (continued)

y Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
OH-58 A/C									
MM/MTP	USA	23/0%/2	26/0%/2	14/0%/1	14/0%/1	14/0%/1	14/0%/1	14/0%/1	14/0%/1
	USAF								
	FMS	0	1/0%/.1	2/0%/.1	2/0%/.1	2/0%/.1	2/0%/.1	2/0%/.1	2/0%/.1
	OTHER								
OH-58D									
MM/MTP	USA	11/0%/1	38/0%/4	43/0%/5	37/0%/4	36/0%/4	36/0%/4	36/0%/4	36/0%/4
	USAF								
	FMS								
	OTHER								
MM/MTP	USA	2/0%/.1	5/0%/.2	0	0	0	0	0	0
SUPPL	USAF								
	FMS								
	OTHER								
CH-47D									
MM/MTP	USA	13/0%/1	23/0%/2	26/0%/2	25/0%/2	23/0%/2	23/0%/2	23/0%/2	23/0%/2
	USAF								
	FMS	2/0%/.2	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4
	OTHER								
AH-1									
MM/MTP	USA	7/0%/1	24/0%/2	34/0%/3	31/0%/2	28/0%/2	28/0%/2	28/0%/2	28/0%/2
	USAF								
	FMS	4/0%/.3	5/0%/.4	2/0%/.2	2/0%/.2	2/0%/.2	2/0%/.2	2/0%/.2	2/0%/.2
	OTHER								

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
AH-64									
MM/MTP	USA	20/0%/2	41/0%/5	24/0%/3	21/0%/2	21/0%/2	21/0%/2	21/0%/2	21/0%/2
	USAF								
	FMS	2/0%/.2	8/0%/1	6/0%/1	6/0%/1	6/0%/1	6/0%/1	6/0%/1	6/0%/1
	OTHER								
UH-60									
MM/MTP	USA	53/0%/4	91/0%/8	68/0%/6	49/0%/4	52/0%/4	52/0%/4	52/0%/4	52/0%/4
	USAF	0	5/0%/.4	0	0	0	0	0	0
	FMS	1/0%/0	18/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1
	OTHER	0	7/0%/1	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4
AQC	USA	595/1%/74	482/1%/60	413/1%/51	364/1%/45	364/1/45	364/1/45	364/1/45	364/1/45
	USAF	0	25/0%/3	45/0%/6	45/0%/6	45/0%/6	45/0%/6	45/0%/6	45/0%/6
	FMS	32/0%/4	26/0%/3	31/0%/4	15/0%/2	15/0%/2	15/0%/2	15/0%/2	15/0%/2
	OTHER	17/0%/2	10/0%/1	10/0%/1	10/0%/1	10/0%/1	10/0%/1	10/0%/1	10/0%/1
IPC	USA	54/4%/9	68/4%/11	57/4%/9	55/4%/9	56/4%/9	56/4%/9	56/4%/9	56/4%/9
	USAF								
	FMS	6/0%/1	7/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1
	OTHER	8/17%/1	6/17%/1	4/17%/1	4/17%/1	4/17%/1	4/17%/1	4/17%/1	4/17%/1
MOI	USA	23/13%/4	17/13%/3	21/13%/4	19/13%/3	19/13%/3	19/13%/3	19/13%/3	19/13%/3
	USAF								
	FMS	1/0%/.2	2/0%/.4	0	0	0	0	0	0
	OTHER								

ission Requirements

.. Undergraduate Flight Training (UFT) Throughput/Graduates (continued)

y Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
OV-1									
AQC	USA	18/11%/2	0	0	0	0	0	0	0
	USAF								
	FMS								
	OTHER								
IPC	USA	4/0%/.5	0	0	0	0	0	0	0
	USAF								
	FMS								
	OTHER								
U-21									
FWIPC	USA	28/3%/4	31/3%/4	23/3%/3	23/3%/3	23/3%/3	23/3%/3	23/3%/3	23/3%/3
	USAF								
	FMS								
	OTHER								
C-12									
FLT	USA	78/0%/4	72/0%/3	70/0%/3	69/0%/3	69/0%/3	69/0%/3	69/0%/3	69/0%/3
	USAF								
	FMS								
	OTHER								
SPANISH									
UH-1									
RWQC	FMS	9/0%/2	3/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1
IPC	FMS	9/0%/1	13/0%/2	13/0%/2	13/0%/2	13/0%/2	13/0%/2	13/0%/2	13/0%/2
NVG	FMS	27/0%/3	5/0%/.5	5/0%/.5	5/0%/.5	5/0%/.5	5/0%/.5	5/0%/.5	5/0%/.5

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
UH-60									
NVG	FMS	6/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1	8/0%/1
MTP	FMS	0	10/0%/1	0	0	0	0	0	0

Airfield: LOWE

IERW

PRIMARY									
UH-1	USA	971/2%/241	511/2%/127	32/2%/8	0	0	0	0	0
TH-67	USA	156/2%/39	476/2%/118	786/2%/195	818/2%/203	820/2%/203	820/2%/203	820/2%/203	820/2%/203
	USAF								
	FMS	24/3%/6	101/3%/25	15/3%/4	15/3%/4	15/3%/4	15/3%/4	15/3%/4	15/3%/4
	OTHER	0	3/17%/1	0	0	0	0	0	0
TRACK									
OH-58 A/C	USA	497/3%/144	448/3%/130	421/3%/122	416/3%/120	418/3%/121	418/3%/121	418/3%/121	418/3%/121
	USAF	0	45/11%/13	4/11%/1	4/11%/1	4/11%/1	4/11%/1	4/11%/1	4/11%/1
	FMS								
	OTHER								
UH-1	USA	630/1%/156	493/1%/122	345/1%/85	402/1%/100	402/1%/100	402/1%/100	402/1%/100	402/1%/100
	USAF	0	58/0%/14	58/0%/14	58/0%/14	58/0%/14	58/0%/14	58/0%/14	58/0%/14
	FMS	25/0%/6	53/0%/13	10/0%/2	10/0%/2	10/0%/2	10/0%/2	10/0%/2	10/0%/2
	OTHER	0	2/50%/.5	0	0	0	0	0	0
MOI									
OH-58 A/C CONT	USA	13/7%/2	20/7%/3	26/7%/4	24/7%/4	24/7%/4	24/7%/4	24/7%/4	24/7%/4
	USAF								
	FMS								
	OTHER								

Mission Requirements

4. Undergraduate Flight Training (UFT) Throughput/Graduates (continued)

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
NIGHT	USA USAF FMS OTHER	7/14%/.5	10/14%/1	13/14%/1	11/14%/1	11/14%/1	11/14%/1	11/14%/1	11/14%/1
EURO-NATO									
PRIMARY									
UH-1	FMS	37/0%/9	31/0%/8	2/0%/.5	0	0	0	0	0
TH-67	FMS	0	0	29/0%/7	31/0%/8	31/0%/8	31/0%/8	31/0%/8	31/0%/8
ADV CONT	FMS	34/0%/3	33/0%/3	33/0%/3	33/0%/3	33/0%/3	33/0%/3	33/0%/3	33/0%/3
ADV INST	FMS	18/0%/1	19/0%/1	19/0%/1	19/0%/1	19/0%/1	19/0%/1	19/0%/1	19/0%/1
TRACK									
UH-1	FMS	10/0%/2	19/0%/5	19/0%/5	19/0%/5	19/0%/5	19/0%/5	19/0%/5	19/0%/5
GRADUATE									
OH-58 A/C									
IPC	USA USAF	50/6%/9	20/6%/4	7/6%/1	7/6%/1	7/6%/1	7/6%/1	7/6%/1	7/6%/1
	FMS OTHER	0	2/0%/.4	0	0	0	0	0	0
EAOC	USA USAF FMS OTHER	103/13%/27	35/13%/9	33/13%/9	31/13%/8	30/13%/8	30/13%/8	30/13%/83	30/13%/8

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
FAAO	USA	5/0%/1	0	0	0	0	0	0	0
	USAF								
	FMS								
	OTHER								
CONT MOI	USA	27/0%/4	5/0%/1	1/0%/.2	1/0%/.2	1/0%/.2	1/0%/.2	1/0%/.2	
	USAF								
	FMS	0	1/0%/.2	0	0	0	0	0	0
	OTHER								
NIGHT MOI	USA	14/0%/1	2/0%/.2	1/0%/.1	1/0%/.1	1/0%/.1	1/0%/.1	1/0%/.1	1/0%/.1
	USAF								
	FMS								
	OTHER								
UH-1									
IPC	USA	101/3%/17	68/3%/11	17/3%/3	17/3%/3	17/3%/3	17/3%/3	17/3%/3	17/3%/3
	USAF								
	FMS	18/0%/3	13/0%/2	5/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1	5/0%/1
	OTHER								
NVG IPC	USA	11/0%/1	11/0%/1	11/0%/1	9/0%/1	9/0%/1	9/0%/1	9/0%/1	9/0%/1
	USAF								
	FMS	14/0%/1	7/0%/1	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4	5/0%/.4
	OTHER								
RWART	USA	77/0%/7	74/0%/7	64/0%/6	60/0%/6	60/0%/6	60/0%/6	60/0%/6	60/0%/6
	USAF								
	FMS	2/25%/.2	16/25%/2	27/25%/3	27/25%/3	27/25%/3	27/25%/3	27/25%/3	27/25%/3
	OTHER	2/0%/.2	2/0%/.2	0	0	0	0	0	0

ssion Requirements

Undergraduate Flight Training (UFT) Throughput/Graduates (continued)

/ Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
RWIC	USA								
	USAF								
	FMS	42/0%/5	32/0%/4	40/0%/5	40/0%/5	40/0%/5	40/0%/5	40/0%/5	
	OTHER								
RWQC	USA	50/0%/12	5/0%/1	2/0%/.4	2/0%/.4	2/0%/.4	2/0%/.4	2/0%/.4	2/0%/.4
	USAF	0	65/0%/16	65/0%/16	65/0%/16	65/0%/16	65/0%/16	65/0%/16	65/0%/16
	FMS	5/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1	3/0%/1
	OTHER	7/0%/2	7/0%/2	0	0	0	0	0	0
NVG MOI	USA	14/14%/1	16/14%/1	21/14%/2	19/14%/2	19/14%/2	19/14%/2	19/14%/2	19/14%/2
	USAF								
	FMS								
	OTHER								
CONT MOI	USA	34/3%/2	35/3%/2	47/3%/3	43/3%/3	43/3%/3	43/3%/3	43/3%/3	43/3%/3
	USAF								
	FMS								
	OTHER								
TACTICS MOI	USA	34/0%/3	36/0%/3	48/0%/4	44/0%/3	44/0%/3	44/0%/3	44/0%/3	44/0%/3
	USAF								
	FMS								
	OTHER								

Mission Requirements

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

By Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
EURO-NATO									
UH-1									
NVG QUAL	FMS	0	0	125/0%/11	125/0%/11	125/0%/11	125/0%/11	125/0%/11	125/0%/11
UH-1 QUAL	FMS	0	0	75/0%/6	75/0%/6	75/0%/6	75/0%/6	75/0%/6	75/0%/6
NOE QUAL	FMS	0	0	125/0%/5	125/0%/5	125/0%/5	125/0%/5	125/0%/5	125/0%/5
NT UNAID	FMS	0	0	4/0%/.2	4/0%/.2	4/0%/.2	4/0%/.2	4/0%/.2	4/0%/.2
ADV CS	FMS	0	0	4/0%/.4	4/0%/.4	4/0%/.4	4/0%/.4	4/0%/.4	4/0%/.4
ADV INST	FMS	0	0	4/0%/.4	4/0%/.4	4/0%/.4	4/0%/.4	4/0%/.4	4/0%/.4

Airfield: Non-Aircraft Flight Courses

		1994	1995	1996	1997	1998	1999	2000	2001
GRADUATE									
FWMEQC	USA USAF FMS OTHER	203/2%/51	170/2%/43	125/2%/31	117/2%/29	117/2%/29	117/2%/29	117/2%/29	117/2%/29
C-12 AQC	USA USAF FMS OTHER	149/0%/6	113/0%/5	119/0%/5	116/0%/5	114/0%/5	114/0%/5	114/0%/5	114/0%/5
C-12 REF	USA USAF FMS OTHER	91/0%/2	103/0%/2	107/0%/2	95/0%/2	89/0%/2	89/0%/2	89/0%/2	89/0%/2

ssion Requirements

Undergraduate Flight Training (UFT) Throughput/Graduates (continued)

Fiscal Year

		1994	1995	1996	1997	1998	1999	2000	2001
UH-1	USA	128/0%/20	162/0%/25	158/0%/25	140/0%/22	140/0%/22	140/0%/22	140/0%/22	140/0%/22
RWIFEC	USAF FMS OTHER	19/0%/3	19/0%/3	15/0%/2	15/0%/2	15/0%/2	15/0%/2	15/0%/2	15/0%/2
AH-64 PREP	FMS	69/0%/3	70/0%/3	15/0%/1	15/0%/1	15/0%/1	15/0%/1	15/0%/1	15/0%/1

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

THODOLOGY FOR COMPUTING FLIGHT STUDENT TRAINING DATA

USA INPUTS CALCULATED AT 90% OF TOTAL ARMY REQUIREMENT.

FY 99 - 01 DATA WAS STRAIGHT-LINED FROM FY 98 INFORMATION WITH THE EXCEPTION OF LONGBOW - APACHE (AH-D) WHICH COMES ON BOARD IN FY 00.

. FOR LONGBOW APACHE:

A. USED SAME ATTRITION FACTOR AS AH-64A.

B. DID NOT INPUT FMT, ASSUME THEY PROBABLY WOULD NOT BE ATTENDING LONGBOW THE FIRST COUPLE OF YEARS.

. ADSL WAS DETERMINED USING GRADUATE STUDENTS TIMES COURSE LENGTH DIVIDED BY 242 TRAINING DAYS.
NAVY-237 USAF-246

. USED 242 TRAINING DAYS THROUGHOUT ALL YEARS RATHER THAN ADJUST FOR LEAP YEARS.

. ATTRITION RATES FOR IERW ARE COMPUTED AT THIS INSTALLATION ON CORE - NOT ON PRIMARY AND INSTRUMENTS EPARATE, THEREFORE WE USED 1/2 OF THE RATE FOR PRIMARY AND THE OTHER HALF FOR INSTRUMENTS.
. FOR IERW INSTRUMENT INPUT, USED THE GRADUATE NUMBERS FROM PRIMARY.

. FY 93 ACTUAL ATTRITION RATES WERE USED THROUGHOUT.

Mission Requirements

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

9. FOR OUTYEAR MOI - USED THE MOI INPUTS COMPUTED BY FORCE MANAGEMENT FOR FYS 96 AND 97 DIVIDED BY 80% TO REACH 100% INPUT AND REDUCED TO 90% TO AGREE WITH OTHER INPUTS.

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

THIS REQUIREMENT DOES NOT APPLY TO FORT RUCKER AS WE DO NOT TRAIN NAVIGATORS.

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

		1991	1992	1993
IERW CORE	USA	7.9%	4.7%	3.3%
	USAF	2.9%		
	FMS			5.6%
	OTHER			33.3%
TRACK:				
AH-1	USA	6.0%	1.5%	0.9%
	USAF			
	FMS			
	OTHER			
OH-58A/C	USA	2.2%	1.4%	2.7%
	USAF			
	FMS			
	OTHER			

ission Requirements

. Undergraduate Flight Training (UFT) Throughput/Graduates (continued)

		1991	1992	1993
UH-1	USA	2.6%	0.7%	0.8%
	USAF			
	FMS			
	OTHER			
UH-60	USA		0.5%	0.5%
	USAF			
	FMS			
	OTHER			
EURO NATO				
CORE				
ADVANCED				
UH-1 TRACK				
SPANISH IERW			15.4%	21.4%

IETHOD OF CALCULATION: Eliminations divided by total of number of graduates and eliminations.

SOURCE OF INFORMATION: The Service School Training Report which is a listing of input and output. Eliminations based on the AIMS generated rosters and changes to class rosters.

. Provide the historical attrition data for navigator pilot training by syllabus for FY 91-93:
I/A

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

Mission Requirements

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

Syllabus of Training *
Level of
Graduates

	Training*	FY 91	FY 92	FY 93
IERW	Core	1499	1161	994
	Tracks:			
	AH-1	283	204	166
	OH-58 A/C	419	378	379
	UH-1	618	462	361
	UH60	202	196	257
	EURO-NATO			
	Core	49	32	28
	Advanced	35	66	28
	UH-1 Track	11	7	3
	SPANISH IERW	0	11	22
		1617	1356	1241

Data was extracted from the USAAVNC Service School Training Report dated September of each FY.

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

Mission Requirements

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

01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
ATC OFF	18	22	20	16	16	16	16	16	16	1.56
ASEEW	0	280	280	268	265	265	265	265	265	
AOAC	364	372	420	410	410	410	410	410	410	150.41
AOAC-RC	0	120	45	45	45	45	45	45	45	
CLOAC	32	42	50	50	50	50	50	50	50	
AOBC I	365	386	481	382	376	376	376	376	376	30.17
AOBC II	411	487	481	434	424	424	424	424	424	47.55
PCC	73	88	85	79	78	78	78	78	78	2.41
AWOAC	191	269	269	530	530	532	532	532	532	46.57
WOSC	104	432	474	664	664	664	664	664	664	10.74
WOSC-RC	0	30	35	75	75	75	75	75	75	
WOSSC	23	123	166	160	160	160	160	160	160	.95
WOCS	965	1027	1029	1302	1302	1302	1302	1302	1302	119.63
WOCS-RC	0	0	328	478	478	478	478	478	478	
OPD	318	465	433	426	416	416	416	416	416	13.14
WOPD	339	501	447	442	432	434	434	434	434	28.02
AERO MED		142	79	79	79	79	79	79	79	
MED ORIEN		86	8	8	8	8	8	8	8	
FLT SURG		5	100	100	100	100	100	100	100	
AH-64 PR	20	70	70	15	15	15	15	15	15	.83
MAINT MG	0	181	352	139	138	138	138	138	138	

Mission Requirements (cont.)

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

(Safety Center)

Other Officer Training (Graduates)

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
ARPS	30	45	60	60	60	60	60	60	60	.62
ARPS-OPTION	8	0	8	8	8	8	8	8	8	.07
FAAP	30	30	30	30	30	30	30	30	30	.62
OSHA-ELEC	35	35	35	35	35	35	35	35	35	.72
OSHA-GEN	30	30	60	60	60	60	60	60	60	.62
OSHA-CONST	32	32	32	32	32	32	32	32	32	.66
INTO TO IH	25	25	25	25	25	25	25	25	25	.52
AAIC	25	25	25	25	25	25	25	25	25	.52
ATAI	15	0	15	0	15	0	15	0	15	.31
HAZ MAT	30	30	30	30	30	30	30	30	30	.99
RNG SAFETY	25	50	25	25	25	25	25	25	25	.62
TAC SAFETY	40	50	25	25	25	25	25	25	25	1.65
FIRE SAFETY	25	0	25	25	25	25	25	25	25	.52
ASM	45	30	30	25	25	25	25	25	25	.93
RISK MGT	60	60	60	60	25	25	25	25	25	1.23
[illegible]OR SM	25	25	25	25	25	25	25	25	25	.52
[illegible]SAFETY	15	62	50	50	50	50	50	50	50	.31
[illegible] FR SAF	25	25	25	25	25	25	25	25	25	.31
SR&PT	0	0	15	15	15	15	15	15	15	0
BACK INJY	30	28	30	30	30	30	30	30	30	.37
MOD SAF ISS	30	30	30	30	30	30	30	30	30	.62
MTR INS PREP	0	0	30	30	30	30	30	30	30	0
SMUPC	20	30	30	30	30	30	30	30	30	.62
LAOS	20	20	20	30	30	30	30	30	30	.41
MSPIC PH I	15	15	15	15	15	15	15	15	15	.62
MSPIC PH II	20	15	15	15	15	15	15	15	15	.83
MFSRCPS	30	25	30	15	15	15	15	15	15	.37
LASER SAF	20	20	20	20	20	20	20	20	20	.25
SYST SAF	15	0	15	15	15	15	15	15	15	.25
OS&H	60	60	90	90	90	90	90	90	90	1.98
ASOC	126	126	126	126	126	126	126	126	126	15.6

EXPLANATION: FY 93 WAS DERIVED FROM THE SERVICE SCHOOL TRAINING REPORT. FY 94 INPUTS WERE TAKEN FROM THE FY 94 WHITEBOOK AND ATTRITION RATES APPLIED TO DETERMINE GRADUATES.

FY 95 AND OUT WAS TAKEN FROM THE POST MEGA TRAP SUMMARY SHEETS DATED 21 APR 94 AND ATTRITION RATES APPLIED TO DETERMINE GRADUATES.

Mission Requirements

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

THESE COURSE INPUTS INCLUDE CIVILIAN AND MILITARY STUDENTS.

(Safety Center)

ASOCC	120	80	80	80	80	80	80	80	80	4.96
AAPC	168	168	168	168	168	168	168	168	168	6.94
SAFE LEAD	0	400	400	400	400	400	400	400	400	0
C-22USAESC	56	0	0	0	0	0	0	0	0	3.0
FAA	30	30	30	30	30	30	30	30	30	.62
TQM & SFTY	0	10	30	30	30	30	30	30	30	0
PROC SFTY	0	0	30	30	30	30	30	30	30	0
MST OF SFTY	0	0	30	30	30	30	30	30	30	0
PERFORM MGT	0	0	30	30	30	30	30	30	30	0

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for 1993
(HOSPITAL)										
6A-61N9D	124	118	120	124	124	124	124	124	125	15.37
6A-F1	5	5	4	11	11	11	11	11	11	0.21
2C-F7	163	199	82	71	69	69	69	69	69	6.78

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 1994-01. Also give the average daily student load (ADSL) for each activity.

ion Requirements

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

Enlisted Training (Graduates)

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 93
93C10	151	240	306	251	293	257	257	257	257	37.44
93P10	277	383	347	496	487	449	449	449	449	38.92
67N10	362	341	258	191	241	241	241	241	241	73.3
67V10	320	360	230	102	102	102	102	102	102	59.5
ASIN1	42	14	16	16	15	15	15	15	15	5.38
68L30	24	17	16	8	8	8	8	8	8	3.37
68N30	50	44	43	33	37	37	37	37	37	7.02
68Q30	14	4	4	0	0	0	0	0	0	1.97
68R30	22	7	7	14	17	17	17	17	17	3.64
93D30	20	32	16	13	16	16	16	16	16	2.56
93D40	5	7	8	6	7	7	7	7	7	0.81
93C30	69	68	50	59	58	58	58	58	58	8.27
93C40	24	21	21	21	33	33	33	33	33	4.36
93B30	39	27	15	11	3	4	4	4	4	4.67
93P30	89	56	50	57	75	75	75	75	75	11.03
93P40	60	37	35	45	61	61	61	61	63	8.93
68P40	28	29	27	26	33	33	33	33	33	4.51
ASIB6	6	10	10	0	0	0	0	0	0	0.79
ASI7C	19	10	10	0	0	0	0	0	0	1.73
ASIF8	12	70	70	15	15	15	15	15	15	0.64
S67N1	25	0	0	0	0	0	0	0	0	5.27
ACC PREV	440	440	440	440	440	440	440	440	440	18.18

(HOSPITAL)

Enlisted Training (Graduates)

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1.93
300-F6	126	90	99	66	66	66	66	66	66	10.66

Mission Requirements

B. Flight Training

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

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

Syllabus of Training*: PRIMARY Type Aircraft: UH-1/TH-67

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	50	.3				15
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	50	1.0	5		9000	45
RA						
RR						
MTR						

Key to types of airspace:

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

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

Mission Requirements (cont.)

. Flight Training

Syllabus of Training*: IERW INSTRUMENTS Type Aircraft: UH-1/TH-67

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						15
PAT						
AW						
ATCAA	20	1.3	NA	NA	NA	20 ~~26~~ ?
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

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OWA -- Overwater Airspace Assigned Airspace
OWAW -- Overwater Airways

Mission Requirements (cont.)

B. Flight Training

Syllabus of Training*: IERW COMBAT SKILLS Type Aircraft: UH-1/OH-58A/C____

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	53	.3				16
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	53	1.05		9000	53	
RA						
RR						
MTR						

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

Mission Requirements (cont.)

[redacted]. Flight Training

Syllabus of Training*: PRIMARY(SPANISH) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	44	.3				13
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	44	1.0	5		9000	44
RA						
RR						
MTR						

Key to types of airspace:

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

Mission Requirements (cont.)

B. Flight Training

Syllabus of Training*: INSTRUMENTS(SPANISH) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA	18	1.3	NA	NA	NA	23
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

Key to types of airspace:

MOAs -- Military Operating Areas
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AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control
CLG -- Uncontrolled Airspace
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OWAW -- Overwater Airways

Mission Requirements (cont.)

Flight Training

Syllabus of Training*: COMBAT SKILLS(SPANISH) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	49	.3				15
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	49	1.0	5		9000	49
RA						
RR						
MTR						

Key to types of airspace:

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

Mission Requirements (cont.)

B. Flight Training

Syllabus of Training*: ADV CONTACT(EURO-NATO) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	20	.3				17
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	20	1.0	5		9000	9
RA						
RR						
MTR						

Key to types of airspace:

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

Mission Requirements (cont.)

3. Flight Training

Syllabus of Training*: ADV INST(EURO-NATO) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA	7	1.4	NA	NA	NA	10
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

Key to types of airspace:

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

Mission Requirements (cont.)

B. Flight Training (cont.)

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

Syllabus	Level of Tng	Aircraft	STUDENT SORTIES D	STUDENT SORTIES N	OVERHEAD D	OVERHEAD N	TOTAL D	TOTAL N
IERW	Primary	UH-1/TH-67	50	0	3	0	53	
	Instruments	UH-1/TH-67	20	0	1	0	21	
	Track	UH-1/OH-58	40	20	2	1	42	21
Graduate								
	AQC	AH-64	34	8	2	1	36	9
	IPC		16	15	11	1	27	16
	MOI		16	15	1	1	17	16
	MTP		8	0	1	0	9	0
	AQC	CH-47D	20	13	2	0	22	13
	IPC		25	11	2	1	27	13
	MOI		33	15	3	2	36	17
	MTP		8	0	1	0	9	9
	AQC	OH-58D	24	20	2	2	26	22
	IPC		21	12	2	2	23	14
	MOI		33	15	3	2	35	17
	MTP		10	0	1	0	11	0
	SUP (M)		12	11	1	1	13	12
	AQC	AH-1	20	1	2	0	22	1
	IPC		21	12	2	1	23	13
	MOI		27	12	3	1	30	15
	MTP		8	0	1	0	9	0
	AQC	UH-60	13	7	1	1	14	8
	IPC		20	10	1	1	21	11
	MOI		20	10	1	1	21	11
	MTP		8	0	1	0	9	0
	IPC	OH-58A/C	29	19	3	2	32	21
	MOI		35	19	3	2	38	22
	MTP		8	0	1	0	9	0
	IPC	UH-1	24	14	6	4	30	20
	NVG		1	17	1	3	2	18
	RWART		6	7	2	2	8	9
	RWIC		12	0	1	0	14	0
	RWQC		22	2	4	1	26	3
	RWIFEC		0	0	0	0	0	0
	MOI (CT)		38	1	4	0	42	1
	MOI (NVG)		0	17	1	4	1	23
	MTP		8	0	1	0	9	0
	FWMEQC	U-21	42	1	3	0	43	1
	FWIPC		32	1	1	0	33	1
	AQC	C-12	12	1	1	0	13	1

Mission Requirements

Flight Training

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

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

Syllabus of Training*: PRIMARY Type Aircraft: UH-1/TH-67

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG	50	.3				15
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	50	1.0	5		9000	45
RA						
RR						
MTR						

Key to types of airspace:

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

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

Mission Requirements (cont.)

c. Flight Training

Syllabus of Training*: IERW INSTRUMENTS Type Aircraft: UH-1/TH-67

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG						15
PAT						
AW						
ATCAA	20	1.3	NA	NA	NA	20
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

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

Mission Requirements (cont.)

B. Flight Training

Syllabus of Training*: IERW COMBAT SKILLS Type Aircraft: UH-1/OH-58A/C____

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG	53	.3				16
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	53	1.05		9000	53	
RA						
RR						
MTR						

Key to types of airspace:

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

Mission Requirements (cont.)

B. Flight Training

Syllabus of Training*: PRIMARY(SPANISH) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG	44	.3				13
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	44	1.0	5		9000	44
RA						
RR						
MTR						

Key to types of airspace:

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

Mission Requirements (cont.)

B. Flight Training

Syllabus of Training*: INSTRUMENTS(SPANISH)Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG						
PAT						
AW						
ATCAA	18	1.3	NA	NA	NA	23
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

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

Mission Requirements (cont.)

Flight Training

Syllabus of Training*: COMBAT SKILLS(SPANISH) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG	49	.3			15	
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	49	1.0	5		9000	49
RA						
RR						
MTR						

Key to types of airspace:

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PAT -- Pattern (e.g. airspace above runways)
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OWAW -- Overwater Airways

'''ssion Requirements (cont.)

Flight Training

Syllabus of Training*: ADV CONTACT(EURO-NATO) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
CFG	20	.3				17
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	20	1.0	5		9000	9
RA						
RR						
MTR						

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CFG -- Uncontrolled Airspace
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PAT -- Pattern (e.g. airspace above runways)
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OWAW -- Overwater Airways

ssion Requirements (cont.)

B. Flight Training

Syllabus of Training*: ADV INST(EURO-NATO) Type Aircraft: UH-1

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
CFG						
PAT						
AW						
ATCAA	7	1.4	NA	NA	NA	10
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

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PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace Assigned Airspace
OWAW -- Overwater Airways

Mission Requirements (cont.)

Flight Training

Syllabus Level of Tng	Aircraft	STUDENT SORTIES D	STUDENT SORTIES N	OVERHEAD D	OVERHEAD N	TOTAL D	TOTAL N
FLT		12	1	1	0	13	1
Refresher		0	0	0	0	0	0
EURO/NATO							
Primary	UH-1	46	0	3	0	49	0
Instru		16	0	3	0	49	0
ADINS		7	0	1	0	8	0
ADCON		15	5	2	1	17	6
NVG QUAL		1	17	1	1	2	18
SPANISH	RWQC	UH-1	39	0	4	0	430
TRAN		20	0	3	0	23	0
IERW		74	29	12	5	86	33
NVG		1	20	1	4	2	24
IPC		26	3	6	1	32	4
AQC	UH-60	14	4	3	1	17	5
NVG		1	18	1	4	2	22

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

UNDERGRAD

PRIMARY	DAY	NIGHT
	700-1	1000-3
	600-2	
	500-3	
TRACK-CS	500-1	1000-3
INSTRUMENTS	200-1/4	
GRADUATE	500-1	1000-3

Crosswinds are not restrictive to rotary wing flight. 35 knots of wind in any direction restricts training.

Mission Requirements (cont.)

C. Flight Training Ground School

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

Facility Category Code (CCN): _17110

Syllabus of Training	Level of Training	Facility BLDG (SFTS)	Requirement Hrs/U/Grad
GRADUATE	AH64 PREP	4901	7.5
	RWIC	4901	30.0
	RWQC	4901	28.5
	RWIFEC	4901	76.0
	SNVG	4901	15.0
	SIPC	4901	3.0
	STQC	4901	1.5
	SIRTC	4901	15.0
	SNVG UH60	4901	45.0
	SRTC UH60	4901	15.0
	UH1 TAC MOI	4901	1.5
	UH1 CONT MOI	4901	1.5
	NVG IPC	4901	1.5
	UH1 NVG IP MO	4901	1.5
	UH1 IPC	4901	3.0
	UH1 TRK	4901	1.5
	CORE	4901	30.0
	SP-IERW CC)	4901	21.0
	RWARTC	4901	10.5

3 Simulators
31.5

Mission Requirements (cont.)

. Flight Training Ground School

Facility Category Code (CCN): _17110 (continued)

Syllabus of Training	Level of Training	Facility BLDG (SFTS)	Requirement Hrs/U/Grad
	OH58D AQC	614	88.0
	OH58DW IPC	614	77.0
	OH58DW MOI	614	66.0
	OH58DW SUP AQC	614	59.0

Facility Category Code (CCN): _17112

Syllabus of Training	Level of Training	Facility BLDG (SFTS)	Requirement Hrs/Grad
GRADUATE	UH60 AQC	5102	9.0
	UH60 IP MOI	5102	6.0
	UH60 IP	5102	16.5
	AH64 MOI	5102	8.0
	AH64 AQC	5102	53.1
	AH64 PREP	5102	10.8
	CH47D IPC	5102	7.7
	CH47D MOI	5102	7.7
	CH47D AQC	5102	12.0
	AH1 AQC	5102	19.7
	AH1 IPC	5102	8.1
	AH1 MOI	5102	12.3
	AH1 NVG MOI	5102	1.5
IERW	UH60 TRK	5102	9.0
	AH1 TRK	5102	10.0

Mission Requirements (cont.)

C. Flight Training Ground School

Facility Category Code (CCN): _17120

Syllabus of Training	Level of Training	Facility	Requirement Hrs/U/Grad
		BLDG	
SPANISH	(CC)	5202	41.5
IERW		5206	16.0
		5207	44.5
		5301	10.5
		9007	1.5
		6005	6.0
		5102	12.0
		5203	77.5
		5302	7.0

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
		BLDG	
GRADUATE	AH-64 IP/MOI	5203	22.0
		5207	46.5
		5302	3.0
		5301	3.0
		5202	2.0
	AH-64 AQC		
	(SEC 1)	5207	111.5
	(SEC 2)	5207	111.5
		5302	3.0
		5302	3.0
	AH-64 PREP	5207	19.0
	OH58DW AQC	9007	6.0
		5207	4.0
		5301	2.0
		5203	5.0
		5302	3.0
		5202	4.0
	(CPT)	5001T	68.0
	OH58DW IPC	5202	6.0
		5301	9.0
		9007	6.0
		5203	20.0
		5207	4.0
	(CPT)	5001T	29.0

"ission Requirements (cont.)

Flight Training Ground School

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
	OH58DW MOI	5207	4.0
		5203	29.0
		5202	2.0
		5301	5.0
		9007	6.0
	(CPT)	5001T	29.0
	OH58DW SUP AQC	9007	6.0
		5202	2.0
	(CPT)	5001T	44.0
	CH47D IP/MOI	5207	61.0
		5202	2.0
		5301	3.0
		5203	3.0
		5206	2.0
		9007	6.0
		5302	2.0
	CH47D AQC	5207	51
		9007	6
		5203	2
		5202	2
		5207	51
		9007	6
		5203	2
		5202	2
	AH1 AQC	5207	44
		5302	8
		5202	2
	AH1 IPC	5203	26
		5207	38
		5302	8
		5301	2
		5202	2
		9007	6
	AH1 MOI	5203	26
		5301	8
		5202	2

Mission Requirements (cont.)

C. Flight Training Ground School

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
		5207	38
	AH1 NVG MOI	9007	6
		5202	2
		BLDG	
GRADUATE	RWIFEC	5207	2.8
		5301	40.7
		5203	21.5
		5102	.2
	OH58A/C MOI	5202	8.8
		5207	24.0
		5301	4.8
		6022	5.0
		5203	23.0
		5302	1.0
	OH58A/C NVD MOI	5202	1.6
		5207	.2
		9007	5.7
		5203	.2
	RWIC	5207	3.4
		5102	42.9
		5304	.1
	UH-60 AQC	5202	1.4
		5206	9.3
		5301	4.5
		9007	5.6
		6005	53.3
		5203	.3
		6201	.1
		5302	1.6
		5102	3.7

Mission Requirements (cont.)

Flight Training Ground School

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
	RWARTC	5202	1.5
		5206	.1
		5207	4.2
		5301	.1
		9007	6.0
		5102	20.7
	U21 IPC	5207	39.8
		5301	1.4
		5102	2.9
	OH58 IPC	5202	10.2

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
		5206	.9
		5207	22.2
		5301	9.2
		6022	6.0
		5203	19.9
		5302	1.0
	RWQC	5207	25.4
		5301	3.6
		5203	7.9
		6201	8.0
		5302	2.6
		5201	3.8
		5102	28.5

Mission Requirements (cont.)

C. Flight Training Ground School

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
	UH-60 IPC/MOI	5202	3.2
		5206	6.2
		5207	2.3
		5301	6.3
		6022	2.1
		9007	6.0
		6005	31.3
		5203	19.1
		5302	2.3
		5102	.9
	SPANISH-NVG	5202	4.7
		5206	12.0
		5207	3.0
		5301	5.3
		9007	3.0
		5203	2.7
		5302	1.0
		5204	1.0

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
	SPANISH-IPC	5202	21.5
		5206	6.0
		5207	16.5
		5301	3.5
		5203	23.0
	SPANISH-TQC	5202	15.8
		5206	7.8
		5207	14.8
		5301	2.3
		6022	1.3
		6005	3.8
		5102	5.8
		5203	18.0

Mission Requirements (cont.)

Flight Training Ground School

Facility Category Code (CCN): _17120 (continued)

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
	SPANISH-IRTC (UH60)	5202	9.6
		5206	6.6
		5207	2.0
		5301	1.3
		6022	.3
		5203	11.6
		5302	.9
	SPANISH-NVG (UH60)	5202	20.0
		5207	3.0
		5203	3.0
	SPANISH-RTC	5202	2.2
		5206	.5
		5207	.5
		5301	.5
		5203	3.0
		5302	1.2
		5204	1.0
	UH1 TAC MOI	5202	3.0
		5206	0.6
		5207	1.2
		5301	5.4
		6022	3.0
		5203	0.3
		5302	1.4

Facility Category Code (CCN): _17120

Syllabus of Training *	Level of Training *	Facility	Requirement Hrs/Grad
	UH1 CONT MOI	5207	11.0
		5203	16.0
	NVG IPC	5202	1.3
		5206	1.3
		5301	1.0
		5203	1.0
	UH1 NVG IP MOI	5202	2.3
		9007	7.0

Mission Requirements (cont.)

C. Flight Training Ground School

Facility Category Code (CCN): _17120

Syllabus of Training	Level of Training	Facility BLDG	Requirement Hrs/U/Grad
IERW	COMM CORE	5202	28
		5206	4
		5207	54
		5301	151
		6022	3
		6005	6
		5203	171
		5102	66
IERW	TRACKS	5202	161.8
		5206	17.3
		5207	79.8
		5301	35.1
		6022	80.5
		9007	19.3
		6005	48.8
		5203	1.4
		5302	.6
		5102	27.3

954.9
+ 515
18
5.6
1010

Facility Category Code (CCN): __17174_____

Syllabus of Training *	Level of Training *	Facility Type(s) BLDG	Requirement (Hrs/Grad)
GRADUATE	RWARTC	101	7.9
	CH47D IP/MOI	101	4.0

Mission Requirements (cont.)

Flight Training Ground School

Facility Category Code (CCN): 51010

Syllabus of Training *	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
		BLDG	
GRADUATE	AH64 IP/MOI	301	4
	OH58DW IPC	301	4
	OH58DW MOI	301	4
	CH47DP/MOI	301	4
	CH47D FEIC	301	5
	CH47D AQC	301	4
	AH1 IPC	301	4
	AH1 MOI	301	3
	OH-58 FAAOC	301	15.1
	U-21 IPC	301	8.3
	OH-58 IPC	301	4.0
	OH58 EAOC	301	18.3
	UH-60 IPC/MOI	301	3.8
	IERW (CC)	301	18.0 +6 +5.6 = 29.6
	UH1 NVG IP MOI	301	1.1
	NVG IPC	301	2.0
	UH1 TACTICS MOI	301	2.4

Facility Category Code (CCN): 51010

Syllabus of Training *	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
	OH58 A/C NVD MOI	301	4.0
	IERW TRACK	301	5.6
	SP-IERW CC)	301	6.0

Mission Requirements (continued)

C. Flight Training Ground School

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission. No other constraints or limitations.

D. Other Ground Training

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

CCN: 51010

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
MEDICAL	6A-61N9D	NIGHT VISION W/O NVG	2	6	2	6
MEDICAL	300-F6	" " "	2	8	2	8
MEDICAL	6A-61N9D	ALTITUDE CHAMBER	2	18	2	18
MEDICAL	300-F6	" "	2	16	2	12
MEDICAL	6A-61N9D	NIGHT VISION GOGGLE	2	12	2	12
MEDICAL	300-F6	" " "	2	16	2	8
MEDICAL	6A-61N9D	SYN FLT TRNR	2	24	2	24
MEDICAL	6A-61N9D	PHYS EXAM CLINIC	12	36	12	36

'ission Requirements (continued)

. Other Ground Training

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

Facility Category Code (CCN): _17120

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
BLDG			Hrs/Stu	Hrs/Yr	Hrs/Stu	Hrs/Yr
5202	AOBC	PROF DEV	62.8	942	62.8	942
5206			36.7	551	36.7	551
5207			1.5	22	1.5	22
5301			4.7	70	4.7	70
6022			10.3	154	10.3	154
5302			1.5	23	1.5	23
5202	COPD	PROF DEV	45.7	776	45.7	776
5206			15.7	266	15.7	266
5301			2.7	45	2.7	45
5302			1.6	26	1.6	26
5202	WOPD	PROF DEV	52.6	473	52.6	473
5206			30.8	277	30.8	277
5301			4.6	41	4.6	41
6022			3.3	30	3.3	30
5203			.02	2	.02	2
5302			1.2	11	1.2	11
5202	WOCS	PROF DEV	49.4	1186	49.4	1186

Facility Category Code (CCN): _17120

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
5206			3.0	172	3.0	172
5207			0.2	14	0.2	14
5301			0.6	15	0.6	15
6022			5.7	137	5.7	137
5302			84.3	2022	84.3	2022
5203			3.0	69	3.0	69
5202	MM/MTP	(CC)			26.3	316
5205					2.0	23
5302	WOSC	PROF DEV	192	1344	192	1344

Mission Requirements (continued)

D. Other Ground Training

Facility Category Code (CCN): _17120

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
5302	WOSC-RC	PROF DEV	76	76	76	76
5302	WOSSC	PROF DEV	70	280	70	280
5302	WOCS-RC	PROF DEV	289	2023	289	2023
5302	ASEEWOC	PROF DEV	80	960	80	960
5302	AWOAC	PROF DEV	378	3024	378	3024
5202	OH58 EAOC	ENL	2.0	24	0	0
5206			2.9	35	0	0
5207			16.8	202	0	0
5301			2.9	35	0	0
6022			11.0	132	0	0
9007			7.3	87	0	0
6005			48.2	578	0	0

Facility Category Code (CCN): _17120

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
5203			.8	10	0	0
5302			3.3	40	0	0
6010			60.9	731	0	0
5202	OH58 FAAOC	ENL	6.5	56	0	0
5206			1.4	11	0	0
5207			24.9	199	0	0
5301			8.3	66	0	0
9007			3.8	30	0	0
5203			3.4	27	0	0
5302			3.9	31	0	0
5102			26.3	210	0	0
5207	CH47D FEIC		48.0	576	48.0	576
9007			6.0	72	6.0	72
5202			2.0	24	2.0	24
5206	ARPS (HOSP)		40.0	80	40.0	80
5206	(ARPS) OPTION		16.0	16	16.0	16
5206	FAAP		40.0	40	40.0	40
5206	OSHA-ELEC		40.0	40	40.0	40
5206	OSHA-GENERAL		40.0	40	40.0	80
5206	OSHA-CONSTRUCTION		40.0	40	40.0	40
5206	INTRO TO IH		40.0	40	40.0	40
5206	ARMY ACCID INVEST		40.0	40	40.0	40
5206	ARMY TRAF ACC INV		40.0	40	40.0	40
5206	HAZARDOUS MATERIALS		64.0	64	64.0	64
5206	TACTICAL SAFETY		80.0	80	40.0	40
5206	FIRE SAFETY MGMT		40.0	40	40.0	40
5206	RANGE SAFETY		40.0	40		
5206	RISK MANAGEMENT		80.0	80	80.0	80
5206	SPORTS REC/PHS TNG				40.0	40

Requirement Missions (cont.)

Other Ground Training

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
5206	ARMY SFTY RISK MGMT		40.0	40	40.0	40
5206	RES MGMT FOR SAFETY MGR		40.0	40	40.0	40
5206	ENVIRONMENTAL SAFETY		40.0	40	40.0	40
5206	ERGONOMICS FOR SAFETY		24.0	24	24.0	24
5206	BACK INJURIES		24.0	24	24.0	24
5206	MODERN SAFETY ISSUES		40.0	40	40.0	40
5206	MOTORCYCLE INSTR PREP				80.0	160
5206	LEGAL ASPECTS OF SAFETY		40.0	40	40.0	40
5206	MANAGING SAFETY PHI,II		80.0	80	80.0	80
5206	MANAGING FOR CIVILIAN		24.0	24	24.0	24
5206	LASER SAFETY		24.0	24	24.0	24
5206	SYSTEM SAFETY		32.0	32	32.0	32
5206	OCCUPATIONAL SAF/HLTH		64.0	128	64.0	192
5206	AVN SAF OFF COURSE		240.0	720	240.0	720
5206	AVN SAF OFF CORRESP/CRS		80.0	240	80.0	160
5206	ASO REFRESHER				40.0	40
5206	AVN ACCID PREV COURSE		80.0	320	80.0	320
5206	C-22 USA EXPLOSIVE SAF		104.0	208		
5206	SAFETY MGMT UPDATE CRS		40.0	40	40.0	40
5206	SAFETY LEADERSHIP				80.0	800
5206	FUNDAMENTALS OF ARMY ACCIDENT PREVENTION				40.0	40
5206	ENVIRONMENTAL SAFETY				40.0	40
5206	TQM AND SAFETY				30.0	30
5206	PROCESS SAFETY				30.0	30
5206	MEASUREMENT OF SAFETY				30.0	30
5206	PERFORMANCE MANAGEMENT				30.0	30

CCN: _17120_____

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
BLDG			Hrs/Stu	Hrs/Yr	Hrs/Stu	Hrs/Yr
5302	AWOAC	ACADS	366.5	1,832.5	366.5	1,832.5
5205	OFF ATC	ACADS	116.0	580	116.0	580
5202	ATC OPR	ACADS	33.5	603	33.5	603
5205	ATC OPR	ACADS	191.5	3447	191.5	3447
6005	ATC OPR	ACADS	141.0	2538	141.0	2538
6005	AVN OPS SP	ACADS	214.0	5136	214.0	5136
6005	OBS/SCT (HEL RPR)	ACADS	295.0	5900	295.0	5900
6005	UH-1 HEL (RPR)	ACAD	335.0	5025	335.0	5025
6005	RADAR SYS	ACAD	229.5	229.5	229.5	229.5
6005	RADAR TRANS	ACAD	157.0	157.0	157.0	157.0

Requirement Missions (cont.)

D. Other Ground Training

CCN: _17110_____

Type of Training Facility	User	Type of Training	FY 1993 REQ HR/STU	FY 1993 REQ HR/YR	FY 2001 REQ HR/STU	FY 2001 REQ HR/YR
4901	FLT SIM SPEC (UH1FS)		40.0	120	40.0	120

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

CCN: _17120_____

Type of Training Facility	User	Type of Training	FY 93 Requirements Hrs/Stu	FY 93 Requirements Hrs/Yr	FY 2001 Requirements Hrs/Stu	FY 2001 Requirements Hrs/Yr
3502	93C3	ACADS	171.1	855.5	171.1	855.5
3502	93P3	ACADS	171.1	855.5	171.1	855.5
3502	93B3	ACADS	154.1	462.3	154.1	462.3
3502	93D3	ACADS	180.1	360.2	180.1	360.2
3502	68N3	ACADS	201.1	804.4	201.1	804.4
3502	68L3	ACADS	196.0	392.0	196.0	392.0
3502	68R3	ACADS	244.1	244.1	244.1	244.1
3502	68Q3	ACADS	186.1	186.1	186.1	186.1

Requirement Missions (cont.)

D. Other Ground Training

CCN: _72111_____

3707	93C4	ACADS	319.0	638.0	319.0	638.0
3707	93P4	ACADS	238.0	714.0	238.0	714.0
3707	93D4	ACADS	253.0	253.0	253.0	253.0
3707	68P4	ACADS	263.0	526.0	263.0	526.0

CCN: _17120_____

Mission Requirements (continued)

Other Ground Training

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
BLDG			Hrs/Stu	Hrs/Yr	Hrs/Stu	Hrs/Yr
5419	AOAC	ACADS	800	3200	800	3200
5419	AOAC-RC	ACADS	135	135	135	135
5419	CLOAC	ACADS	200	800	200	800
CCN: _21410_____						
BLDG						
5409	ATC OPR	ACADS	50	9000	50	9000
CCN: 31920						
5101	PCC	PROF DEV	72	432	72	432

CCN: _17130_____

Type of Training Facility	User	Type of Training	FY 1993 REQ		FY 2001 REQ	
BLDG			Hrs/Stu	Hrs/Yr	Hrs/Stu	Hrs/Yr
7206	UH-1 HEL RPR	ACAD	40.0	600	40.0	600

Mission Requirements (cont.)

E. Training Airframes

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

Base: HANCHEY

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AH-64A	57	69	51	48	53	53	30	30
AH-64D	0	0	0	0	0	0	18	24
AH-1	30	18	18	18	20	20	20	20
CH-47D	17	18	18	18	18	18	18	18
OH-58D	33	35	35	36	36	36	36	36

Base: LOWE

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
UH-1	135	123	71	53	52	52	52	52
TH-67	18	95	88	96	96	96	96	96
OH-58 A/C	71	67	61	58	58	58	58	58

Mission Requirements (cont.)

7. Training Airframes

Base: CAIRNS

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AH-1	3	4	4	4	2	2	2	2
AH-64	9	10	6	9	4	4	4	4
CH-47D	4	4	4	4	4	4	4	4
UH-1	71	92	44	36	36	36	36	36
UH-60	48	35	35	35	35	35	35	35
OH-58D	7	5	5	4	4	4	4	4
OV-1	5	0	0	0	0	0	0	0
TH-67	27	40	31	34	34	34	34	34
C-12	2	4	4	4	4	4	4	4
U-21	4	5	3	3	3	3	3	3
OH-58 A/C	2	2	2	2	2	2	2	2

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AIRCRAFT NOT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AH-1		1	1	1	1	1	1	1
AH-64		6	4	4	4	4	4	4
C-12		3	3	4	4	4	4	4
C-23		2	2	2	2	2	2	2
CH-47D		1	1	1	1	1	1	1
H-3		2	2	2	2	2	2	2
OH-58 A/C		3	2	2	2	2	2	2
OH-58D		2	1	1	1	1	1	1

Mission Requirements (cont.)

E. Training Airframes

AIRCRAFT NOT USED FOR TRAINING (CONTINUED)

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
U-21		4	4	3	3	3	3	3
UH-1		19	11	11	4	4	4	4
UH-60		6	6	5	11	11	11	11

Projections based on documents created for the FY 94 Worldwide Aviation Logistics Conference using student projections from the FY 94 SMDR. FY 2000 and 2001 based on projections provided by Longbow TSM at USAAVNC for AH-64D requirements.

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

AIRCRAFT TYPE: TH-67

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month as projected for Sep 94)	2106
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	40
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	3200
Apron Space Required (ft^2/Aircraft)	1600
Hangar Space Required (ft^2/Aircraft)	150
Navigation Equipment On-Board (GPS?--when?)	LORAN, ADF, VOR

Mission Requirements (cont.)

Training Airframes

AIRCRAFT TYPE: AH-1

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	496
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	54
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	10,000
Apron Space Required (ft^2/Aircraft)	1600
Hangar Space Required (ft^2/Aircraft)	319
Navigation Equipment On-Board (GPS?--when?)	DOPPLER, ADF, VOR

Mission Requirements (continued)

E. Training Airframes

AIRCRAFT TYPE: CH-47

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	553
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	99
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	50,0(
Apron Space Required (ft^2/Aircraft)	11,000
Hangar Space Required (ft^2/Aircraft)	631
Navigation Equipment On-Board (GPS?--when?)	DOPPLER, ADF, VOR

AIRCRAFT TYPE: AH-64

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	1481
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1-1.5
Min Runway Length (ft)	58
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	17,650
Apron Space Required (ft^2/Aircraft)	12,800
Hangar Space Required (ft^2/Aircraft)	585
Navigation Equipment On-Board (GPS?--when?)	DOPPLER, ADF, AHARS

Mission Requirements (continued)

E. Training Airframes

AIRCRAFT TYPE: OV-1

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	92
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	4900
Preferred Runway Length (ft)	6000
Min Runway Length for Touch and Go (T/G) (ft)	8000
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	17,500
Apron Space Required (ft^2/Aircraft)	3712
Hangar Space Required (ft^2/Aircraft)	628
Navigation Equipment On-Board (GPS?--when?)	TACAN, ADF, VOR

Mission Requirements (continued)

. Training Airframes

AIRCRAFT TYPE: UH-60

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	2162
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1-1.5
Min Runway Length (ft)	65
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	20,250
Apron Space Required (ft^2/Aircraft)	12,800
Hangar Space Required (ft^2/Aircraft)	417
Navigation Equipment On-Board (GPS?--when?)	DOPPLER, ADF, VOR, GPS

CLOSE HOLD

Mission Requirements (continued)

E. Training Airframes

AIRCRAFT TYPE: UH-1

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	10,006
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	58
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	9500
Apron Space Required (ft^2/Aircraft)	1600
Hangar Space Required (ft^2/Aircraft)	201
Navigation Equipment On-Board (GPS?--when?)	ADF, VOR

Mission Requirements (continued)

. Training Airframes

AIRCRAFT TYPE: OH-58D

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	805
Average Sortie Duration (ASD) (hr)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	41
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	5500
Apron Space Required (ft^2/Aircraft)	1600
Hangar Space Required (ft^2/Aircraft)	230
Navigation Equipment On-Board (GPS?--when?)	DOPPLER, AHARS

Mission Requirements (continued)

E. Training Airframes

AIRCRAFT TYPE: OH-58A/C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	3286
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1-1.5
Min Runway Length (ft)	41
Preferred Runway Length (ft)	450
Min Runway Length for Touch and Go (T/G) (ft)	450
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	3000 (A Model) 3200 (C Model)
Apron Space Required (ft^2/Aircraft)	1600
Hangar Space Required (ft^2/Aircraft)	150
Navigation Equipment On-Board (GPS?--when?)	VOR, ADF

Mission Requirements (continued)

Training Airframes

AIRCRAFT TYPE: C-12

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	111
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	4800
Preferred Runway Length (ft)	6000
Min Runway Length for Touch and Go (T/G) (ft)	8000
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	12,500
Apron Space Required (ft^2/Aircraft)	4160
Hangar Space Required (ft^2/Aircraft)	658
Navigation Equipment On-Board (GPS?--when?)	VOR, ADF, TACAN

Mission Requirements (continued)

E. Training Airframes

AIRCRAFT TYPE: U-21

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	102
Average Sortie Duration (ASD) (hrs)	1.5
Planned Turn Time (hrs) (Time from Landing to Takeoff)	1
Min Runway Length (ft)	4000
Preferred Runway Length (ft)	6000
Min Runway Length for Touch and Go (T/G) (ft)	8000
Runway Width (ft)	75
Required Taxiway Width (ft)	40
Weight Bearing Requirement (kips) (Maximum Gross Weight)	9650
Apron Space Required (ft^2/Aircraft)	4160
Hangar Space Required (ft^2/Aircraft)	541
Navigation Equipment On-Board (GPS?--when?)	VOR, ADF, TACAN, LORAN

3. List any additional constraints or limitations to the training airframes that impact the training mission. NONE. Because of recordkeeping constraints, we have answered questions 1,2,11,18, &20 for each base or stagefield. Data for questions 3,4-10, 12-17, & 19 has been supplied at the installation level.

NOTE ON AIRFIELD HISTORICAL DATA

Fort Rucker does not maintain historical information that allows reliable seperation of air traffic movements into undergraduate and graduate categories. Earlier data extracted from historical traffic movement information produced anomalously high sortie rates when compared with known historical annual student production and phase syllabus training days. In order to more closely approximate what the training load was on our facilities in FY's 91, 92, and 93, we performed calculations based on the known training syllabi and the annual number of graduates for each year.

Assumptions:

1. All students produced in a given fiscal year complete all training in that fiscal year.
2. All students fly one sortie per phase syllabus flight training day. (Non-flying training days in the syllabus were not counted.)
3. All UH-1 primary training flights are evenly distributed at the four primary fields Fort Rucker currently operates (Allen, Stinson, Lucas, and Skelly).
4. Runkle stagefield absorbs 10% of the undergraduate primary training load as an overflow field and all graduate UH-1 training sorties originating from Lowe Army Heliport.
5. The traffic split at Ech, Hunt, and Hooper stagefield is based on current percentage of use, i.e:

   Ech: 80% of all AH-64 training sorties

   Hooper: 20% of all AH-64 training sorties, 80% of OH-58D training sorties.

   Hunt: 100% of all AH-1 training sorties, 20% of OH-58D training sorties.
6. Training support sorties are based on a percentage of actual traffic movements.
7. Toth stagefield is utilized for all School of the Americas training and UH-60 undergraduate training.

Facilities

. Airfield

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

Airfield/OLF Name: Allen Stagefield Location (Lat/Long and nearest town): N31d13m53.63s W85d39m1.76s Wicksburg

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 9 NM

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

TYPE AIRCRAFT: UH-1

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	22800	15900	19500
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	22800	15900	19500
Non-Operational Hours[1]	Standdowns	9	9	9
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield. (10 x 2) + (1 x 2) = 22 [illegible]

Facilities (continued)

A. Airfield

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

Allen Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	50	N/A	P,G	N/A
2	1600	50	N/A	P,G	N/A
3	1600	50	N/A	P,G	N/A
4	1600	50	N/A	P,G	N/A
5	1600	50	N/A	P,G	N/A
6	1600	50	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
6	V/N	N/A

Facilities

Airfield

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

Airfield/OLF Name: Allen Stagefield Location (Lat/Long and nearest town): N31d13m53.63s W85d39m1.76s Wicksburg

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 9 NM

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

TYPE AIRCRAFT: ____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	16864	13061	11183
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	16864	13061	11183
Non-Operational Hours[1]	Standdowns	9	9	9
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

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

ALLEN STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	53,328 SY	6	
111	*Parking*Pads	1,067 SY	12	
113	Parking Aprons	48,433 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Brown Stagefield Location (Lat/Long and nearest town): N31d23m10.60s W85d58m17.79s New Brockton

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 11.5 NM

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

TYPE AIRCRAFT: OH-58

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	7740	6480	7560
	Graduate Training Sorties	5160	4320	5040
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	12900	10800	12600
Non-Operational Hours[2]	Standdowns	14	14	14
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

. Airfield

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

Airfield/OLF Name: Brown Stagefield **Location (Lat/Long and nearest town):** N31d23m10.60s W85d58m17.79s New Brockton

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training and Graduate OH-58 A/C training.

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

For OLF: Distance (nm) from home field 11.5 NM

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

TYPE AIRCRAFT: _____OH-58_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	8380	7560	7580
Sorties	Graduate Training Sorties	8170	7814	9933
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	16550	15374	17513
Non-Operational	Standdowns	14	14	14
Hours[2]	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

Airfield

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

Brown Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1600	75	N/A	P,G	N/A
4	1600	75	N/A	P,G	N/A
[illegible]	1600	75	N/A	P,G	N/A
[illegible]	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
6	V/N	N/A

CLOSE HOLD

Facilities (continued)

A. Airfield

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

BROWN STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	80,000 SY	6	
111	*Parking*Pads	1,600 SY	18	
113	Parking Aprons	44,778 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued) CAIRNS

.. Airfield

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

Airfield/OLF Name: Cairns AAF Location (Lat/Long and nearest town):
N31d16m38.62s W85d42m50.77s Daleville

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 5 NM

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

TYPE AIRCRAFT: UH-1

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	161393	209806	140277
	Graduate Training Sorties			
	Training Support Sorties*	15962	18244	17338
	Other Sorties			
	TOTAL SORTIES:	177355	228050	157615
Non-Operational Hours[3]	Standdowns			
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

CLOSE HOLD

Facilities (continued)

A. Airfield

TYPE AIRCRAFT: UH-60

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	30849	48838	53807
	Graduate Training Sorties	35363	41715	32284
	Training Support Sorties*	9029	11192	11739
	Other Sorties			
	TOTAL SORTIES:	75241	101745	97830
Non-Operational Hours[6]	Standdowns			
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

TYPE AIRCRAFT: U-21

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	6589	4784	5002
	Training Support Sorties*	591	421	435
	Other Sorties			
	TOTAL SORTIES:	7186	5205	5437
Non-Operational Hours[5]	Standdowns			
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

TYPE AIRCRAFT: ____C-12_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties			
Sorties	Graduate Training Sorties	6880	5269	5329
	Training Support Sorties*	140	108	109
	Other Sorties			
	TOTAL SORTIES:	7020	5377	5438
Non-Operational	Standdowns	24	24	24
	Maintenance Hours[6]			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

TYPE AIRCRAFT: ____OV-1_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties			
Sorties	Graduate Training Sorties	6600	4833	4616
	Training Support Sorties*	537	421	814
	Other Sorties			
	TOTAL SORTIES:	7137	5254	5430
Non-Operational	Standdowns	24	24	24
	Maintenance Hours[7]			
	Other Events			

CLOSE HOLD

Facilities (continued)

A. Airfield

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

**All calculations are estimates based on these assumptions:

1. Each helicopter training flight from a basefield accounted for two students and two sorties. Fixed wing varies by type aircraft.

2. April of each FY was used as a representative month.

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

Cairns AAF

	FY1991	FY1992	FY1993
VFR	90%	91%	90%
IFR	10%	10%	10%
Total	100%	100%	100%

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

Cairns Army Airfield

RWY	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
6/24	4500	150	37,000	F	N/A
18/36	5000	150	37,000	P	N/A
Pad A	50	50	N/A	P	N/A
Pad B	50	50	N/A	N	N/A
Pad C	50	50	N/A	N	N/A
Pad D1	50	50	N/A	P	N/A
Pad D2	50	50	N/A	N	N/A
Pad E	50	50	N/A	P	N/A
Pad F	50	50	N/A	P	N/A
Pad G	50	50	N/A	P	N/A

Facilities (continued)

Airfield

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

Airfield/OLF Name: Cairns AAF **Location (Lat/Long and nearest town):** N31d16m38.62s W85d42m50.77s Daleville

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 5 NM

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

TYPE AIRCRAFT: __UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	29980	24353	22146
	Graduate Training Sorties			
	Training Support Sorties*	2698	2192	1993
	Other Sorties			
	TOTAL SORTIES:	32678	26545	24139
Non-Operational Hours[3]	Standdowns			
	Maintenance			
	Other Events			

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

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

Facilities (continued)

Airfield

TYPE AIRCRAFT: ___UH-60_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	11918	11564	15163
	Graduate Training Sorties	10780	8900	8260
	Training Support Sorties*	2724	2456	2811
	Other Sorties			
	TOTAL SORTIES:	25422	22920	26234
Non-Operational Hours[4]	Standdowns			
	Maintenance			
	Other Events			

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

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

TYPE AIRCRAFT: _____U-21_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	754	819	793
	Training Support Sorties*	60	65	63
	Other Sorties			
	TOTAL SORTIES:	814	884	856
Non-Operational Hours[5]	Standdowns			
	Maintenance			
	Other Events			

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

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

Facilities (continued)

Airfield

TYPE AIRCRAFT: ____C-12_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties			
Sorties	Graduate Training Sorties	260	442	572
	Training Support Sorties*	6	9	11
	Other Sorties			
	TOTAL SORTIES:	266	451	583
Non-Operational	Standdowns	24	24	24
	Maintenance Hours[6]			
	Other Events			

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

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

TYPE AIRCRAFT: ____OV-1_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties			
Sorties	Graduate Training Sorties	1407	1524	756
	Training Support Sorties*	114	114	57
	Other Sorties			
	TOTAL SORTIES:	1521	1638	813
Non-Operational	Standdowns	24	24	24
	Maintenance Hours[7]			
	Other Events			

Facilities (continued)

. Airfield

RWY	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
6/24	I/N	VOR, ILS, NDB
18/36	I/N	N/A
Pad A	V/N	N/A
Pad B	V	N/A
Pad C	V	N/A
Pad D1	V/N	N/A
Pad D2	V	N/A
Pad E	V/N	N/A
Pad F	V/N	N/A
Pad G	V/N	N/A

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

CAIRNS ARMY AIRFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	160,000 SY	2	
111	Runways Rotor Wing	SY	0	
111	*Parking*Pads	18,347 SY	199	
113	Parking Aprons	176,750 SY	11	
113	Access Aprons	38,479 SY	1	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

CAIRNS ARMY AIRFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
421 422 (AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage SY	0		

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

Airfield/OLF Name: Highbluff Stagefield Location (Lat/Long and nearest town): N31d09m.63s W85d44m9.76s Hartford

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

Ownership: Army (Air Force/Army/Navy/Civilian)
For OLF: Distance (nm) from home field 11.5 NM

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

TYPE AIRCRAFT: UH-60

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	7332	6156	8052
	Graduate Training Sorties	8268	5244	5148
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	15600	11400	13200
Non-Operational Hours	Standdowns	14	14	14
	Maintenance			
	Other Events			

Facilities (continued)

Airfield

CAIRNS ARMY AIRFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
421	Ammunition Storage	CF	0	
422 (AF)				
425	Open Ammunition Storage	SY	0	

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

Airfield/OLF Name: Highbluff Stagefield **Location (Lat/Long and nearest town):** N31d09m.63s W85d44m9.76s Hartford

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

Ownership: Army (Air Force/Army/Navy/Civilian)
For OLF: Distance (nm) from home field 11.5 NM

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

TYPE AIRCRAFT: UH-60

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	11918	11564	15163
	Graduate Training Sorties	10690	8900	7990
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	22608	20464	23153
Non-Operational Hours[8]	Standdowns	14	14	14
	Maintenance			
	Other Events			

Facilities (continued)

. Airfield

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

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

Highbluff Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Highbluff Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1600	75	N/A	P,G	N/A
4	1600	75	N/A	P,G	N/A
5	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A

CLOSE HOLD

Facilities (continued)

A. Airfield

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

HIGHBLUFF STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	66,670 SY	5	
111	*Parking*Pads	SY	0	
113	Parking Aprons	22,587 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

Airfield

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

Airfield/OLF Name: Hooper Stagefield **Location (Lat/Long and nearest town):** N31d24m24.61s W85d41m19.77s Ozark

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 4.8 NM

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

TYPE AIRCRAFT: ____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	32700	17100	9600
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	32700	17100	9600
Non-Operational Hours[9]	Standdowns	9	9	9
	Maintenance			
	Other Events			

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

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

** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two orties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Hooper Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Hooper Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	50	N/A	P,G	N/A
2	1600	50	N/A	P,G	N/A
3	1600	50	N/A	P,G	N/A
4	1600	50	N/A	P,G	N/A
5	1600	50	N/A	P,G	N/A
6	1600	50	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
6	V/N	N/A

Facilities (continued)

Airfield

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

Airfield/OLF Name: Hooper Stagefield **Location (Lat/Long and nearest town):** N31d24m24.61s W85d41m19.77s Ozark

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 4.8 NM

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

TYPE AIRCRAFT: ____AH-64_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3329	3480	3097
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	3329	3480	3097
Non-Operational Hours[9]	Standdowns	9	9	9
	Maintenance			
	Other Events			

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

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

Facilities (continued)

. Airfield

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

HOOPER STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	79,868 SY	6	
111	*Parking*Pads	622 SY	14	
113	Parking Aprons	20,645 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Hunt Stagefield Location (Lat/Long and nearest town): N31d22m44.61s W85d34m49.77s Newton

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 9 NM

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

TYPE AIRCRAFT: AH-1

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	11458	8165	7709
	Graduate Training Sorties	3422	1915	2851
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	14880	10080	10560
Non-Operational Hours[10]	Standdowns	14	14	14
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

Airfield

TYPE AIRCRAFT: ____OH-58D_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	6006	5257	3711
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	6006	5257	3711
Non-Operational Hours[10]	Standdowns			
	Maintenance			
	Other Events			

Facilities (continued)

. Airfield

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

TYPE AIRCRAFT: _____OH-58D_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	3720	2520	2640
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	3720	2520	2640
Non-Operational Hours[11]	Standdowns	14	14	14
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

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

Hunt Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Hunt Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	2000	75	N/A	P,G	N/A
2	2000	75	N/A	P,G	N/A
3	2000	75	N/A	P,G	N/A
4	2000	75	N/A	P,G	N/A
5 (Sod)	2000	75	N/A	N	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5 (Sod)	V/N	N/A

Facilities (continued)

Airfield

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

Airfield/OLF Name: Hunt Stagefield **Location (Lat/Long and nearest town):** N31d22m44.61s W85d34m49.77s Newton

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 9 NM

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

TYPE AIRCRAFT: ___AH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	15358	12036	9794
	Graduate Training Sorties	3381	2469	2007
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	18739	14505	11801
Non-Operational Hours[11]	Standdowns	14	14	14
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

4. Airfield

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

TYPE AIRCRAFT: _____OH-58D_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties			
Sorties	Graduate Training Sorties	1502	1314	928
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	1502	1314	928
Non-operational	Standdowns	14	14	14
	Maintenance			
Hours[12]	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

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

Hunt Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

Mission Requirements (continued)

Training Airframes

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

HUNT STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	73,333 SY	4	
111	*Parking*Pads	SY	0	
113	Parking Aprons	48,473 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

A. Airfield

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

TYPE AIRCRAFT: ___AH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	11458	8165	7709
	Graduate Training Sorties	3422	1915	2851
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	14880	10080	10560
Non-Operational Hours[12]	Standdowns	14	14	14
	Maintenance			
	Other Events			

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

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

Facilities (continued)

. Airfield

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

TYPE AIRCRAFT: _____OH-58D_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	3720	2520	2640
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	3720	2520	2640
Non-Operational Hours[13]	Standdowns	14	14	14
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Hunt Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

Hunt Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	2000	75	N/A	P,G	N/A
2	2000	75	N/A	P,G	N/A
3	2000	75	N/A	P,G	N/A
4	2000	75	N/A	P,G	N/A
5 (Sod)	2000	75	N/A	N	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5 (Sod)	V/N	N/A

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Facilities (continued)

. Airfield

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

HUNT STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	73,333 SY	4	
111	*Parking*Pads	SY	0	
113	Parking Aprons	48,473 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Lowe Army Heliport Location (Lat/Long and nearest town): N31d21m14.62s W85d44m53.77s Fort Rucker

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 0 (This is the home field.)

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

TYPE AIRCRAFT: ____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	223702	173292	100663
	Graduate Training Sorties	12856	12090	28398
	Training Support Sorties*	20571	16120	17600
	Other Sorties			
	TOTAL SORTIES:	257129	201502	146661
Non-Operational Hours[14]	Standdowns	20	20	20
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

** All calculations basd on the following assumptions:
1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

Airfield

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

Airfield/OLF Name: Lowe Army Heliport **Location (Lat/Long and nearest town):** N31d21m14.62s W85d44m53.77s Fort Rucker

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 0 (This is the home field.)

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

TYPE AIRCRAFT: ____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	107704	82536	68833
	Graduate Training Sorties	3962	4978	4875
	Training Support Sorties*	8933	7001	5896
	Other Sorties			
	TOTAL SORTIES:	120599	94515	79594
Non-Operational Hours[13]	Standdowns	20	20	20
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

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

Lowe AHP

	FY1991	FY1992	FY1993
VFR	97%	97%	98%
IFR	3%	3%	2%
Total	100%	100%	100%

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

Lowe Army Heliport

Pad	Length	Width		Load Bearing Capacity	Lighting	Arresting Gear
06L	40'	40'	N/A	N		N/A
06R	40'	40'	N/A	P,G	N/A	
09L	40'	40'	N/A	P,G	N/A	
09R	40'	40'	N/A	P,G	N/A	
18L	40'	40'	N/A	P,G	N/A	
18C	40'	40'	N/A	P,G	N/A	
18R	40'	40'	N/A	P,G	N/A	
24L	40'	40'	N/A	P,G	N/A	
24R	40'	40'	N/A	N		N/A
24C	40'	40'	N/A	P,G	N/A	
27L	40'	40'	N/A	P,G	N/A	
27R	40'	40'	N/A	P,G	N/A	
36L	40'	40'	N/A	P,G	N/A	
36R	40'	40'	N/A	P,G	N/A	
36C	40'	40'	N/A	P,G	N/A	
Alpha Hover Point	40'	40'	N/A	N		N/A

Facilities (continued)

A. Airfield

Lowe Army Heliport (continued)

Pad	IFR (I)/VFR (V) Night (N) Capable?	Approach Aids IFR/VFR
Aligned off closed RWY		Copter NDB
Aligned off Enterprise VOR		Copter VOR
06L	V	
06R	V/N	
09L	V/N	
09R	V/N	
18L	V/N	
18C	V/N	
18R	V/N	
24L	V/N	
24R	V	
24C	V/N	
27L	V/N	
27R	V/N	
36L	V/N	
36R	V/N	
36C	V/N	
Alpha Hover Pt	V	

Facilities (continued)

Airfield

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

LOWE ARMY AIRFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	*Parking*Pads	12,230 SY	13	
113	Parking Aprons	171,488 SY	1	
113	Access Aprons	11,674 SY	1	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Lucas Stagefield **Location (Lat/Long and nearest town):** N31d16m15.61s W86d02m30.80s Goodman

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 15 NM

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

TYPE AIRCRAFT: ____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	15600	17100	16200
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	15600	17100	16200
Non-Operational Hours[15]	Standdowns	9	9	9
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

Airfield

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

Airfield/OLF Name: Lucas Stagefield **Location (Lat/Long and nearest town):** N31d16m15.61s W86d02m30.80s Goodman

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 15 NM

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

TYPE AIRCRAFT: ____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	16864	13061	11183
Sorties	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	18736	13061	11183
Non-Operational Hours[14]	Standdowns	9	9	9
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

Airfield

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

Lucas Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Lucas

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1600	75	N/A	P,G	N/A
4	1600	75	N/A	P,G	N/A
5	1600	75	N/A	P,G	N/A
6	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
6	V/N	N/A

Facilities (continued)

A. Airfield

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

LUCAS STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	80,000 SY	6	
111	*Parking*P ads	1,600 SY	18	
113	Parking Aprons	44,778 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

Airfield

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

Airfield/OLF Name: Runkle Stagefield **Location (Lat/Long and nearest town):** N31d20m28.61s W86d05m23.81s Elba

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 17.5 NM

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

TYPE AIRCRAFT: UH-1

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	10640	3850	3225
	Graduate Training Sorties	5560	33050	2475
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	16200	6900	5700
Non-Operational Hours[16]	Standdowns			
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

A. Airfield

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

Runkle Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Runkle Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A

Facilities (continued)

Airfield

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

Airfield/OLF Name: Runkle Stagefield **Location (Lat/Long and nearest town):** N31d20m28.61s W86d05m23.81s Elba

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 17.5 NM

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

TYPE AIRCRAFT: _____UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	7495	5805	4970
	Graduate Training Sorties	3962	4978	4865
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	11106	10703	9835
Non-Operational Hours[15]	Standdowns			
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

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

RUNKLE STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	39,999 SY	3	
111	*Parking*Pads	2,711 SY	61	
113	Parking Aprons	22,653 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Skelly Stagefield Location (Lat/Long and nearest town): N31d17m11.61s W86d07m47.81s Rhodes

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 19.5 NM

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

TYPE AIRCRAFT: UH-1

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	21000	12600	8700
Sorties	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	21000	12600	8700
Non-	Standdowns	9	9	9
Operational	Maintenance			
Hours[17]	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

Airfield

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

Airfield/OLF Name: Skelly Stagefield **Location (Lat/Long and nearest town):** N31d17m11.61s W86d07m47.81s Rhodes

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 19.5 NM

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

TYPE AIRCRAFT: UH-1_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	16864	13061	11183
Sorties	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	16864	13061	11183
Non-Operational	Standdowns	9	9	9
Hours[16]	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

Airfield

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

Skelly Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Skelly Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Gear	Arresting
RWY 18/36						
[redacted]	2000	50	N/A	P,G	N/A	
[redacted]	2000	50	N/A	P,G	N/A	
4	2000	50	N/A	P,G	N/A	
5	2000	50	N/A	P,G	N/A	
RWY 14/32						
2	2000	50	N/A	P,G	N/A	
3	2000	50	N/A	P,G	N/A	
4	2000	50	N/A	P,G	N/A	
5	2000	50	N/A	P,G	N/A	

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
RWY 18/36		
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
RWY 14/32		
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A

Facilities (continued)

A. Airfield

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

SKELLY STAGEFIELD

CAT	CODE	Facility Type	Unit Measure	Quantity	Comments
111		Runways Fixed Wing	SY	0	
111		Runways Rotor Wing	88,888 SY	4	
111		*Parking*Pads	120 SY	6	
113		Parking Aprons	SY	0	
113		Access Aprons	SY	0	
121		Direct Fueling	OL / GM	0	
121		Truck Fueling	OL / GM	0	
121		Defueling	OL / GM	0	
124		Fuel Storage	GA	0	
136-36	(USN)	Carrier Lighting	EA	0	
149		Arresting Gear	EA	0	
421 422(AF)		Ammunition Storage	CF	0	
425		Open Ammunition Storage	SY	0	

Facilities (continued)

. Airfield

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

Airfield/OLF Name: Stinson Stagefield **Location (Lat/Long and nearest town):** N31d21m32.61s W86d00m52.80s Damascus

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 13.5 NM

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

TYPE AIRCRAFT: _UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	32400	27300	36810
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	32400	27300	36810
Non-Operational Hours[18]	Standdowns	14	14	14
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

A. Airfield

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

Stinson Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Stinson Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1600	75	N/A	P,G	N/A
4	1600	75	N/A	P,G	N/A
5	1600	75	N/A	P,G	N/A
6	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
6	V/N	N/A

Facilities (continued)

Airfield

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

Airfield/OLF Name: Stinson Stagefield **Location (Lat/Long and nearest town):** N31d21m32.61s W86d00m52.80s Damascus

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 13.5 NM

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

TYPE AIRCRAFT: _UH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	16864	13061	11183
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	16864	13061	11183
Non-Operational Hours[17]	Standdowns	14	14	14
	Maintenance			
	Other Events			

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

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

CLOSE HOLD

Facilities (continued)

. Airfield

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

STINSON STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	80,000 SY	6	
111	*Parking*Pads	1,600 SY	18	
113	Parking Aprons	44,778 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Toth Stagefield **Location (Lat/Long and nearest town):** N31d13m13.63s W85d33m29.76s Wicksburg

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 12.5 NM

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

TYPE AIRCRAFT: UH-1

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	8400	1500	10800
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	8400	15000	10800
Non-Operational Hours[19]	Standdowns			
	Maintenance			
	Other Events			

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

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

** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefi

Facilities (continued)

Airfield

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

Airfield/OLF Name: Toth Stagefield Location (Lat/Long and nearest town): N31d13m13.63s W85d33m29.76s Wicksburg

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 12.5 NM

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

TYPE AIRCRAFT: ____UH-60_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	11918	11564	15163
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	11918	11564	15163
Non-Operational Hours[18]	Standdowns			
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

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

Toth Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

The figures above include all aircraft, not just IERW aircraft. There are no statistics that split the traffic count up by type aircraft.

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

Toth Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
.	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1600	75	N/A	P,G	N/A
4	1600	75	N/A	P,G	N/A
5	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A

Facilities (continued)

A. Airfield

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

TOTH STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	66,665 SY	5	
111	*Parking*Pads	26,667 SY	1	
113	Parking Aprons	15,000 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

4. Airfield

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

Airfield/OLF Name: Ech Stagefield **Location (Lat/Long and nearest town):** N31d23m36.61s W85d45m9.77s Fort Rucker

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 2 NM

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

TYPE AIRCRAFT: AH-64

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties			
Sorties	Graduate Training Sorties	13316	13921	12386
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	13316	13921	12386
Non-Operational	Standdowns	14	14	14
Hours[19]	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

CLOSE HOLD

Facilities (continued)

. Airfield

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

Airfield/OLF Name: Ech Stagefield **Location (Lat/Long and nearest town):** N31d23m36.61s W85d45m9.77s Fort Rucker

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 2 NM

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

TYPE AIRCRAFT: AH-64

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	11100	11700	10680
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	11100	11700	10680
Non-Operational Hours[20]	Standdowns	14	14	14
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

A. Airfield

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

Ech Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Ech Stagefield

Arresting Gear	Length	Width	Load Bearing Capacity	Lighting	
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
3	1238	75	N/A	P,G	N/A
4	1000	75	N/A	P,G	N/A
5	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A

Facilities (continued)

. Airfield

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

ECH STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	57,666 SY	5	
111	*Parking*Pads	800 SY	9	
113	Parking Aprons	9,478 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Goldberg Stagefield **Location (Lat/Long and nearest town):** N31d24m58.61s W85d27m47.77s Echo

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 15 NM

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

TYPE AIRCRAFT: _____CH-47_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	11900	6610	6840
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	11900	6610	6840
Non-Operational Hours[21]	Standdowns	14	14	14
	Maintenance			
	Other Events			

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

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

** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Goldberg Stagefield **Location (Lat/Long and nearest town):** N31d24m58.61s W85d27m47.77s Echo

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 15 NM

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

TYPE AIRCRAFT: _____CH-47_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties	11259	7725	6732
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	11259	7725	6732
Non-Operational Hours[20]	Standdowns	14	14	14
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

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

Goldberg Stagefield

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Goldberg Stagefield

Lane	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
1	1600	75	N/A	P,G	N/A
2	1600	75	N/A	P,G	N/A
	1600	75	N/A	P,G	N/A
	1600	75	N/A	P,G	N/A

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A

Facilities (continued)

A. Airfield

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

GOLDBERG STAGEFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	53,333 SY	4	
111	*Parking*Pads	SY	0	
113	Parking Aprons	41,800 SY	1	
113	Access Aprons	SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Hanchey Army Heliport **Location (Lat/Long and nearest town):** N31d20m44.62s W85d39m13.77s Fort Rucker

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: **Distance (nm) from home field** 5 NM

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

TYPE AIRCRAFT: AH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	27646	30231	23681
	Graduate Training Sorties	7953	5384	7662
	Training Support Sorties*	2272	5798	3482
	Other Sorties			
	TOTAL SORTIES:	37871	41413	34825
Non-Operational Hours[22]	Standdowns	20	20	20
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

A. Airfield

TYPE AIRCRAFT: AH-64

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	0	0	0
Sorties	Graduate Training Sorties	42340	41239	29034
	Training Support Sorties*	6892	5623	3959
	Other Sorties			
	TOTAL SORTIES:	49232	46862	32993
Non-Operational	Standdowns	20	20	20
	Maintenance			

TYPE AIRCRAFT: CH-47

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	0	0	0
Sorties	Graduate Training Sorties	18708	8936	8139
	Training Support Sorties*	5277	1962	2859
	Other Sorties			
	TOTAL SORTIES:	23985	10898	10998
Non-Operational	Standdowns	20	20	20
	Maintenance			
Hours[23]	Other Events			

*Training support sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

YPE AIRCRAFT: OH-58D_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	0	0	0
Sorties	Graduate Training Sorties	13179	8239	11034
	Training Support Sorties*	1969	1569	1796
	Other Sorties			
	TOTAL SORTIES:	15148	9808	12830
Non-Operational	Standdowns	20	40	20
	Maintenance			

* All calculations based on the following assumptions:

1. Each flight from a basefield caccounts for two students and two sorties.
2. April of each FY was used as a representative sample
3. Each student performs 10 traffic patterns per flight at a stagefield.

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

Hanchey Army Heliport

	FY1991	FY1992	FY1993
VFR	96%	97%	98%
IFR	4%	3%	2%
Total	100%	100%	100%

Facilities (continued)

A. Airfield

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

Hanchey Army Heliport

RWY	Length	Width	Load Bearing Capacity	Lighting	Arresting Gear
17/35	500	50	N/A	N	N/A
PADS					
A	60	60	N/A	P,G	N/A
B	60	60	N/A	P,G	N/A
C	60	60	N/A	P,G	N/A
D	60	60	N/A	P,G	N/A
E	60	60	N/A	P,G	N/A
F	60	60	N/A	P,G	N/A
G	60	60	N/A	P,G	N/A
H	60	60	N/A	P,G	N/A
I	60	60	N/A	N	N/A

RWY	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
17/35	V	COPTER NDB
PADS		
A	V/N	N/A
B	V/N	N/A
C	V/N	N/A
D	V/N	N/A
E	V/N	N/A
F	V/N	N/A
G	V/N	N/A
H	V/N	N/A
I	V	N/A

Facilities (continued)

Airfield

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

Airfield/OLF Name: Hanchey Army Heliport **Location (Lat/Long and nearest town):** N31d20m44.62s W85d39m13.77s Fort Rucker

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 5 NM

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

TYPE AIRCRAFT: AH-1_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	11977	12036	9794
	Graduate Training Sorties	3381	2469	2007
	Training Support Sorties*	921	870	708
	Other Sorties			
	TOTAL SORTIES:	16279	15375	12509
Non-Operational Hours[21]	Standdowns	20	20	20
	Maintenance			
	Other Events			

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

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

Facilities (continued)

- **Airfield**

TYPE AIRCRAFT: AH-64

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	0	0	0
Sorties	Graduate Training Sorties	16646	17401	15483
	Training Support Sorties*	2330	2436	2168
	Other Sorties			
	TOTAL SORTIES:	18796	19837	17651
Non-Operational	Standdowns	20	20	20
	Maintenance			

TYPE AIRCRAFT: CH-47

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	0	0	0
Sorties	Graduate Training Sorties	11259	7725	6732
	Training Support Sorties*	3176	1700	1481
	Other Sorties			
	TOTAL SORTIES:	14435	9425	8213
Non-Operational	Standdowns	20	20	20
	Maintenance			
Hours[22]	Other Events			

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

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

Facilities (continued)

4. Airfield

TYPE AIRCRAFT: OH-58D_____

		FY 1991	FY 1992	FY 1993
Operational	Undergraduate Training Sorties	0	0	0
Sorties	Graduate Training Sorties	6947	6571	4639
	Training Support Sorties*	903	854	603
	Other Sorties			
	TOTAL SORTIES:	7850	7425	5242
Non-Operational	Standdowns	20	40	20
	Maintenance			

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

Hanchey Army Heliport

	FY1991	FY1992	FY1993
VFR	96%	97%	98%
IFR	4%	3%	2%
Total	100%	100%	100%

Facilities (continued)

. Airfield

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

HANCHEY ARMY HELIPORT

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	556 SY	1	
111	*Parking*Pads	175,000 SY	8	
113	Parking Aprons	1,666 SY	1	
113	Access Aprons	42,408 SY	1	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

CLOSE HOLD

Facilities (continued)

A. Airfield

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

Airfield/OLF Name: Shell Army Heliport Location (Lat/Long and nearest town): N31d21m46.61s W85d50m57.78s Enterprise

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 5 NM

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

TYPE AIRCRAFT: OH-58A/C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	119206	85343	80957
	Graduate Training Sorties	63597	45516	43177
	Training Support Sorties*	15894	11379	10795
	Other Sorties			
	TOTAL SORTIES:	198677	142238	134929
Non-Operational Hours[24]	Standdowns	20	20	20
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

** All calculations basd on the following assumptions:

1. Each flight from a basefield accounts for two students and two sorties.
2. April of each FY was used as a representative sample.
3. Each student performs 10 traffic patterns per flight at a stagefield.

Facilities (continued)

Airfield

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

Airfield/OLF Name: Shell Army Heliport **Location (Lat/Long and nearest town):** N31d21m46.61s W85d50m57.78s Enterprise

Syllabi and Level of Training Supported: Initial Entry Rotary Wing Training

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

For OLF: Distance (nm) from home field 5 NM

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

TYPE AIRCRAFT: _____OH-58A/C_____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	22207	20034	20087
	Graduate Training Sorties	8170	7814	7580
	Training Support Sorties*	2430	2226	2213
	Other Sorties			
	TOTAL SORTIES:	32807	30076	29880
Non-Operational Hours[23]	Standdowns	20	20	20
	Maintenance			
	Other Events			

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:

Facilities (continued)

. Airfield

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

Shell Army Heliport

	FY1991	FY1992	FY1993
VFR	100%	100%	100%
IFR	0%	0%	0%
Total	100%	100%	100%

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

Shell Army Heliport

Arresting Gear	Length	Width	Load Bearing Capacity	Lighting	
1	2000	100	N/A	P,G	N/A
2	1300	100	N/A	P,G	N/A
3	2000	100	N/A	P,G	N/A
4	1600	75	N/A	P,G	N/A
5	8206	80	N/A	P,G	N/A
Pad A	80	80	N/A	P,G	N/A
Pad B	80	80	N/A	P,G	N/A

*Lane 1 utilized for parking only.

Lane	IFR or VFR Capable? Night Capable?	Approach Aids IFR/VFR
1	V/N	N/A
2	V/N	N/A
3	V/N	N/A
4	V/N	N/A
5	V/N	N/A
Pad A	V/N	N/A
Pad B	V/N	N/A

Facilities (continued)

A. Airfield

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

SHELL ARMY AIRFIELD

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	80,013 SY	5	
111	*Parking*Pads	43,226 SY	7	
113	Parking Aprons	117,221 SY	0	
113	Access Aprons	2,501 SY	0	
121	Direct Fueling	OL / GM	0	
121	Truck Fueling	OL / GM	0	
121	Defueling	OL / GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
425	Open Ammunition Storage	SY	0	

Data Source: Airfield pavement data taken from the latest facility engineering drawings.

Facilities (continued)

. Airfield

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

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

Syllabus of Training *	Level of Training *	Pilots and NFO/Navigators Trained FY 1991	FY 1992	FY 1993
IERW	CORE	1499	1161	994
	UH-1 TRACK	618	462	361
	OH-58 TRACK	419	378	379
	AH-1 TRACK	283	204	166
	UH-60TRACK	202	196	257
	UH-60 MOI	38	21	17
	OH-58A/C MOI	18	24	38
	OH-58A/C NT MOI	23	22	19
EURO NATO	CORE	49	32	28
	AD CON	19	39	22
	AD INST	16	27	6
	TRACK	11	7	3
SPANISH	IERW	0	11	22
GRADUATE				
	AH-1			
	AQC	103	83	57
	IPC	31	22	21
	CT MOI	3	0	3
	NT MOI	2	0	0
	AH-64			
	AQC	355	356	331
	IPC	44	51	37
	MOI	12	28	14
	CH-47D			
	AQC	283	201	148
	IPC	20	25	38
	MOI	25	4	10

	OH-58 A/C	42	53	51
	IPC	168	112	144
	EAOC	1	22	14
	FAAO	5	20	1
	CT MOI	2	4	11
	NT MOI			
	OH-58D	115	94	58
	AQC			40
	AQC-SUPL	9	4	13
	IPC	17	7	12
	MOI			
		35	44	29
	U-21 IPC			
		58	63	61
	UH-1 IPC	16	10	28
	RWIC	112	91	68
	RWART	27	28	42
	RWQC	9	6	14
	NVG IPC	64	35	37
	CONT MOI	23	26	19
	NVG MOI	47	32	33
	TAC MOI			
	UH-60	416	316	287
	AQC	66	65	67
	IPC	16	18	14
	MOI			
		32	34	16
	OV-1 AQC	9	6	4
	OV-1 IPC			
SPANISH	UH-1 RWQC	12	18	0
	TQC	15	10	30
	NVG	16	9	7
	IPC	0	13	14
	REFRESHER	61	92	41
	UH-60 NVG	0	0	2
	TQC	0	5	6
	UH-60 REFR	2	26	28
NON- AIRCRAFT FLIGHT COURSES				
GRADUATE	FWMEQC	209	186	179
	C-12 AQC	139	134	132
	C-12 REFRESHER	91	85	84
	C-12 FLIGHT	20	34	44
	RWIFEC	101	102	144
	AH-64 PREP	0	0	20

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

Facilities (continued)

. Airfield

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

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12/12	12/6	12/6
Days per year:	242	242	242

HOURS BASED ON MAINTENANCE CONTRACTOR SCHEDULED SHIFTS (AM/PM/NI1 AND NI2). DAYS ARE BASED ON SCHEDULED TRAINING DAYS PER ANNUM.

A. Airfield (cont.)

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

Aircraft Type: ____UH-1_____ **Undergraduate Training:** (BOTH)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		6.8%	8.6%
Maintenance		.5%	.23%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		.5%	.5%
Total		7.8%	9.4%

CLOSE HOLD

Facilities (continued)

A. Airfield

Aircraft Type:_____UH-60_____Undergraduate Training: (BOTH)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		6.1%	7.2%
Maintenance		3.1%	3.1%
Operations			0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		10.4	1.3%
Total		10.2	11.6%

Aircraft Type:_____CH-47D_____Undergraduate Training: (NO)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		6.0%	7.5%
Maintenance		6.8%	4.4%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		.6%	.5%
Total		13.4	11.1%

Facilities (continued)

. Airfield

Aircraft Type:_____OH-58A/C_____Undergraduate Training: (BOTH)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		7.5%	7.6%
Maintenance		.8%	.7%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		1.9%	1.7%
Total	10.2	10%	

Aircraft Type:_____OH-58D_____Undergraduate Training: (NO)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		8.9%	5.3%
Maintenance		3.6%	4.1%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		2.0%	1.5%
Total		14.6	11.6%

CLOSE HOLD

Facilities (continued)

A. Airfield

Aircraft Type:_____OV-1_____Undergraduate Training: (NO)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		2.7%	4.1%
Maintenance		1.6%	.7%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		.6%	.7%
Total		4.9%	5.5%

Aircraft Type:____AH-64____Undergraduate Training: (NO)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		5.8%	5.3%
Maintenance		8.2%	10.5%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		.5%	.6%
Total		14.5	16.4%

Facilities (continued)

Airfield

Aircraft Type: AH-1 Undergraduate Training: (BOTH)

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		5.8%	5.9%
Maintenance		1.3%	1.8%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		.8%	1.0%
Total		8.0%	8.7%

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

The "Other" column shows number of aircraft requested and not used due to miscellaneous reasons such as students did not show up, shortage of IPs, or A/C not needed after being requested.

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

a. Percentage of time WX at or above 200/1? 97.4%
b. Percentage of time WX at or above 300/1? 96.8%
c. Percentage of time WX at or above 500/1? 94.9%
d. Percentage of time WX at or above 1000/3? 88.9%
e. Percentage of time WX 3000/5 and above? 78.8%
f. Percentage of time WX 3000/3 and above? 81.7%
g. Percentage of time WX 1500/3 and above? 86.5%
h. Percentage of time crosswind component to the primary runway at or below 15 knots? Not applicable to this installation as crosswinds are not a major factor for rotary wing aircraft.
i. Percentage of time crosswind component to the primary runway at or above 25 knots? Not applicable to this installation as crosswinds are not a major factor for rotary wing aircraft.
. Mean number of days of icing in the local flying area? .027 days.

8. Not applicable to helicopter training.

Facilities (continued)

A. Airfield

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

The number of flight operations for helicopter flight training, graduate or undergraduate, is not predicated on the availability of a runway complex. All of Fort Rucker's basefields (Cairns AAF, Hanchey AHP, Lowe AHP, and Shell AHP) have multiple rotor wing arrival and departure points. These helipads allow for the simultaneous arrival and departure of aircraft in different directions. The calculations for the number of movements that a facility can support per hour are based on the following assumptions:

- For helipad there is two minutes of separation between movements (30 movements (an arrival or departure) per helipad, per hour.

- For helicopter landing lanes the following assumptions are made to arrive at maximum density:

  - Three aircraft per lane.

  - 12 patterns per aircraft per hour (5 minute patterns).

  - Two movements per pattern (a departure and an arrival_

EXAMPLE: One (1) lane x three (3) aircraft x 12 patterns x two (2) movements per pattern = 72 maximum movement per hour per helicopter landing lane.

a. At Lowe AHP there are 13 arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 390 movements in a one hour period at the heliport.

b. At Hanchey AHP there are 16 arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 480 movements in a one hour period at the heliport.

c. At Shell AHP there are two arrival and departure points and four helicopter runways that could be used for simultaneous arrivals and/or departures. Utilizing the criteria listed above there could be as many as 348 movements in a one hour period at the heliport.

d. Cairns AAF has seven arrival and departure points that could be for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 210 movements in a one hour period at the airfield. It should be noted that Cairns AAF also has two active fixed wing runways that are not considered in this equation.

210/7 knots = 30 per hr for 1 Runway
only 1 Runway at Ruckus can be used for USO strike

Facilities (continued)

Airfield

Aircraft Type: ____AH-1_____ **Undergraduate Training:** **(BOTH)**

Factor	Percentage Lost FY 91	FY 92	FY 93
Weather		5.8%	5.9%
Maintenance		1.3%	1.8%
Operations		0	0
Other Military Flights	0	0	0
Civilian/Commercial Flights	0	0	0
Other		.8%	1.0%
Total		8.0%	8.7%

USO STRIKE UT FACTOR
1.0
$\frac{(98)(.75)+(88.1)(.25)}{1.0} = 88$ ops/hr
93.5 + 14.5

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

The "Other" column shows number of aircraft requested and not used due to miscellaneous reasons such as students did not show up, shortage of IPs, or A/C not needed after being requested.

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

a. Percentage of time WX at or above 200/1? 97.4%
b. Percentage of time WX at or above 300/1? 96.8%
c. Percentage of time WX at or above 500/1? 94.9%
d. Percentage of time WX at or above 1000/3? 88.9%
e. Percentage of time WX 3000/5 and above? 78.8%
f. Percentage of time WX 3000/3 and above? 81.7%
g. Percentage of time WX 1500/3 and above? 86.5%
h. Percentage of time crosswind component to the primary runway at or below 15 knots?

(1) assuming operations in sustained winds (i.e., no wind gusts), the percent frequency of occurrence of a crosswind component to the primary runway at Cairns AAF of 15 knots or less is 99.8%.

(2) If gusty winds are included, where a gust occurs sporadically and lasts less than 20 seconds, a crosswind component to the primary runway at Cairns AAF of 15 knots or less occurs 98.1% of the time.

See notes *

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

(1) Assuming operations in sustained winds (i.e., no wind gusts), the percent frequency of occurrence of a crosswind component to the primary runway at Cairns AAF of 25 knots or more is 0.02%. (Such a situation typically occurs with passage of a tropical storm or hurricane, such as Alberto.)

(2) If gusty winds are included, where a gust occurs sporadically and lasts less than 20 seconds, a crosswind component to the primary runway at Cairns AAF of 25 knots or more occurs 0.14% of the time.

*Notes:

1. Data was extracted from "Percent Frequency of Occurrence of Wind Direction and Speed" for both sustained winds and gust winds, calculated from hourly observations at Cairns AAF from Jan 73 to Dec 86.

2. Cairns has two runways, 06/24 and 18/36. Technically, the airfield never has a crosswind problem because the tower changes runways (for fixed ·ing aircraft) anytime the winds begin approaching crosswind strength.

. Calculations above are for runway 06/24, considered the primary runway at Cairns AAF because it has more instrumentation than 18/36.

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

8. Not applicable to helicopter training.

Facilities (continued)

. Airfield

e. Fort Rucker has a total of 77 dedicated, military only, day and night, NVD compatibly, multi-aircraft, helicopter landing lanes at the installations 16 stagefields. These landing lanes are capable of handling on the average three aircraft simultaneous during the day and two aircraft simultaneous, under night and NVD training conditions.

(1) The lanes meet separation criteria (distance between centerlines of adjacent lanes) that allow for simultaneous flight operations (simultaneous landing and departures from adjacent lanes). Each lane is lighted for day, night, and NVD flight operations. Lane density is computed at a rate of three aircraft per usable landing lane in day conditions and two aircraft per usable landing lane under night or NVD flight conditions.

(2) Fort Rucker has 16 stagefields available to conduct military only flight operation both day and night. The stagefields are dedicated military rotor-wing, multi-lane, training facilities. Each training sites have full Air Traffic Control (ATC) services that are linked with flight following facilities and a Army Radar Approach Control (Cairns ARAC). All stagefields, in addition to the ATC services, have dedicated Crash/Fire Rescue services on station, refueling services, and the availability of limited aircraft maintenance.

(3) A stagefield aircraft density is determined by the number of useable landing lanes for the conditions (day/night, aided or unaided) located within the stagefield's core airspace, surface to 1,000 feet above ground level (AGL), within a 2NM radius of the center of the stagefield.

Example: Day conditions, six lanes, three aircraft per lane, equals a density of 18 helicopters in the traffic pattern conducting flight training at a given time. It should be noted there could be additional aircraft conducting hovering flight training within the stagefield boundaries simultaneously with aircraft in the traffic pattern. The number of additional aircraft, other than those conducting traffic pattern work, would be determined by the type of training conducted and the physical layout of the stagefield.

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

Cairns AAF

	FY 1991	FY 1992	FY 1993
Runway 6/24 & 18/24 Traffic Count	268,719	350,846	298,397

The figures above include all aircraft, not just IERW aircraft. There are no statistics that split the traffic count up by type aircraft, nor any statistics that split it up by runway.

Facilities (continued)

A. Airfield

Lowe AHP

	FY 1991	FY 1992	FY 1993
Runway Pads Traffic Count	257,129	201,502	146,661

Allen Stagefield

	FY 1991	FY 1992	FY 1993
Runway 12/30 Traffic Count	229,810	157,531	191,453

Brown Stagefield

	FY 1991	FY 1992	FY 1993
Runway 12/30 Traffic Count	128,845	107,792	126,958

Highbluff Stagefield

	FY 1991	FY 1992	FY 1993
Runway 10/28 Traffic Count	159,564	115,487	130,533

Hooper Stagefield

	FY 1991	FY 1992	FY 1993
Runway 02/20 Traffic Count	327,569	169,694	97,242

Facilities (continued)

. Airfield

Hunt Stagefield

	FY 1991	FY 1992	FY 1993
Runway 18/36 Traffic Count	184,919	136,291	130,930

Hooper Stagefield

Lucas Stagefield

	FY 1991	FY 1992	FY 1993
Runway 18/36 Traffic Count	156,317	168,814	179,244

Runkle Stagefield

	FY 1991	FY 1992	FY 1993
Runway 18/36 Traffic Count	162,657	69,201	56,552

Skelly Stagefield

	FY 1991	FY 1992	FY 1993
Runway 18/36 & 14/32 Traffic Count	210,170	135,480	91,281

Stinson Stagefield

	FY 1991	FY 1992	FY 1993
Runway 18/36 & 14/32 Traffic Count	325,180	273,894	368,519

Facilities (continued)

A. Airfield

	Toth Stagefield		
	FY 1991	FY 1992	FY 1993
Runway 06/24 Traffic Count	83,167	149,765	112,981

The above statistics cannot be split up by lanes or pads at each heliport/stagefield, they are totals.

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

There are no factors due to airfield, airspace encroachment, or ICUZ agreements that would limit the number of available student flying hours per day.

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

a. The number of flight operations for helicopter flight training, graduate or undergraduate, is not predicated on the availability of a runway complex. All of Fort Rucker's basefields (Cairns AAF, Hanchey AHP, Lowe AHP, and Shell AHP) have multiple rotor wing arrival and departure points. These helipads allow for the simultaneous arrival and departure of aircraft in different directions. The calculations for the number of movements that a facility can support per hour are based on the following assumptions:

- For helipad there is two minutes of separation between movements (30 movements (an arrival or departure) per helipad, per hour.

- For helicopter landing lanes the following assumptions are made to arrive at maximum density:

  - Three aircraft per lane.

  - 12 patterns per aircraft per hour (5 minute patterns).

  - Two movements per pattern (a departure and an arrival_

EXAMPLE: One (1) lane x three (3) aircraft x 12 patterns x two (2) movements per pattern = 72 maximum movement per hour per helicopter landing lane.

Facilities (continued)

. Airfield

BASEFIELD DENSITY:

(1) At Lowe AHP there are 13 arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 390 movements in a one hour period at the heliport.

(2) At Hanchey AHP there are 16 arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 480 movements in a one hour period at the heliport.

(3) At Shell AHP there are two arrival and departure points and four helicopter runways that could be used for simultaneous arrivals and/or departures. Utilizing the criteria listed above there could be as many as 348 movements in a one hour period at the heliport.

(4) Cairns AAF has seven arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 210 movements in a one hour period at the airfield. It should be noted that Cairns AAF also has two active fixed wing runways that are not considered in this equation.

. Fort Rucker has a total of 77 dedicated, military only, day and night, VD compatibly, multi-aircraft, helicopter landing lanes at the installations 16 stagefields. These landing lanes are capable of handling on the average three aircraft simultaneous during the day and two aircraft simultaneous, under night and NVD training conditions.

(1) The lanes meet separation criteria (distance between centerlines of adjacent lanes) that allow for simultaneous flight operations (simultaneous landing and departures from adjacent lanes). Each lane is lighted for day, night, and NVD flight operations. Lane density is computed at a rate of three aircraft per usable landing lane in day conditions and two aircraft per usable landing lane under night or NVD flight conditions.

(2) A stagefield aircraft density is determined by the number of useable landing lanes for the conditions (day/night, aided or unaided) located within the stagefield's core airspace, surface to 1,000 feet above ground level (AGL), within a 2NM radius of the center of the stagefield.

Example: Day conditions, six lanes, three aircraft per lane, equals a density of 18 helicopters in the traffic pattern conducting flight training at a given time. It should be noted there could be additional aircraft conducting hovering flight training within the stagefield boundaries simultaneously with aircraft in the traffic pattern. The number of additional aircraft, other than those conducting traffic pattern work, would be determined by the type of training conducted and the physical layout of the stagefield.

Facilities (continued)

A. Airfield

c. The follow is a summary of the, (1) maximum number of operations per hour at each stagefield and basefield (based on the number of lanes and helipads available), (2) current number of operations per hour at each facility, (3) available additional number of operations at each facility. The calculations are based on:

(1) Maximum density of aircraft.

(2) 12 pattern per hour, per aircraft x two movements per pattern.

(3) The average hours of operations per facility:

HOURS OF OPERATION

FACILITY:	PER DAY
Allen Stagefield	8 hours per day
Brown Stagefield	12 hours per day
Ech Stagefield	12 hours per day
Goldberg Stagefield	12 hours per day
Highbluff Stagefield	12 hours per day
Hooper Stagefield	8 hours per day
Hunt Stagefield	12 hours per day
Lucas (10C) Stagefield	8 hours per day
Runkle Stagefield	8 hours per day
Skelly Stagefield	8 hours per day
Stinson Stagefield	12 hours per day
Toth Stagefield	8 hours per day
Shell Stagefield/ Basefield	8 hours per day
Lowe Basefield	18 hours per day
Hanchey Basefield	18 hours per day
Cairns Army Airfield	24 hours per day

Facilities (continued)

. Airfield

Toth Stagefield

	FY 1991	FY 1992	FY 1993
Runway 06/24 Traffic Count	83,167	149,765	112,981

The above statistics cannot be split up by lanes or pads at each heliport/stagefield, they are totals.

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

There are no factors due to airfield, airspace encroachment, or ICUZ agreements that would limit the number of available student flying hours per day.

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

a. The number of flight operations for helicopter flight training, graduate or undergraduate, is not predicated on the availability of a runway complex. All of Fort Rucker's basefields (Cairns AAF, Hanchey AHP, Lowe AHP, and Shell AHP) have multiple rotor wing arrival and departure points. These helipads allow for the simultaneous arrival and departure of aircraft in different directions. The calculations for the number of movements that a facility can support per hour are based on the following assumptions:

- For helipad there is two minutes of separation between movements (30 movements (an arrival or departure) per helipad, per hour.

- For helicopter landing lanes the following assumptions are made to arrive at maximum density:

  - Three aircraft per lane.

  - 12 patterns per aircraft per hour (5 minute patterns).

  - Two movements per pattern (a departure and an arrival).

EXAMPLE: One (1) lane x three (3) aircraft x 12 patterns x two (2) movements per pattern = 72 maximum movement per hour per helicopter landing lane.

BASEFIELD DENSITY:

(1) At Lowe AHP there are 13 arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 390 movements in a one hour period at the heliport.

(2) At Hanchey AHP there are 16 arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 480 movements in a one hour period at the heliport.

(3) At Shell AHP there are two arrival and departure points and four helicopter runways that could be used for simultaneous arrivals and/or departures. Utilizing the criteria listed above there could be as many as 348 movements in a one hour period at the heliport.

(4) Cairns AAF has seven arrival and departure points that could be used for simultaneous arrivals and/or departures. Given a two minute period between arrivals and/or departures there could be as many as 210 movements in a one hour period at the airfield. It should be noted that Cairns AAF also has two active fixed wing runways that are not considered in this equation.

b. Fort Rucker has a total of 77 dedicated, military only, day and night, NVD compatibly, multi-aircraft, helicopter landing lanes at the installations 16 stagefields. These landing lanes are capable of handling on the average three aircraft simultaneous during the day and two aircraft simultaneous, under night and NVD training conditions.

(1) The lanes meet separation criteria (distance between centerline of adjacent lanes) that allow for simultaneous flight operations (simultaneous landing and departures from adjacent lanes). Each lane is lighted for day, night, and NVD flight operations. Lane density is computed at a rate of three aircraft per usable landing lane in day conditions and two aircraft per usable landing lane under night or NVD flight conditions.

(2) A stagefield aircraft density is determined by the number of useable landing lanes for the conditions (day/night, aided or unaided) located within the stagefield's core airspace, surface to 1,000 feet above ground level (AGL), within a 2NM radius of the center of the stagefield.

Example: Day conditions, six lanes, three aircraft per lane, equals a density of 18 helicopters in the traffic pattern conducting flight training at a given time. It should be noted there could be additional aircraft conducting hovering flight training within the stagefield boundaries simultaneously with aircraft in the traffic pattern. The number of additional aircraft, other than those conducting traffic pattern work, would be determined by the type of training conducted and the physical layout of the stagefield.

c. The follow is a summary of the, (1) maximum number of operations per hour at each stagefield and basefield (based on the number of lanes and

helipads available), (2) current number of operations per hour at each facility, (3) available additional number of operations at each facility. e calculations are based on:

(1) Maximum density of aircraft.

(2) 12 pattern per hour, per aircraft x two movements per pattern.

(3) The average hours of operations per facility:

FACILITY:	HOURS OF OPERATION PER DAY	
Allen Stagefield	8 hours per day	432 X 8 X 242 = 836352
Brown Stagefield	12 hours per day	432 X 12 X 242 = 1,254,528
Ech Stagefield	12 hours per day	
Goldberg Stagefield	12 hours per day	
Highbluff Stagefield	12 hours per day	
Hooper Stagefield	8 hours per day	
Hunt Stagefield	12 hours per day	
Lucas (10C) Stagefield	8 hours per day	432 x 8 x 242 = 836,352
Runkle Stagefield	8 hours per day	11 x 8 x 242 = 21,296
Skelly Stagefield	8 hours per day	288 x 8 x 242 = 557568
Stinson Stagefield	12 hours per day	432 x 12 x 242 = 1,254,528
Toth Stagefield	8 hours per day	
Shell Stagefield/ Basefield	8 hours per day	288 x 8 x 242 = 557568
Lowe Basefield	18 hours per day	378 x 18 x 242 = 1646568
nchey Basefield	18 hours per day	
irns Army Airfield	24 hours per day	82 x 24 x 242 = 476,256

Max OPS 7,441,016 OPS

STAGEFIELD AND BASEFIELD DENSITY:

Stagefield	Stagefield Maximum Number of Operations per Hour	Stagefield Current Number of Operations per Hour	Available Additional Number of Operations Per Hour	
Allen	432	115	317	115 x 8 x 242 = 11611
Brown	432	44	388	44 x 12 x 242 = 1829
Ech	360	37	323	
Goldberg	288	24	264	
Highbluff	360	44	316	
Hooper	432	47	385	
Hunt	288	40	248	
Lucas(10C)	432	100	332	100 x 8 x 242 = 24006
Runkle	216	32	184	32 x 8 x 242 = 5804
Skelly	288	46	242	46 x 8 x 242 = 114226
Stinson	432	130	302	130 x 12 x 242 = 53143
Toth	360	56	304	

CAIRNS 82 x 24 x 242 = 133,5
SHELL 68 x 8 x 242 = 176,176
LOWE 33 x 18 x 242 = 29,185

Current OPS 1,649956

OPS/SORTIE 1,649956 / 191,604 = 8.6

SORTIES

see pg 137 chg 1

CLOSE HOLD

The following stagefields are closed but could be reopened if needed for flight training:

Tabernacle	288	0	288
Louisville	288	0	288
Hatch	432	0	432

Basefield	Basefield Maximum Number of Operations per Hour	Basefield Current Number of Operations per Hour	Available Additional Number of Operations Per Hour
Cairns	210	52	158
Shell	288	68	220
Lowe	390	33	357
Hanchey	480	21	459

Facilities (continued)

. Airfield

STAGEFIELD AND BASEFIELD DENSITY:

Stagefield	Stagefield Maximum Number of Operations per Hour	Stagefield Current Number of Operations per Hour	Available Additional Number of Operations Per Hour
Allen	432 x 8 3456	160	272
Brown	432 x 12 5184	63	369
Ech	360 x 12 4320	53	307
Goldberg	288 x 12 3456	40	248
Highbluff	360 x 12 4320	51	309
Hooper	432 x 8 3456	80	352
Hunt	288 x 12 3456	66	222
Lucas (10C)	432 x 8 3456	124	308
Runkle	216 x 8 1728	43	173
Skelly	288 x 8 2304	59	229
Stinson	432 x 12 5184	183	249
Toth	360 x 8 2880	118	242

The following stagefields are closed but could be reopened if needed for flight training:

Tabernacle	288 x 12 3456	0	288
Louisville	288 x 12 3456	0	288
Latch	432 x 12 5184	0	432

Basefield	Basefield Maximum Number of Operations per Hour	Basefield Current Number of Operations per Hour	Available Additional Number of Operations Per Hour
Cairns	210 x 24 5040	60	150
~~Shell~~	~~288 x 8 2304~~	91	197
Lowe	390 x 18 7020	67	323
Hanchey	480 x 18 8640	24	456

78264 ops per day x 242 days (PT) = 18,939,888 ops per yr.

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

Given unlimited construction/equipment funding any desired amount of capacity could achieved. Fort Rucker's stagefield have the capability of being expanded, if needed, to except additional rotor wing flight operations. The installation has identified two sites within the local flight training area for two additional six lane stagefields.

With the majority of Fort Rucker's flight facilities operating at less than 50 percent of capacity and given unlimited operational funding (personnel

support, increased overhead cost, etc. (see question 13 of this section) additional capacity requirements could be achieved without large MCA projects.

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

The Fort Rucker flight training area does not have any airspace/availability, ICUZ restrictions, environmental restrictions, or land use areas restrictions that could not be overcome to accommodate additional rotor wing, both undergraduate and graduate, flight training.

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

This question can best be answered from the instalation level by airframe rather than by POI or course of training. Many of our aircraft are used for both graduate and undergraduate flight training and separating the number of possible sorties by syllabus would create an infinite number of combinations. The following calculations are based on the current maintenance contract and aircraft mix. The sorties would originate at the three basefields(Cairns, Lowe, Hanchey) and would include all syllabi. The UH-1H and the TH-67 fleets are currently in a state of transition and are shrinking and expanding respectively. The data for these two fleets are as of 15 May 1994.

AH-64	27,900	
AH-1F	16,200	
OH-58D(I)	18,900	
OH-58A/C	47,700	92% x 2
CH-47D	9,900	
UH-1H	128,700	86% x 2
UH-60	22,500	
TH-67	23,400	
OV-1	2,700	
C-12	400	
U-21	2,700	
	301,000	x2=602,000

Undergrad 92% OH58 - 86% AH-1

NOTE 1: Since grad/undergrad not broken out apply 92% to OH58, + 86% to UH-1 for undergrad!

NOTE 2: FORT RUCKER SORTIES SHOULD BE DOUBLED DUE TO CONTRACTOR ERROR IN CALCULATIONS.

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

No recommendations.

18. Data contained in previous section per each airfield.

Facilities (continued)

. Airfield

STAGEFIELD AND BASEFIELD DENSITY:

Stagefield	Stagefield Maximum Number of Operations per Hour	Stagefield Available Current Number of Operations per Hour	Additional Number of Operations Per Hour
Allen 100% UPT	432	160	272
Brown 100% UPT	432	63	369
Ech 100% GRAD	360	53	307
Goldberg 100% GRAD	288	40	248
Highbluff 100% GRAD	360	51	309
Hooper 100% GRAD	432	80	352
Hunt 100% GRAD	288	66	222
Lucas(10C) 100% UPT	432	124	308
Runkle *SEE NOTE	216	43	173
Skelly 100% UPT	288	59	229
Stinson 100% UPT	432	183	249
Toth100% GRAD	360	118	242

*NOTE: At Runkle, 95% if ckised traffuc us gradm 5% UPT, however refuel for both is coordinated at Runkle. A definite % cannot be determined.
The following stagefields are closed but could be reopened if needed for flight training:

Tabernacle	288	0	288
Louisville	288	0	288
Hatch	432	0	432

Basefield	Basefield Maximum Number of Operations per Hour	Basefield Current Number of Operations per Hour	Available Additional Number of Operations Per Hour
Cairns 39% UPT	210	60	150
Shell 100% UPT	288	91	197
Lowe 97% UPT	390	67	323
Hanchey 100% GRAD	480	24	456

81.9
288
378 ops/hr
748.2

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

Given unlimited construction/equipment funding any desired amount of capacity could achieved. Fort Rucker's stagefield have the capability of being expanded, if needed, to except additional rotor wing flight operations. The installation has identified two sites within the local flight training area for two additional six lane stagefields.

With the majority of Fort Rucker's flight facilities operating at less than 80 percent of capacity and given unlimited operational funding (personnel

support, increased overhead cost, etc. (see question 13 of this section) additional capacity requirements could be achieved without large MCA projects.

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

The Fort Rucker flight training area does not have any airspace/availability, ICUZ restrictions, environmental restrictions, or land use areas restrictions that could not be overcome to accommodate additional rotor wing, both undergraduate and graduate, flight training.

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

This question can best be answered from the installatin level by airframe rather than by POI or course of training. Some of our aircraft are used for both graduate and undergraduate flight training. Additionally, an increase in one area could mean that another area must be decreased if facilities are shared. Without hypothetical input numbers for each course, or a training scenario, it is difficult to determine a maximum capacity for the installation. The following calculations are based on maximum training inputs contained in the ARPRINT dated 8/17/94 15:22:03 and reflect current resourcing constraints. The sorties would all originate at Cairns, Hanchey, or Lowe airfields. The UH-1 is being replaced by the TH-67. For simplification, we used a 100% TH-67 fleet for the Common Core flight course.

System	Total Sorties	Graduate	Undergraduate
OH-58D	12,350	12,350	
AH-1	4,398	4,398	
AH-64	18,034	18,034	
C-12	728	728	
CH-47D	7,320	7,320	
OH-58A	32,643	3,228	29,415
OV-1	330	330	
TH-67	120,960		120,960
U-21	338	338	
UH-1	91,360	50,126	41,234
UH-60	9,600	9,600	
Total:	314,909	123,200	191,609

191609 / 1151 (FY94 STD LOAD) = 166.5

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

No recommendations.

18. Data contained in previous section per each airfield.

Facilities (continued)

. Airfield

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

Airfield	Runway Designation	NAVAID	Published Approaches
Lowe AHP	COPTER NDB APPROACH	NDB	Copter NDB 063
Lowe AHP	COPTER VOR APPROACH	VOR	Copter VOR 067
Cairns AAF	RUNWAY 06	NDB	NDB 2 RWY 6
Cairns AAF	RUNWAY 06	ILS	ILS or NDB-1 RWY 6
Cairns AAF	RUNWAY 06	VOR	VOR RWY 6
Cairns AAF	RUNWAY 24	VOR	VOR RWY 24
Cairns AAF	RUNWAY 24	N/A	GCA APPROACH
Cairns AAF	RUNWAY 36	N/A	GCA APPROACH
Hanchey AHP	COPTER NDB	NDB	Copter NDB 176
Troy Mun	RUNWAY 7	NDB	NDB Runway 07
Troy Mun	RUNWAY 7	ILS	ILS Runway 07
Troy Mun	RUNWAY 7	N/A	GCA Runway 07
Andusula/ Opp	RUNWAY 11/29	NDB	NDB A
Andusula/ Opp	RUNWAY 11	N/A	VFR-GCA Runway 07

No additions or upgrades are proposed.

20. Data contained in previous section for each airfield.

87768
221324
46800
355932
8,542,368
OAB

Facilities (continued)

B. Airspace

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

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

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.Key to types of airspace:

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

Facilities (continued)

. Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate. There is no limit to the number of aircraft that are allowed to transit the corridor system at Fort Rucker. All corridor flights are conducted in VFR flight conditions in uncontrolled airspace.

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

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

(1) **TYPE AND NAME:** Restricted Area R-2103

(a) **LOCATION:** Fort Rucker, Alabama

(b) **SIZE:** 60 Square Miles, 2.76 Statute Miles (Altitude), 165.9 Cubic Square Statute Miles

(c) **AIRSPACE CONTROLLING ACTIVITY:** FAA, Jacksonville ARTCC

(d) **SCHEDULING ACTIVITY:** Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama

(e) **METHOD OF SCORING/RECORDING:**

(f) **PROXIMITY TO AIRPORT TRAFFIC AREAS:** There are no airport traffic areas near R-2103 that would have an impact upon flight training.

(2) **TYPE AND NAME:** Rucker A MOA

(a) **LOCATION:** Fort Rucker, Alabama

(b) **SIZE:** 280.0 Square Miles, 0.26 Statute Miles (Altitude), 74.20 Cubic Square Statute Miles

(c) **AIRSPACE CONTROLLING ACTIVITY:** FAA, Jacksonville ARTCC

(d) **SCHEDULING ACTIVITY:** Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama

(e) **METHOD OF SCORING/RECORDING:** Not Applicable

(f) **PROXIMITY TO AIRPORT TRAFFIC AREAS:** There are no airport traffic areas near the Rucker A MOA that would have an impact upon flight training.

Facilities (continued)

B. Airspace

(3) **TYPE AND NAME:** Rucker B MOA

(a) **LOCATION:** Fort Rucker, Alabama

(b) **SIZE:** 330.0 Square Miles, 0.26 Statute Miles (Altitude), 87.45 Cubic Square Statute Miles

(c) **AIRSPACE CONTROLLING ACTIVITY:** FAA, Jacksonville ARTCC

(d) **SCHEDULING ACTIVITY:** Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama

(e) **METHOD OF SCORING/RECORDING:** Not Applicable

(f) **PROXIMITY TO AIRPORT TRAFFIC AREAS:** There are no airport traffic areas near the Rucker B MOA that would have an impact upon flight training.

(4) **TYPE AND NAME:** Rucker C MOA

(a) **LOCATION:** Fort Rucker, Alabama

(b) **SIZE:** 396.0 Square Miles, 0.26 Statute Miles (Altitude), 104.94 Cubic Square Statute Miles

(c) **AIRSPACE CONTROLLING ACTIVITY:** FAA, Jacksonville ARTCC

(d) **SCHEDULING ACTIVITY:** Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama

(e) **METHOD OF SCORING/RECORDING:** Not Applicable

(f) **PROXIMITY TO AIRPORT TRAFFIC AREAS:** There are no airport traffic areas near the Rucker C MOA that would have an impact upon flight training.

(5) **TYPE AND NAME:** Alert Area A-211

(a) **LOCATION:** Fort Rucker, Alabama

(b) **SIZE:** 9,000.00 Square Miles, 0.871 Statute Miles (Altitude), 7,839.0 Cubic Square Statute Miles

(c) **AIRSPACE CONTROLLING ACTIVITY:** Not Applicable

(d) **SCHEDULING ACTIVITY:** Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama

(e) **METHOD OF SCORING/RECORDING:** Not Applicable

Facilities (continued)

a. Airspace

(f) PROXIMITY TO AIRPORT TRAFFIC AREAS: There are five areas of Class D airspace within A-211. Four of which are in direct support of the flight training mission of the installation.

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

Restricted Area R-2103, Rucker A, B, and C MOA's, and A-211 are all under radar and communications coverage. Carins Army Radar Approach Control provides the service.

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

The Army owns the land below Restricted Area, R-2103. Since the floor of the Rucker A, B, and C MOA's are not to the surface there is no requirement to control the property under the three MOA that the installation utilized for flight training. There is no requirement to control the surface under A-211.

d. What is the distance en route?

(1) Restricted Area R-2103 is located on Fort Rucker and is within 5 NM of any of the installations basefields.

(2) Rucker A MOA is located around R-2103 and is within 5 NM of any of the installations basefields.

(3) Rucker B MOA is located within 15 NM or closer of any of Fort Rucker's basefields.

(4) Rucker C MOA is located within 20 NM or closer of any of Fort Rucker's basefields.

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

There are no environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission.

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

There are no land, sea, or air encroachment issues which endangers long term availability of any of Fort Rucker's flight training areas.

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

Facilities (continued)

B. Airspace

(1) Fort Rucker primarily uses approximately 9,000 square miles of surrounding airspace from the surface to 1000 feet AGL for VFR flight training. This airspace is divided into five areas of operations (AO's), those being, Cantonment Area (approximately 1,500 square miles), AO Vanguard (approximately 2,500 square miles), AO Hawk (approximately 2,000 square miles), and AO Dragon (approximately 3,000 square miles), and AO Bearcat (approximately 2,000 square miles).

(2) On an average the current aircraft density for the training areas are (all AO airspace is measured from the surface to 1,000 AGL and used only for VFR rotor wing flight training):

(a) AO Vanguard: An average of 80 UH-1's and 32 OH-58's for a total of 112 aircraft in an area of approximately 2,500 square miles or one aircraft per 22.32 square miles during daylight hours (42 aircraft during the hours of darkness). It should be noted this area is used primarily for IEWR flight training with the preponderance of the flight training being conducted at the five stagefields located in the AO. It is estimated that approximately 50 percent of the 112 aircraft (56 aircraft) training in AO Vanguard at an one time are conducting flight training at one of the five stagefield's during a training period. Using those figures there would be approximately one training aircraft (56 aircraft in the AO outside of the stagefield's) per 44.64 square miles of airspace in AO Vanguard. During hours of darkness it is estimated that approximately 40 percent of the aircraft (17 aircraft) are at one of the stagefield's with the remainder conducting flight training in the area of operations. This would equate to 25 aircraft operating in the 2,500 square miles of airspace or one aircraft per 100 square miles of airspace conducting flight training at night.

(b) AO Hawk: An average of 21 aircraft operating during the daylight hours (14 during the hours of darkness) in approximately 2,000 square miles of airspace or one aircraft per 95.24 square miles of airspace (one per 142.86 square miles of airspace at night). There are four (one of the stagefields is not currently being used due to decreased student loads) stagefields located within AO Hawk. At any one time there are approximately 50 percent of the aircraft during the daylight hours and 40 percent during the hours of darkness operating at the stagefields. This would equate to approximately 11 aircraft in the daytime (one aircraft per 181.82 square miles of airspace) and nine aircraft (one aircraft per 222.22 square miles of airspace) at night in the area of operations conducting flight training.

Facilities (continued)

. Airspace

(c) AO Dragon: At the current time there are no flight school operations being conducted within the 3,000 square miles of airspace in AO Dragon. This would be considered an untapped flight training resource.

(d) AO Bearcat: There are on the average 18 aircraft operating in daylight hours (15 during the night training periods) in the approximate 2,000 square miles of airspace in AO Bearcat (one aircraft per 111.11 square miles of airspace). Of these aircraft operating in the AO during the day approximately 50 percent are operating at the areas only stagefield with 40 percent utilizing the stagefield during the hours of darkness. This equates to nine during daylight flight training periods (one aircraft per 222.22 square miles of airspace) and eight aircraft per night flight training period (one aircraft per 250.00 square miles of airspace).

(e) Cantonment Area: There are on the average 22 aircraft operating within what is known as the Flight Training Cantonment Area during the day (one aircraft per 68.18 square miles of airspace) and 19 (one aircraft per 78.95 miles of airspace) during the hours of darkness. This area contains six stagefield's (two that are inactive due to student loads) and the installations restricted area.

(3) There are no hard numbers or ways of determining aircraft density for VFR flight operations in airspace away from stagefields or basefields. The density of aircraft operation would be depend on the type of flight training being conducted. Flight operations are currently being conducted in as little as 44.64 square miles of airspace per aircraft. Tactical flight training could be conducted in as little as one aircraft per 10 square miles of airspace depending on the type of training, aircraft type, and phase of flight training. With over 3,000 square miles of untapped flight training area, AO Dragon, at the deposal of the installation and the low density of flight training being conducted in the other areas of operation there are unlimited airspace capabilities.

The following is a list of Special Use Airspace (Restricted Areas, Military Operations Areas, and Alert Areas) within 100 NM of Fort Rucker. The information requested in question B. 3. is not available at this intallation.

ALERT AREAS

1. A-211
2. A-292

Facilities (continued)

B. Airspace

MILITARY OPERATIONS AREAS

1. Pensacola South MOA and Pensacola North MOA.
2. Camden Ridge MOA
3. Pine Hill East MOA.
4. Eglin A East MOA, Eglin A West MOA, Eglin B MOA, Eglin C MOA, Eglin D MOA, Eglin E MOA, and Eglin F MOA.
5. Rose Hill MOA
6. Benning MOA
7. Moody 1 MOA and Moody 2 MOA.
8. Tyndall A MOA, Tyndall B MOA, Tyndall C MOA, Tyndall D MOA, Tyndall E MOA, and Tyndall G MOA.

RESTRICTED AREAS

1. R-2905A and R-2905B.
2. R-2914A and R-2914B.
3. R-2915A, R-2915B, and R-2515C.
4. R-2917
5. R-2918
6. R-2919A and R-2919B.
7. R3002A, R3002B, R3002C, R3002D, R3002E, and R3002F.

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

The special use airspace that Fort Rucker utilizies meets all the training requirements of the installation.

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

a. Where do these units/squadrons deploy?

b. How far from your installation?

c. Frequency?

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

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

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

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

Facilities (continued)

. Airspace

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

a. Fort Rucker has 16 stagefields available to conduct military only flight operation both day and night. The stagefields are dedicated military rotor-wing, multi-lane, training facilities. Each training sites have full Air Traffic Control (ATC) services that are linked with flight following facilities and a Army Radar Approach Control (Cairns ARAC). All stagefields, in addition to the ATC services, have dedicated Crash/Fire Rescue services on station, refueling services, and the availability of limited aircraft maintenance. Each facility has a briefing room available for instructor pilot (IP)/student pilot briefings and debriefing. A stagefield aircraft density is determined by the number of useable landing lanes for the conditions (day/night, aided or unaided) located within the stagefield's core airspace, surface to 1,000 feet above ground level (AGL), within a 2NM radius of the center of the stagefield.

Example: Day conditions, six lanes, three aircraft per lane, equals a density of 18 helicopters in the traffic pattern conducting flight training at a given time. It should be noted there could be additional aircraft conducting hovering flight training within the stagefield boundaries simultaneously with aircraft in the traffic pattern. The number of additional aircraft, other than those conducting traffic pattern work, would be determined by the type of training conducted and the physical layout of the stagefield.

b. Fort Rucker has a total of 77 dedicated, military only, day and night, NVD compatibly, multi-aircraft, helicopter landing lanes at the installations 16 stagefields. These landing lanes are capable of handling on the average three aircraft simultaneous during the day and two aircraft simultaneous, under night and NVD training conditions. The lanes meet separation criteria (distance between centerlines of adjacent lanes) that allow for simultaneous flight operations (simultaneous landing and departures from adjacent lanes). Each lane is lighted for day, night, and NVD flight operations. Lane density is computed at a rate of three aircraft per usable landing lane in day conditions and two aircraft per usable landing lane under night or NVD flight conditions.

c. Fort Rucker has in excess of 100, environmental approved, remote flight operations training sites that are compatible with both day and night, aided and unaided flight training operations. All areas are within the primary local flight area. The sites are located in geographic locations that support the helicopter flight training mission and are of varying sizes to favor the flight mission in which they were designed to accommodate.

d. Fort Rucker has an active noise mitigation program. Over the past five years, through the use of a number of noise mitigation services and education processes, the installation has experienced over a 50 percent decrease in the number of noise complaints. Fort Rucker noise program works in concert with the ICUZ program to ensure mission accomplishment while working with the civilian population in mitigation of noise complaints.

Facilities (continued)

B. Airspace

e. Fort Rucker has exclusive use an Instrument Training Airway System (ITAS) that is designed to provide realistic instrument flight training under VFR conditions. This system is comprised of both VOR and NDB airways, multi-approach capability (ILS, VOR, NBD, and GCA approaches), and a number of locations to conduct all phases of instrument flight training (holding, enroute work, emergency training).

f. The entire Fort Rucker flight training area is serviced by Cairns Army Radar Approach Control (Cairns ARAC). Cairns ARAC provides radar approach control services from the surface to 10,000 feet using the latest in technology ASR-9 approach control radar. Helicopter flight training is serviced by an extensive helicopter flight following service (HUB Radio). HUB Radio's mission is to provide VFR flight following in support of the installation flight training mission. The ATC service is operational 24 hours a day and is capable, through the means of radio relay's, to service all flight training areas. Each stagefield has a stand-alone ATC tower operated by Federal Aviation Administration (FAA) certified controllers. The tower provides safety and operational control at the facility to enhance the flight training mission.

g. Fort Rucker has 11 U.S. Government Into Plane refueling services within 90 nautical miles (NM) of the installation. Six (6) locations are located within 45 miles of Cairns Army Airfield (Cairns AAF). Three of six contract into plane locations, all within 45 NM of Cairns AAF, have approved capable rapid refueling services for the DoD helicopter fleet. The three locations are the only DoD approved rapid refueling Contract Into Plane Refueling sites in the nation.

h. Fort Rucker primarily uses approximately 9,000 square miles of surrounding airspace from the surface to 1000 feet AGL for VFR flight training. This airspace is divided into five areas of operations (AO's), those being, Cantonment Area (approximately 1,500 square miles), AO Vanguard (approximately 2,500 square miles), AO Hawk (approximately 2,000 square miles), and AO Dragon (approximately 3,000 square miles), and AO Bearcat (approximately 2,000 square miles). On an average the current aircraft density for the training areas are (all AO airspace is measured from the surface to 1,000 AGL and used only for VFR rotor wing flight training):

(1) AO Vanguard: An average of 80 UH-1's and 32 OH-58's for a total of 112 aircraft in an area of approximately 2,500 square miles or one aircraft per 22.32 square miles during daylight hours (42 aircraft during the hours of darkness). It should be noted this area is used primarily for IEWR flight training with the preponderance of the flight training being conducted at the five stagefields located in the AO. It is estimated that approximately 50 percent of the 112 aircraft (56 aircraft) training in AO Vanguard at an one time are conducting flight training at one of the five stagefield's during a training period. Using those figures there would be approximately one training aircraft (56 aircraft in the AO outside of the stagefield's) per 44.64 square miles of airspace in AO Vanguard. During hours of darkness it is estimated that approximately 40 percent of the aircraft (17 aircraft) are at one of the stagefield's with the remainder

Facilities (continued)

. Airspace

conducting flight training in the area of operations. This would equate to 25 aircraft operating in the 2,500 square miles of airspace or one aircraft per 100 square miles of airspace conducting flight training at night.

(2) AO Hawk: An average of 21 aircraft operating during the daylight hours (14 during the hours of darkness) in approximately 2,000 square miles of airspace or one aircraft per 95.24 square miles of airspace (one per 142.86 square miles of airspace at night). There are four (one of the stagefields is not currently being used due to decreased student loads) stagefields located within AO Hawk. At any one time there are approximately 50 percent of the aircraft during the daylight hours and 40 percent during the hours of darkness operating at the stagefields. This would equate to approximately 11 aircraft in the daytime (one aircraft per 181.82 square miles of airspace) and nine aircraft (one aircraft per 222.22 square miles of airspace) at night in the area of operations conducting flight training.

(3) AO Dragon: At the current time there are no flight school operations being conducted within the 3,000 square miles of airspace in AO Dragon. This would be considered an untapped flight training resource.

(4) AO Bearcat: There are on the average 18 aircraft operating in daylight hours (15 during the night training periods) in the approximate 2,000 square miles of airspace in AO Bearcat (one aircraft per 111.11 square miles of airspace). Of these aircraft operating in the AO during the day approximately 50 percent are operating at the areas only stagefield with 40 percent utilizing the stagefield during the hours of darkness. This equates to nine during daylight flight training periods (one aircraft per 222.22 square miles of airspace) and eight aircraft per night flight training period (one aircraft per 250.00 square miles of airspace).

(5) Cantonment Area: There are on the average 22 aircraft operating within what is known as the Flight Training Cantonment Area during the day (one aircraft per 68.18 square miles of airspace) and 19 (one aircraft per 78.95 miles of airspace) during the hours of darkness. This area contains six stagefield's (two that are inactive due to student loads) and the installations restricted area.

i. There are no hard numbers or ways of determining aircraft density for VFR flight operations in airspace away from stagefields or basefields. The density of aircraft operation would be depend on the type of flight training being conducted. Flight operations are currently being conducted in as little as 44.64 square miles of airspace per aircraft. Tactical flight training could be conducted in as little as one aircraft per 10 square miles of airspace depending on the type of training, aircraft type, and phase of flight training.

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

Facilities (continued)

B. Airspace

Syllabus of Training * Terrain Feature or Overwater Requirement

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

Fort Rucker has no syllabus requirement of undergraduate/graduate pilot and/or NFO/Navigator flight training, that requires any specific terrain feature or overwater access for training.

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

There are no airspace constraints or limitations that have a negative impact upon flight training.

GROUND TRAINING FACILITIES

BASE	DESIGN CAP		HOURS/DAY		TNG DAYS/YR		TNG HRS/YR
COLUMBUS							
CLASSROOM	224	X	8	X	242	=	433664
SIMULATOR	16	X	16	X	242	=	61952
LAUGHLIN							
CLASSROOM	100	X	8	X	242	=	193600
SIMULATOR	16	X	16	X	242	=	61952
RANDOLPH							
CLASSROOM	360	X	8	X	242	=	696960
SIMULATOR	24	X	16	X	242	=	92928
REESE							
CLASSROOM	360	X	8	X	242	=	696960
SIMULATOR	16	X	16	X	242	=	61952
SHEPPARD							
CLASSROOM	180	X	8	X	242	=	348480
SIMULATOR		X	16	X	242	=	0
VANCE							
CLASSROOM	193	X	8	X	242	=	373648
SIMULATOR	16	X	16	X	242	=	61952
CORPUS							
CLASSROOM	240	X	8	X	242	=	464640
SIMULATOR	12	X	16	X	242	=	46464
KINGSVILLE							
CLASSROOM	444	X	8	X	242	=	859584
SIMULATOR	16	X	16	X	242	=	61952
MERIDIAN							
CLASSROOM	300	X	8	X	242	=	580800
SIMULATOR	14	X	16	X	242	=	54208
PENSACOLA							
CLASSROOM	3505	X	8	X	242	=	6785680
SIMULATOR	74	X	16	X	242	=	286528
WHITING							
CLASSROOM	275	X	8	X	242	=	532400
SIMULATOR (T-34)	18	X	16	X	242	=	69696
SIMULATOR (TH-57)	9	X	16	X	242	=	34848
RUCKER							
CLASSROOM	2853	X	8	X	242	=	5523408
SIMULATOR	55	X	16	X	242	=	212960

	AQC	C-12
	FLT	
	Refresher	
Euro/NATO	Primary	UH-1
	Instru	
	ADINS	
	ADCON	
	C/S	
Spanish	RWQC	UH-1
	TQO	
	IERW	
	NVG	
	IPC	

Army pilot training syllabi with service components trained.

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

Appendix 1b (continued)

Air Force list of aircraft used in undergraduate pilot and navigator training.

T-37

JPATS

T-38

T-1A

AT-38

T-43

UH-1

Appendix 1 c
Army pilot training syllabi with levels of training and types of aircraft used.

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

Appendix 1b (continued)

Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transitio n	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Appendix 1b (continued)

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

Syllabus	Level of Tng	Aircraft
SUNT SO Tng	Primary	T-43
	Advanced	T-38
SUNT Topoff Tng	Advanced	T-37
SUNT Nav Tng	Primary	T-43
	Advanced	T-43
SUNT EWO Tng	Primary	T-37/T-43
	Advanced	T-43
SUNT EWO Topoff	Advanced	T-37
Interservice UNT	Advanced	T-43
USMC UNT	Primary	T-43
EWO Tng CAF	Advanced	T-43
Nav Instr Tng	Graduate	T-43
IFF WSO	Graduate	AT-38
IFF WSO Instr Tng	Graduate	AT-38

Appendix 1b (continued)

SUNT Core	USAF
EWO Tng	ANG
	AFRES
	USMC
SUNT Core	USAF
EWO + Topoff	ANG
Interservice UNT	USN
	FMS
	NOAA
USMC UNT	USMC
EWO Tng CAF	USAF
Nav Instr Tng	USAF
T-43	USN
Intro to Ftr	USAF
Fundamentals	ANG
WSO AT-38	FMS
IFF Instr WSO Tng AT-38	USAF

Appendix 1b (continued)

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

SyllabusLevel of Tng	Aircraft	
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
	Advanced Helo	UH-1
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38

Appendix 1b (continued)

INTRO TO BOMBER FUND (IBF)	USAF
(NO A/C, SIMS	AFRES
ONLY)	ANG
T-43	USAF
	FMS
PILOT INSTR	USAF
TNG (PIT) T-37	FMS
PILOT INSTR	USAF
TNG (PIT) T-38	FMS
PILOT INSTR TNG (PIT) T-1	USAF
T-1 PIT TRANSITIO N	USAF
PILOT INSTR TNG (PIT)	USAF
AT-38	NATO
ENJJPT PIT USAF	
T-37	NATO

Appendix 1b (continued)

ENJJPT PIT	USAF
T-38	NATO
JET	USAF
CURRENCY	ANG
COURSE T-38	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force navigator training syllabi with service components trained.

Syllabus of Training	
SUNT Core Sys	USAF
Off Tng	ANG
	FMS
SUNT Core	USAF
Topoff Tng	ANG
SUNT Core Nav	USAF
TngANG	
	AFRES
	FMS

Appendix 1 b

Air Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAFA
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF

Appendix 1b (continued)

ANG	
	AFRES
	NATO
BANKED REQ	USAF
T-38	
BANKED REQ	USAF
T-1	
FIXED WING	USAF
QUAL TNG	ANG
	AFRES
ROTARY WING	USAF
QUAL	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS
UPT T-38 ADVANCED TNG PGM	FMS
INTRO TO FTR	USAF
FUND (IFF)	ANG
AT-38	AFRES
	NATO
	FMS

Appendix 1a

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

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45[26]
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45[2]
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

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

Appendix 1a (continued)

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

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

T-2

TA-4J

T-34C

T-39

T-43

T-44

T-45

TH-57

JPATS

Appendix 1a

Syllabus of Training	
Strike	USN
	FMS

Navy NFO training syllabi with service components trained.

	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
Adv Navigator (NAV)	USN

Appendix 1a (continued)

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

Features and Capabilities

A. Housing and Messing

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Dining Facil 72210 Bldg 4501	11,334	291	0
Dining Facil 72210 Bldg 4508	11,334	291	0
Dining Facil 72210 Bldg 5914	11,320	399	614 **
Dining Facil 72210 Bldg 6204	14,586	217	0

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Dining Facil 72210 Bldg 4501	11,334	291	0
Dining Facil 72210 Bldg 4508	11,334	291	0
Dining Facil 72210 Bldg 5914	11,320	399	0
Dining Facil 72210 Bldg 6204	14,586	217	0

Features and Capabilities

A. Housing and Messing

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

Type Facility	** Supportable ** Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	392	392	392	392	392	392	392
BEQ	1,132	1,132	1,132	1,132	1,132	1,132	1,132
On-Base Housing	1,516	1,516	1,516	1,516	1,516	1,516	1,516
Off-Base Housing	1,867	1,867	1,867	1,867	1,867	1,867	1,867
Messing	2,945	2,945	2,945	2,945	2,945	2,945	2,945

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

Data Sources:

1. BOQ = Total spaces in Visiting Officer's Quarters.
2. BEQ = Total spaces in WOC and Enlisted Student barracks (1-13th Avn) and spaces in new barracks (8301 & 8302).
3. On-Base Housing: Real Property Inventory, Apr 94.
4. Off-Base Housing: Housing Referral Survey, Dec 93.
5. Messing data souuce: Real Property Inventory, Apr 94.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. None.

Navy pilot training syllabi with service components trained.

Features and Capabilities

A. Housing and Messing

Note: Billeting Algorithm.

"BOQ" represents permanent party unaccompanied officer housing.
"BEQ" represents permanent party and student unaccompanied enlisted housing.
"VOQ" represents visiting officer's housing.
"WOC" represents housing for student enlisted personnel undergoing Warrant Officer Candidate training under PCS orders.
* = Spaces in these buildings can be considered as dedicated primarily to students.

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

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

See Page 168

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

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

Features and Capabilities

A. Housing and Messing

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

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

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

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

NOTE: THE ABOVE FORMAT NOT COMPATABLE WITH DATA REQUESTED.

BOQ # 304 72410	40	40	40
BOQ # 309 72410	40	40	40
BOQ # 315 72410	40	40	40
VOQ # 303 72411 *	20	20	20
VOQ # 305 72411 *	60	60	60
VOQ # 308 72411 *	192	192	192
VOQ # 310 72411 *	40	40	40
VOQ # 312 72411 *	40	40	40
VOQ # 314 72411 *	40	40	40
BEQ # 4301 72111 *	58	29	58
BEQ # 4502 72111	88	56	88
BEQ # 4503 72111	86	56	86
BEQ # 4506 72111	118	61	118
BEQ # 4507 72111	118	61	118
BEQ # 4509 72111	118	61	118
BEQ # 4909	42	21	42
BEQ # 4911 72111	42	21	42

300 (BOQ)
392 (VOQ)
732 TOTAL off

Features and Capabilities

A. Housing and Messing

BEQ # 4912 72111	42	21	42
BEQ # 4913 72111	42	21	42
WOC # 5801 72111 *	134	67	134
WOC # 5909 72111 *	134	67	134
BEQ # 6101 72111 *	80	40	80
BEQ # 6102 72111 *	80	40	80
BEQ # 6103 72111 *	88	44	88
BEQ # 6104 72111 *	88	44	88
BEQ # 6105 72111 *	88	44	88
BEQ # 6106 72111 *	88	44	88
BEQ # 6812 72111	42	21	42
BEQ # 6815 72111	66	33	66
BEQ #30501 72111	48	24	48
BEQ # 8301 72111 *	192	192	192
BEQ # 8302 72111 *	192	192	192

Features and Capabilities

A. Housing and Messing

BEQ # 4506 72111	118	61	68
BEQ # 4507 72111	118	61	68
BEQ # 4509 72111	118	61	68
BEQ # 4909	42	21	24
BEQ # 4911 72111	42	21	24
BEQ # 4912 72111	42	21	24
BEQ # 4913 72111	42	21	24
WOC # 5801 72111 *	134	67	77
WOC # 5909 72111 *	134	67	77
BEQ # 5910 72111	136	68	79
BEQ # 6101 72111 *	80	40	46
BEQ # 6102 72111 *	80	40	46
BEQ # 6103 72111 *	88	44	51
BEQ # 6104 72111 *	88	44	51
BEQ # 6105 72111 *	88	44	51

Features and Capabilities

A. Housing and Messing

BEQ # 6106 72111 *	88	44	51
BEQ # 6812 72111	42	21	24
BEQ # 6815 72111	66	33	38
BEQ #30501 72111	48	24	28

Note: Billeting Algorithm.

"BOQ" represents permanent party unaccompanied officer housing.
"BEQ" represents permanent party and student unaccompanied enlisted housing.
"VOQ" represents visiting officer's housing.
"WOC" represents student enlisted personnel undergoing Warrant Officer Candidate training under PCS orders.
"Total People Housed" is dirived from applying the FY 93 overall utilization rates to the total number of beds available as follows: BOQ = 87.4% BEQ = 57.8% (includes WOC) VOQ = 89.7%.
* = Spaces in these buildings can be considered as dedicated primarily to students.

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

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
BOQ # 146 72410	200	200	200
BOQ # 303 72410	20	20	20

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.NONE

Features and Capabilities

A. Housing and Messing

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

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
BOQ # 146 72410	200	200	175
BOQ # 303 72410	20	20	17
BOQ # 304 72410	40	40	35
BOQ # 309 72410	40	40	35
BOQ # 315 72410	40	40	35
VOQ # 303 72411 *	20	20	18
VOQ # 305 72411 *	60	60	54
VOQ # 308 72411 *	192	192	172
VOQ # 310 72411 *	40	40	36
VOQ # 312 72411 *	40	40	36
VOQ # 314 72411 *	40	40	36
BEQ # 4301 72111 *	58	29	34
BEQ # 4502 72111	88	56	51
BEQ # 4503 72111	86	56	50

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

Aircraft Type	Square Footage (SF)
UH-1	201
OH-58A/C	150
CH-47	631
AH-64	585
UH-60	417
TH-67	150
OV-1	628
C-12	658
U-21	541
AH-1	319
OH-58D	230
H-3	657
C-23	995

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

Maximum number of aircraft to be maintained at Fort Rucker. These figures are converted from types and numbers maintained during the Vietnam Conflict.

Airfield	MAXIMUM NUMBER MAINTAINED
LOWE	320 UH-1 or TH-67(57) or mixture thereof
KNOX	110 UH-1 or TH-67(57) or mixture thereof
SHELL	200 TH-67(57)
HANCHEY	47 CH-47 50 OH-58D (equates to TH-13) 134 AH-1 (equates to H-19 after decreasing # by 33%) 65 AH-64
CAIRNS	110 UH-1 5 OV-1 58 U-21 (equates to T-42 after decreasing # by 10%) 5 C-12 46 UH-60

630

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

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

Our calculations were based on historical records of proven numbers of aircraft actually maintained at Fort Rucker. For the TH-67, for example, which was not in the Army's inventory until recently, we used the amount of similar type aircraft we historically maintained to estimate the maximum that we could maintain now.

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

Routinely, there are no major backlogs in maintenance. However, occasionally there will be a phase backlog due to either an over flying of projected hours of aircraft or a backlog will be created by an unscheduled Aviation Safety Action Message (ASAM) and/or Safety of Flight (SOF) Message.

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

AirfieldMAXIMUM NUMBER MAINTAINED

LOWE320 UH-1 or TH-67(57) or mixture thereof

KNOX110 UH-1 or TH-67(57) or mixture thereof

SHELL200 TH-67(57)

HANCHEY 47 CH-47
50 OH-58D (equates to TH-13)
134 AH-1 (equates to H-19 after decreasing # by 33%)
65 AH-64

CAIRNS110 UH-1
5 OV-1
58 U-21 (equates to T-42 after decreasing # by 10%)
5 C-12
46 UH-60

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

Our calculations are based on historical records of proven numbers of aircraft actually supported at Fort Rucker with our supply/storage facilities.

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

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

Aircraft Type	# of Aircraft	Comments:
HANCHEY:		
AH-64	63	
CH-47	15	
AH-1	19	
OH-58D	81	
LOWE:		
UH-1	43	
TH-67	110	224
OH-58A/C	71	
CAIRNS:		
UH-1	19	
TH-67	105	+224
UH-60	49	
OV-1	5	
C-12	2	
U-21	5	
OH-58A/C	5	+5
OH-58D	7	
AH-1	3	
AH-64	9	
CH-47	4	
SHELL:		
UH-1	43	+86
OH-58	43	
KNOX:		
UH-60	26	
UH-1	4	
OH-58	16	+20
AH-64	18	559

559 TOTAL

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

Calculations were determined as per TM 5-803-4 using the following parking dimensions and separation between aircraft (from mast or center of aircraft to mast or center of aircraft); however, Guthrie Army Airfield parking pads were not included due to their noncompliance with regulations.

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

Acft Type	Parking Dimensions	Separation
UH-1	80' x 80'	80'
AH-1	80' x 80'	80'
OH-58A/C	80' x 80'	80'
UH-60	80' x 160'	160'
AH-64	80' x 160'	160'
CH-47	110' x 100'	100'
TH-67	80' x 80'	80'
C-12	44' x 55'	55'
OV-1	44' x 55'	55'
U-21	44' x 55'	55'

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

Aircraft Type	# of Aircraft	Comments:
UH-1	133	3 3:8 32
OH-58A/C	125	
UH-60	64	290
TH-67	32	
C-12	2	
U-21	5	
AH-64	105	
H-3	2	
C-23	2	
AH-1	6	
CH-47	1	
OH-58D	44	

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

Calculations were determined as per the Operators' Manual (--10) for each type of aircraft, using the following square footage (SF):

Facilities (cont.)

. Aircraft Parking, Maintenance, and Supply

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

Aircraft	Number of Squadron (Fiscal Year) Mission 1994	1995	1996	1997	1998	1999	2000	2001	
HANCHEY:									
AH-64	57								Training
OH-58D	33								Training
AH-1	30								Training
CH-47	17								Training
LOWE:									
UH-1	135								Training
OH-58A/C	71								Training
TH-67	18								Training
CAIRNS:									
UH-1	90								Training/Support/ Testing/Crash Rescue/MEDEVAC/ Research
OH-58A/C	5								Training/Testing
OH-58D	9								Training/Testing
TH-67	27								Training
UH-60	54								Training/Testing/ Research
AH-1	4								Training/Testing
AH-64	15								Training/Testing
CH-47	5								Training/Testing
OV-1	5								Training
C-12	5								Training/Support
U-21	8								Training/Support/ Research
C-23	2								Testing/Transport
H-3	2								Testing
GUTHRIE:									
UH-60	3	3							Command & Control
OH-58A/C	13	13							Observation
AH-64	18	18							Attack
KNOX:									
UH-60	15	15	17	17	17	17	17	17	Training/Command & Control
UH-1	4	4	2	2	2	2	2	2	Training/Command & Control
OH-58A/C	3	3	0	0	0	0	0	0	Training/Command & Control

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

Aircraft Type	Total Number
AH-64	90
OH-58D	42
AH-1	34
CH-47D	22
OH-58A/C	92
UH-60	72
UH-1	229
C-12	5
OV-1	5
U-21	8
C-23	2
TH-67	57
Total Rotary Wing	638
Total Fixed Wing	20
GRAND TOTAL	658

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

Squadron	Number of Aircraft (Fiscal Year) 1994	1995	1996	1997	1998	1999	2000	2001	Mission
33RD AVN GRP (KNOX)									
OH-58 A/C	3	0	0	0	0	0	0	0	
UH-1	4	4	4	4	4	4	4	4	
UH-60	15	15	15	15	15	15	15	15	
2/229TH (GUTHRIE)									
AH-64	18	18	0	0	0	0	0	0	
OH-58 A/C	13	13	0	0	0	0	0	0	
UH-60	3	3	0	0	0	0	0	0	

C. Ground Training

Cat Code: 17120

3502	6	96	185,856
5419	16	446	863,456
5419	16	446	863,456
5419	16	446	863,456

Cat Code: 21410

5409	1	MOTOR POOL

Cat Code: 17130

7206	1	30	58,080

Cat Code: 31920

5101	1	17	32,912

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

The design capacity was derived from the total seating capacity of all the classrooms in a particular building. This was multiplied by 8 hours in a day, times 242 training days in FY 93 to arrive at the capacity in student hours.

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

Assuming the facility operates 24 hours a day at maximum capacity, it would be 3 times the student capacity hours listed in the chart above.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[1]

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

C. Ground Training

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

Assuming the facility operates 24 hours a day at maximum capacity, it would be 3 times the student capacity hours listed in the chart above.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[1]

If you provide unlimited resources then we have unlimited capabilities.

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome. NONE.

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

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

Cat Code: _72111_____

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student Hrs/Yr)
BLDG 3707	4	64	123,904

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

C. Ground Training

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

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

Cat Code: 17120_____

Type Training Facility	Total Number (PN)7	Design Capacity Capacity	Capacity (Student HRS/YR
5202	6	384	743,424
5301	6	288	557,568
5203	6	288	557,568
5302	6	272	526,592
5206	7	518	1,002,848
122	6	381	737,616
5207A	8	222	429,792
5207B	8	268	518,848
5205	2	40	77,440
6005	3	71	137,456
9007	1	25	48,400
4901	2	55	106,480
5102	6	96	185,856

SFTS

SIMULATORS

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

The design capacity was derived from the total seating capacity of all the classrooms in a particular building. This was multiplied by 8 hours in a day, times 242 training days in FY 93 to arrive at the capacity in student hours.

55 x 16 hr/day x 242 = 212960

Facilities (continued)

. **Ground Training**

Cat Code: _17120_____

3502	6	96	185,856
5419	16	446	863,456
5419	16	446	863,456
5419	16	446	863,456

Cat Code: 21410

5409	1	MOTOR POOL

Cat Code: 17130

7206	1	30	58,080

Cat Code: 31920

5102	1	17	32,912

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

The design capacity was derived from the total seating capacity of all the classrooms in a particular building. This was multiplied by 8 hours in a day, times 242 training days in FY 93 to arrive at the capacity in student hours.

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

Assuming the facility operates 24 hours a day at maximum capacity, it would be 3 times the student capacity hours listed in the chart above.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[2]

[2] *Αξτψεσ ζοσ εαγθ ιξδεπεξδεξυ σφξψαυθ γονπμεω αυ υθε θονε ζιεμδ αξδ αμμ OMZτ αξδ βυθ αισγσαζυ υθπε.*

Facilities (continued)

C. Ground Training

If you provide unlimited resources then we have unlimited capabilities.

10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome. NONE.

Facilities (continued)

. Ground Training

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

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

Cat Code: 17120_____

Type Training Facility	Total Number (PN)7	Design Capacity Capacity	Capacity (Student HRS/YR
5202	6	384	743,424
5301	6	288	557,568
5203	6	288	557,568
5302	6	272	526,592
5206	7	518	1,002,848
6022	6	381	737,616
5207A	8	222	429,792
5207B	8	268	518,848
5205	2	40	77,440
6005	3	71	137,456
9007	1	25	48,400

$1,337,552 — MAX Class Capacity

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

The design capacity was derived from the total seating capacity of all the classrooms in a particular building. This was multiplied by 8 hours in a day, times 242 training days in FY 93 to arrive at the capacity in student hours.

Facilities (continued)

C. Ground Training

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

Assuming the facility operates 24 hours a day at maximum capacity, it would be 3 times the student capacity hours listed in the chart above.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[1]

If you provide unlimited resources then we have unlimited capabilities.

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome. NONE.

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

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

Cat Code: _72111_____

Type Training Facility	Total Number	Design Capacity (PN)[25]	Capacity (Student Hrs/Yr)
BLDG 3707	4	64	123,904

[1] *Αξτψεσ ζοσ εαγθ ιξδεπεξδεξυ σφξψαυ γονπμεω αυ νθε θονε ζιεμδ αξδ αμμ* OMZ*τ αξδ βυ αισγσαζυ νυϑπε.*

CLOSE HOLD

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
200 ARMY PENTAGON
WASHINGTON DC 20310-0200

REPLY TO
ATTENTION OF

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT CROSS SERVICE GROUP

Subject: Undergraduate Pilot Training Data Certification

The enclosed Undergraduate Pilot Training (UPT) data call certifies all subsequent data requested by the UPT Working Group, to date. The enclosed data is provided in accordance with the Defense Base Closure and Realignment Act of 1990, as amended, which requires certification of the accuracy and completeness of all information provided to the Commission and the Secretary of Defense.

The enclosed data has been certified at both the Installation and the Major Command level. The information contained in this report is true and complete to the best of my knowledge and belief.

If we can be of further assistance, please contact the Army Basing Study Office UPT representative, Captain Blake Hollis, xx51375.

MICHAEL G. JONES
Colonel, U. S. Army
Director, The Army Basing Study

CLOSE HOLD

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M1

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY AVIATION CENTER AND FORT RUCKER
FORT RUCKER, ALABAMA 36362-5000

REPLY TO
ATTENTION OF:

ATZQ-DPT-RT

MEMORANDUM FOR Commander, Headquarters United States Army Training and Doctrine Command, Fort Monroe, VA 23561-5000

SUBJECT: Base Realignment and Closure 1995 (BRAC 95) Data Call (Military Values)

1. The information contained in this report (Encl 1) is accurate and complete to the best of my knowledge and belief.

2. USAAVNC POC is MAJ Colbert, PROFS ID COLBERTM, DSN 558-9174.

FOR THE COMMANDER:

LARRY TURNAGE
Colonel, Aviation
Garrison Commander

Encl
as

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

4 April, 1994

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

If any responses are classified, attach separate classified annex.

	Airfield Conditions (page 94, 96, 99, 136, 138, 141)											
		Lowe AHP		Hanchey AHP		Cairns AAF		Shell AHP		Guthrie AAF		Knox AAF	
		Ft2	% Adaq	Ft2	% Adaq	Ft2	% Adaq	Ft2	% Adaq	Ft2	% Adaq	Ft2	% Adaq
1	Runways	12230	100	181956	100	178347	100	123239	100	27271	100	111813	100
2	Taxiways	9100	100	150000	100	110848	100	19417	100			94490	100
3	Aprons	184228	100	44074	100	266670	100	119722	100	17136	100	121417	100
4	Elect	14400	100	17706	100	34133	100	12185	100			26850	100
5	Sewage	11261	100	7000	100	14390	100	2400	100			21811	100
6	WaterDist	6200	100	10600	100	39780	100	3000	100			8720	100
7	Roads	7041	100	143126	37	44236	100	6346	100			17811	100
8	VehPark	24728	100	34359	87	56229	100	14745	100			20802	100
	TotalAdac	269188		494185		744633		301054		44407		423714	
	Ttlnadaq	0		94636		0		0		0		0	
	Grand Total Ft2 Adaquate			2277181									

	Main Airfields	(Military Value - page 229)					
1	Lowe AHP						
2	Hanchey AHP						
3	Cairns AAF						
4	Shell AHP						
5	Guthrie AAF						
6	Knox AAF						
	Outlying/Auxillary Fields	(mv p229-235)					
		Lanes	Night	NVG	Refuel	MultiOpns	Dist/Main
1	Hooper	6	1	1	1	18	5
2	Ech	5	1	1	1	15	6
3	Hatch	6	1	1	1	18	7
4	Hunt	4	1	1	1	12	9
5	Toth	5	1	1	1	15	10
6	Brown	6	1	1	1	18	11.5
7	Allen	6	1	1	0	18	13
8	Stinson	6	1	1	1	18	13.5
9	Highbluff	5	1	1	1	15	14
10	Goldberg	4	1	1	1	12	15
11	Highfalls	0	0	0	0	0	15
12	Tabernacle	4	1	1	1	12	15
13	10C (LUCAS)	6	0	0	1	18	25
14	Runkle	3	1	1	1	9	28
15	TAC-X	1	1	1	1	3	30
16	Louisville	4	1	1	1	9	~~35~~
17	Skelly	4	1	1	1	12	~~35~~
	Total	74	15	15	15	219	287

	Special Use Airspace (page 21,39,62)						
		sm2	alt/mi	sm3	dist/main	distXsm3	
1	R-2103	60 45.24	2.76	144 165.6	5	828	720
2	Rucker A MOA	380 286.52	0.26	86 98.8	5	494	430
3	Rucker B MOA	330 248.82	0.26	76 85.8	15	1287	1140
4	Rucker C MOA	396 298.56	0.26	89 102.96	20	2059.2	1780
5	A-211	9000 6786	0.871	6800 7839	1	7839	6800
	Total			7197 8292.16		12507.2	10870
	Average	.655 x 8292.16		5431.36 nm³		8172.24	
	Wt Average				1.508316		

From Whiting to Hurlburt Eglin — 770 NM, 640 NM — 11, 25

SQ. NM

(16,166 SM x .754) + 770 + 640

= 9275 SQ NM

45.24 x 5
286.52 x 5
248.82 x 15
298.56 x 20
6786 x 1
770 x 11
640 x 25

= 47,618.7 / 9275 = 5.13 AVG DIST

6080 Ft = 1 Nm

.868 x SM = nm

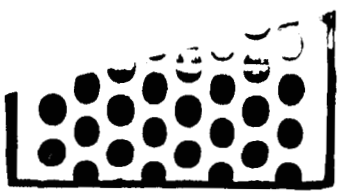
.754 x SM² = nm²

.655 x SM³ = nm³

Base Realignment and Closure 1995 (BRAC 95) Data Call (Military Values) is changed as follows:

Remove pages:	Insert pages:
9	9 - 9.2
14	14
85 - 93	85 - 93.3
148 - 149	148 - 149
188 - 192	188 - 192
245	245

FINAL



BRAC 95 Data Call #2 -- Undergraduate Pilot Training
Input received from Fort Rucker
as of 31 August 94

Verify the following Military Value questions in the Undergraduate Pilot Training Data Call:

Page 14, Question 2 - Provide the official planning factor.

Answer - The official planning factor for percent of sorties lost due to weather (based on historic data) is .25 flight hours per training flight period.

Page 86, Question 23 - States no specific terrain features necessary for flight training. Verify that this is true -- not necessary for NAP of the earth training?

Answer - While there are no specific terrain requirements, the following significantly facilitate UPT at Fort Rucker. A training area lacking one or more would require close evaluation as to suitability:

a. Rolling and vegetated terrain with significant terrain relief for teaching tactical navigation.

b. Large geographic area permitting helicopter operations at tactical flight altitudes.

c. Sufficient number of remote training sites within this area for confined area operations, NOE operations, LZ/PZ operations and navigational training (Fort Rucker currently has 100 leased remote training sites).

d. Reasonable access to an IFR training area capable of handling training traffic density.

e. Climate that permits training at a reasonably low density altitude year-round. Although there is no specific Density Altitude (DA) requirement, helicopter auto rotational performance degrades as the Density Altitude increases. Auto rotational training is hazardous at high DAs.

f. Stage field complexes with sufficient number of lanes (based on student throughput) within reasonable flight distance (based on TH-67 flight endurance of base fields).

Note: Lake Tholocco, which covers approximately 650 acres, can be used for limited overwater access for training. It is currently being used for CAPEX, Airborne, Waterborne and Helocase Operations, and Pathfinder FTX's.

Airfields:

Page 19, Question 2 - Verify that all airfields facilities are permanent/adequate.

Answer - All Airfield facilities are permanent/adequate, however, some roads and parking facilities are not - these are annotated on original report and correct as stated.

Encroachment:

Page 187, Question 5 a-c - Provide the current percentage of off post land used.

Answer - Data provided in original document is correct as stated, however, the column headers are offset making them hard to read.

Quality of Life:

Question - Provide the number of BEQ/BOQ rooms which are permanent/adequate.

Answer - Total permanent/adequate BEQ rooms are 40. There are no substandard nor inadequate/temporary BEQ rooms. Total permanent/adequate BOQ rooms are 732. There are no substandard BOQ rooms and there are 22 inadequate/temporary BOQ rooms (Wood Cabins).

Page 246, Question 4c - Verify there is no waiting list for the Fort Rucker Daycare Center.

Answer: Correct as stated in original document. There is no waiting list.

c. The Assistant Deputy Chief of Staff for each staff section certified to the accuracy and completeness of the installation submission, and provided a documentation section which addressed corrections made to the installation input and the justification for the change.

d. A list of the trusted agent at each TRADOC installation and the TRADOC staff has been published. Data calls and submissions flow through these agents.

e. AAA reviewed our initial Data Call #1 submission and was satisfied with the installation and this headquarters data input, the guidance this headquarters provided installations, and the procedures this headquarters used in the data collection.

5. The information contained in this report is accurate and complete to the best of my knowledge and belief.

6. Point of contact is LTC Franks, PROFS MON1(FRANKSJ), DSN 680-3681, or Ms. Cole, PROFS MON1(COLEF), DSN 680-4370, FAX 680-4267/4374.

FOR THE COMMANDER:

John P. Herrling

JOHN P. HERRLING
Major General, GS
Chief of Staff

4 Encls

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY TRAINING AND DOCTRINE COMMAND
FORT MONROE, VIRGINIA 23651-5000

REPLY TO ATTENTION OF

ATCS-O

SEP 0 1 1994

MEMORANDUM FOR Director, The Army Basing Study, ATTN: DACS-TABS, Office of the Chief of Staff, Washington, D.C. 20310-0200

SUBJECT: BRAC 95 Installation Assessment (IA) Program

1. References:

a. Memo, HQ TRADOC, ATCS-OS, 31 May 94, subject: BRAC 95 Installation Assessment (IA) Program.

b. Memo, HQ TRADOC, ATCS-OS, 22 Jun 94, subject: BRAC 95 Undergraduate Pilot Training Data Call.

c. Memo, HQ TRADOC, ATCS-OS, 27 Jun 94, subject: BRAC 95 Data Call #3, Installation Environmental Baseline Survey (IEBS).

2. The above referenced documents are TRADOC's initial submission to a series of data calls required to complete the BRAC 95 Installation Assessment. Since then the installations, this headquarters, or your office have identified corrections to the original submission. Most of these corrections have been provided to your staff informally.

3. At Enclosure 1 are the changes to Data Call #1 (Installation Assessment); at Enclosure 2 is the additional Undergraduate Pilot Training information requested from Fort Rucker; at Enclosure 3 is the reconciliation between Data Call #1 and #3 (IEBS); and at Enclosure 4 is an addition to Fort Bliss' Data Call #3 (IEBS) submission.

4. This command worked hard to ensure the accuracy and completeness of the initial submission and to maintain an audit trail of all changes.

a. TRADOC published a BRAC 95 Internal Control Program Memorandum which specifies the procedures to be used in data collection.

b. Installation submissions were staffed within this headquarters to verify the accuracy and completeness of their data.

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF
WASHINGTON, DC 20310-0200

REPLY TO ATTENTION OF

September 19, 1994

MEMORANDUM FOR THE CHAIRMAN, UNDERGRADUATE PILOT TRAINING JOINT WORKING GROUP

Subject: Undergraduate Pilot Training Data Recertification

The enclosed Undergraduate Pilot Training (UPT) data call recertification is provided in accordance with the Defense Base Closure and Realignment Act of 1990, as amended, which requires certification of the accuracy and completeness of all information provided to the Commission and the Secretary of Defense.

The attached data has been recertified at both the Installation and the Major Command level. The information contained in this report is true and complete to the best of my knowledge and belief.

If we can be of further assistance, please contact the Army Basing Study Office UPT representative, Captain Blake Hollis, xx51375.

MICHAEL G. JONES
Colonel, U. S. Army
Director, The Army Basing Study

CLOSE HOLD

ATZQ-DPT-RT

MEMORANDUM THRU Director, Directorate Resource Management, ATTN: ATZQ-R, Fort Rucker, AL 36352-5000

FOR Commander, Headquarters United States Army Training and Doctrine Command, Fort Monroe, VA 23561

SUBJECT: Base Realignment and Closure 1995 (BRAC 95) Data Call CHANGE 1

1. Reference PROFS note from LTC Franks, Subject: Additional UPT info from Ft Rucker, dated 8 Aug 94.

2. Enclosed changes (BRAC 95 DATA call (Mil Values) Encl 1 and (Capacity) Encl 2) to the original document, SAB submitted by this headquarters, are required to correct data omissions and comply with recommendations following review by the Army Audit Agency.

3. The information contained in these enclosures are accurate and complete to the best of my knowledge and belief.

4. USAAVNC POC is MAJ Colbert, PROFS ID COLBERTM, DSN 558-9174.

FOR THE COMMANDER:

2 Encls
as

LARRY TURNAGE
Colonel, Aviation
Garrison Commander

CHANGE 1

e. A list of the trusted agent at each TRADOC installation and the TRADOC staff has been published. Data calls and submissions flow through these agents.

f. AAA reviewed our initial Data Call #1 submission and was satisfied with the installation and this headquarters data input, the guidance this headquarters provided installations, and the procedures this headquarters used in the data collection.

5. The information contained in this report is accurate and complete to the best of my knowledge and belief.

6. Point of contact is LTC Franks, PROFS MON1(FRANKSJ), DSN 680-3681, or Ms. Cole, PROFS MON1(COLEF), DSN 680-4370, FAX 680-4267/4374.

FOR THE COMMANDER:

Encl

JOSEPH A. ROSZKOWSKI
Colonel, GS
Director of Operations

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY TRAINING AND DOCTRINE COMMAND
FORT MONROE, VIRGINIA 23651-5000

REPLY TO ATTENTION OF

OCT 3 1994

ATCS-O

MEMORANDUM FOR Director, The Army Basing Study, ATTN: DACS-TABS, Office of the Chief of Staff, Washington, D.C. 20310-0200

SUBJECT: BRAC 95 Data Call #2 -- Undergraduate Pilot Training Change Submission

1. References:

a. Memo, HQ TRADOC, ATCS-OS, 22 Jun 94, subject: BRAC 95 Undergraduate Pilot Training Data Call.

b. Memo, HQ TRADOC, ATCS-O, 1 Sep 94, subject: BRAC 95 Installation Assessment (IA) Program.

2. Reference 1a is TRADOC's initial submission for Data Call #2, Undergraduate Pilot Training. Reference 1b is TRADOC's Change 1 to all our initial submissions, Data Calls #1 - 4.

3. Enclosed is Fort Rucker's Change 1 to BRAC 95 Data Call #2, Undergraduate Pilot Training.

4. This command worked hard to ensure the accuracy and completeness of the initial submission and to maintain an audit trail of all changes.

a. TRADOC published a BRAC 95 Internal Control Program Memorandum which specifies the procedures to be used in data collection.

b. Installation Chief of Staff or Garrison Commander certified the accuracy and completeness of their data submission.

c. Installation submissions were staffed within this headquarters to verify the accuracy and completeness of their data.

d. The Assistant Deputy Chief of Staff for each staff section certified to the accuracy and completeness of the installation submission, and provided a documentation section which addressed corrections made to the installation input and the justification for the change.

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

Training Other Than Undergraduate Pilot and NFO/Navigator Training

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

Ground Unit/MTOE	Training Function
1/117TH FA BN (RC)	ARTEP/CTT
3/117TH FA BN (RC)	ARTEP/CTT
3/124 IN BN	ARTEP/CTT
C/511TH IN REGT	ARTEP/CTT
1-131ST ARMOR BN	ARTEP/CTT
260TH FA	ARTEP/CTT
46th Eng Bn 05415LFC04	Vertical Horizontal Combat Heavy Engineer Training
256th Sig Bn 11500HFC20	Signal Communications Maint

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

Operational Unit/TDA	Training Function
33d Avn Gp	Training to C&C 2 or more ATK Bn in combat plus pilot currency
F Co 214th AVIM Co	Train to perform AVIM missions in combat, plus pilot currency
B Co 6th Bn	Train to perform combat mission of UH-60 Bn in combat

Operational Unit/TDA	Training Function
31st Spt Grp (RC)	ARTEP/CTT
AVN TNG BDE	GRADUATE/UNDERGRADUATE HELICOPTER PILOT TNG
46TH ENGR BN	ARTEP/CTT
2/229TH AVN REGT	ARTEP/CTT
1203d Engr Bn (RC)	ARTEP/CTT
900TH MAINT	ARTEP/CTT

Mission Requirements

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

Operational Unit/TDA	Training Function
787th Ord (RC)	ARTEP/CTT
33d Avn Grp (RC)	ARTEP/CTT
731st Maint Bn (RC)	ARTEP/CTT
1343d Engr Bn (RC)	ARTEP/CTT
348th Engr Grp (RC)	ARTEP/CTT
75th Field Hosp (RC)	ARTEP/CTT
1103d Trans Bn (RC)	ARTEP/CTT
324th Replacement Bn (RC)	ARTEP/CTT
NCO ACAD	LEADERSHIP DEVELOPMENT
AIR ASSAULT SCHOOL	LEADERSHIP DEVELOPMENT

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

Forces	Location/Distance (mi)	Type of Support	Frequency
TF 160th	Ft Campbell, KY/625	Aerial Gunnery	Semi-annual
AFSOC	Eglin AFB, FL/100	Aerial Gunnery	Annual
Police Depart	Ozark, AL/15 Enterprise, AL/10 Troy, AL/40		
FBI	Mobile, AL/185		

Mission Requirements (cont.)

. Operational Squadron Support

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

Squadron Name	Aircraft Type(s)	Mission
229th Avn Bn	OH-58	Reconnaissance aircraft for observation
	AH-64	Advance/attack aircraft that seeks out/ targets and destroys
	UH-60	Troop movement and/or command type aircraft
33d Group	UH-60	Air assault and troop support
	OH-58	VIP and staff transport/Command and Control
	UH-1	Troop support and to pick-up parts

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

Service/Agency / Custodian	Aircraft Type(s)	Mission

Mission Requirements (cont.)

1. Operational Squadron Support (cont.)

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

FY	Main Airfield (Knox) No. Ops	Main Airfield (Knox) No. Days [1]	Auxiliary Field No. Ops	Auxiliary Field No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days
1991	1800	270						
1992	1680	265						
1993	1500	270						
1994	1500	270						

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

FY	Main Airfield No. Ops	Main Airfield No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days
1991	150	300	5*	300				
1992	145	300	12	300				
1993	165	300	10	300				
1994	160	300	11	300				

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

Mission Requirements (cont.)

Operational Squadron Support (cont.)

FY	Main Airfield No. Ops	Main Airfield No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days	Auxiliary Field No. Ops	Auxiliary Field No. Days
1991	2712	104	218	56				
1992	3540	194	456	91				
1993	3484	180	376	108				
1994	3640	202	425	151				

* 2-229th deployed to Desert Shield/Desert Storm.

All numbers of operations are estimates. Main field identified as Cairns Army Airfield. Auxillary field is Guthrie Army Airfield. All flights from other fields are training or training support.

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

Type of Unit	Number of Units	Mission	Equipment Items
Firefighter	1 (91st Eng Det (FF))	Firefighting	1 Firetruck
Aviation Support	1 (F Co, 58th Avn)	Radar Repair	Wheeled vehicles
Combat	1 (33rd Avn Group)	On call to deploy	Aircraft
Aviation Regiment	1 (F Co, 214th Avn Regt)	Aviation Maintenance	All types of maintenance vehicles
Aviation Support	1 (B Co, 6/159th Avn Regt)	Aviation Support	Aircraft

Sources: MTOEs and Mission Statements from units. Army Stationing and Installation Plan, dated 24 Mar 94.

Mission Requirements (cont)

C. Managed Training Areas

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

Managed Training Assets	Management Role
Aerial Gunnery Range	Schedule and control usage of and access to the associated training facilities, and field training sites. Issue "HOT" and "COLD" times for unit/aircraft firing. Coordinates use of restricted airspace.
Molinelli Stagefield	Coordinate the operation of the Aerial Gunnery Range Complex, refueling and rearming sites, ATC, and crash rescue efforts.
R2103(Restricted Airspace)	Using Agency

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties. None.

Mission Requirements (cont)

C. Managed Training Areas

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

Managed Training Assets	Management Role
AIR-TO-GROUND TRAINING RANGES	
Aerial Gunnery Range	Schedule and control usage of and access to the associated training facilities, and field training sites. Issue "HOT" and "COLD" times for unit/aircraft firing. Coordinates use of restricted airspace.
Molinelli Stagefield	Coordinate the operation of the Molinelli Aerial Gunnery Range Complex, refueling and rearming sites, air traffic control services, and crash/fire rescue services.
AIRFIELD FACILITIES	
BASEFIELDS	Schedule and control usage of and access to the military only airfields. Provides all necessary support to conduct flight training (air traffic control services, maintenance support, refueling support, and class room support).
Cairns Army Airfield Hanchey Army Helipad Lowe Army Helipad Shell Army Helipad * Knox Army Helipad * # Guthrie Army Helipad #	
STAGEFIELDS	Schedule and control the usage of and access to rotor wing multi-lane stagefields. Provides air traffic control services, refueling services, limited maintenance support, crash/fire rescue services, and flight training briefing areas.

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Allen Stagefield
Brown Stagefield
Ech Stagefield
Goldberg Stagefield
Hatch Stagefield
High Bluff Stagefield
Highfalls Stagefield #
Hooper Stagefield
Hunt Stagefield
~~Knox Stagefield *~~ # BASE FIELD
Louisville Stagefield
10-C Stagefield
Runkle Stagefield
~~Shell Stagefield *~~ BASE FIELD
Skelly Stagefield
Stinson Stagefield
Tabernacle Stagefield
Toth Stagefield

* Capable of being utilized as a Basefield or Stagefield

\# Currently not being used to support Fort Rucker's Flight Training Mission

Managed Training Assets	Management Role
<u>SPECIAL USE AIRSPACE</u>	Services as the using agency for the following listed areas of special use airspace.
Restricted Area R-2103	
Rucker Military Operations Area A Rucker Military Operations Area B Rucker Military Operations Area C	
Alert Area A-211	
<u>AREAS OF SPECIAL USE</u>	
117 Remote Tactical Helicopter	Leases and maintains proprieties Training Sites surrounding the installation (within a 50 NM radius) that are used exclusively for rotor wing flight training.
Area of Operations (AO)	Fort Rucker primarily uses and manages approximately 11,000 square miles of surrounding airspace from the surface

	to 1000 feet AGL for VFR flight training. This airspace is divided into five areas of operations (AO's).
Cantonment Area	Approximately 1,500 square miles
AO Vanguard	Approximately 2,500 square miles
AO Hawk	Approximately 2,000 square miles
AO Dragon	Approximately 3,000 square miles
AO Bearcat	Approximately 2,000 square miles

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties. None.

Mission Requirements (continued)

General Military Support

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

(1) Provides VIP support to 121st ARCOM.
(2) Participate in Counter Drug program in Kentucky.
(3) Provide support to Ranger School.
(4) Supports Battle Lab at Ft. Benning.
(5) Provide support to other Army and Air Force projects.
(6) Support CINC South.

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

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
UH-60	14	3000
OH-58	6	2200
UH-1H	4	1300

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

Equipment/Facility Function

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

NO

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

Yes, FAA support.

Cairns Army Radar Approach Control (Cairns ARAC) provides 24-hour, seven day a week radar approach control service to both military and civilian aircraft in a delegated control area encompassing approximately 8000 square miles of airspace in southeast Alabama, southwest Georgia, and northwest Florida. Included therein is the responsibility for providing radar approach control service to three military and nine civilian airports with standard instrument approach procedures plus 10 civilian airports without approved instrument approach procedures. Radar service and traffic Mission equirements (cont.)

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

mobilization plan.

Camp Shelby, MS

- Mobilize units
- Assist in validation
- Assist with deployemnt
- Assist with initial BASOPS logistics support after mobilization

Mississippi - Aviation Classification and Repair Depot, Gulfport, MS

- Provide BASOPS logistics support when mobilized

412th Engr Command, Vicksburg, MS

- Mobilize
- Provide logistics support
- Deploy thru APOE, Gulfport, MS

SOURCE: Records and plans on file in the EOC.

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

Provide Port Support Activity for the Port of Mobile in peacetime and up to mobilization plus 15 days.

Support APOE at Eglin AFB, FL, after mobilization for any Army unit emba ing through Eglin.

Within the scope of the AR 5-9, area of responsibility, function as a coordinating/supporting unit for logistical, engineering, provost marshal, legal (less claims), safety, USAR financial administration, and mobilization planning and execution services and ROTC support.

SOURCE: AR 5-9.

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

Yes, Navy Undergraduate Helicopter Flight Training.

Mission Requirements (continued)

Other Support

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

Yes. This installation provides support to civil authority under the authority of DoD Directive 3025.1M, "Military Support to Civil Authority," (MSCA), April 1994. Response is in all areas of emergency response. (Hazardous materials-HAZMAT, Flood Relief, Search and Rescue-SAR, Imminent Danger, and others). The installation's mission in these areas has been increasing over the years as population centers shift toward built-up industrial areas and coastal areas continue to build along and in hurricane danger zones. The DoD is by Executive Order, increasing its visibility in all areas of support.

Source: Cecil High, Chief, EOC, DoD Directive 3025.1M

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

Provide 24 hour meterological support. Provide weather briefings and drop zone forecasts when military limited duty weather stations such as Fort Benning and Maxwell AFB are closed. Coordinate with local civilian agencies on severe weather conditions, as requested.

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

NO

Mission Requirements (cont.)

F. Weather

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

Airfield: CAIRNS

Weather typically affects Fort Rucker's training activities when the cloud ceiling goes below 1000' or visibility is less than 3 miles (Instrument Meteorological conditions, IMC). The following table depicts the percentage of the time Cairns AAF has ceilings and visibilities greater than or equal to 1000'/3 miles (Visual Meteorological Conditions, VMC), less than 1000'/3 miles (IMC), and the percentage of the time Cairns AAF has ceilings and visibility less than 500' or 1 miles. We only have data for Cairns, since no weather observations are regularly taken at any other base or stagefield in the Fort Rucker reservation.

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Re-scheduled/Canceled Due to Weather *Data based on CY 1992
Jan.	85.1	14.9	12.1	19.0
Feb.	75.7	24.3	6.9	8.0
Mar.	85.8	14.2	6.6	9.0
Apr.	90.6	9.4	4.4	2.0
May	92.3	8.7	2.5	3.0
June	94.0	6.0	2.2	6.0
July	92.6	7.4	2.5	3.0
Aug.	91.5	8.5	3.5	7.0
Sept.	89.5	10.5	3.7	3.0
Oct.	92.5	7.5	3.2	3.0
Nov.	87.6	12.4	5.8	15.0
Dec.	~~84.9~~ 88.5	15.1	~~7.3~~ 5.0	9.0 ~~7.25~~ % CANCELLED

Spring: good flying weather. Low visibilities in the morning don't last beyond 09L.

AVG ANNUAL VMC % | % BELOW 500/1 ≥ 95% ABOVE

Mission Requirements (cont.)

. Weather (cont)

Thunderstorms may cause lower ceilings and visibilities, typically from 15L-19L, during the summer months (late May-Aug)

Fall: Optimal flying season. Only weather threat would be a hurricane event.

Nov to Mar: lowest ceilings typically occur in the morning, associated with frontal passages.

This data is taken from the Cairns AAF Revised Uniform Summary of Surface Weather Observations (RUSSWO), produced by the US Air Force Environmental Technical Applications Center, Scott AFB IL. The full document is available at Detachment 9, 1st Weather Group, Cairns AAF. The data contained in this table are for all hours, for each month, data can be broken down into 3 hour increments, e.g., 00L-02L, 03L-05L, etc., if needed.

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

The Avn Log Mgt Div, DOL captures the data from all -12s on a daily basis by code to indicate shortages and rejects for all aircraft by system for all types of conditions (weather, maintenance, etc.) This data is then rolled into a monthly total. (.25 flt hrs per training flt) see rcccft.

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

There are no weather conditions in our area that pose a chronic problem for scheduling training missions. Thunderstorms are the only concern, primarily during the summer, but they tend to occur mid-to-late afternoon and don't cause a significant impact.

Facilities

A. Air Space and Flight Training Areas

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

There are no airspace encroachment, noise abatement, or special air traffic procedures that have a negative impact upon the mission/training within the 9,000 square miles of airspace that Fort Rucker utilities for its graduate or undergraduate flight training.

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

Fort Rucker does not have scheduling restrictions/limitations associated with the three MOA's and one restricted area that Fort Rucker manages.

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

No

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

No

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

Restricted Area

1 R-2103

Military Operations Areas (MOA)

2 Rucker A MOA
3 Rucker B MOA
4 Rucker C MOA

Alert Area

5 A-211

Restricted and MOA utilization reports for FY93 are attached.

F. Weather (cont)

Thunderstorms may cause lower ceilings and visibilities, typically from 15L-19L, during the summer months (late May-Aug)

Fall: Optimal flying season. Only weather threat would be a hurricane event.

Nov to Mar: lowest ceilings typically occur in the morning, associated with frontal passages.

This data is taken from the Cairns AAF Revised Uniform Summary of Surface Weather Observations (RUSSWO), produced by the US Air Force Environmental Technical Applications Center, Scott AFB IL. The full document is available at Detachment 9, 1st Weather Group, Cairns AAF. The data contained in this table are for all hours, for each month, data can be broken down into 3 hour increments, e.g., 00L-02L, 03L-05L, etc., if needed.

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

The official planning factor for percent of sorties lost due to weather (based on historic data is .25 hours per flight training period.

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

There are no weather conditions in our area that pose a chronic problem for scheduling training missions. Thunderstorms are the only concern, primarily during the summer, but they tend to occur mid-to-late afternoon and don't cause a significant impact.

1 Trng Period = 1.5 hrs

$\frac{.25}{1.5} = 16.7$

Facilities (Cont.)

Air Space and Flight Training Areas

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

Fort Rucker schedules and manages one restricted area (R-2103), three military operations areas (Rucker A, B, and C MOA), and one alert area (A-211).

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

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? There is no requirement to conduct an environmental analysis on any of the special use airspace that Fort Rucker manages.

- What is the status of each environmental analysis and supplement? Not required.

- Were there any problems associated with the analysis? Not applicable.

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack f reports. Not applicable.

RESPONSE: No; however, an Environmental Impact Statement (EIS) for Fort Rucker and the US Army Aviation Center has been financed and is currently in production. A notice of intent (NOI) is to be published in the Federal Register in the near future. Barring any Congressional objection, the EIS will proceed on schedule to assess the impacts of all aviation training and other activities at Fort Rucker and associated areas.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? No

- List those documented in Flight Information Publication (FLIP) and those you have concerns about. Fort Rucker has no NSAs listed in FLIP materials.

- Do any of these NSAs affect or threaten the quality of training or mission? Not applicable, Fort Rucker has no NSAs to effect the quality of training or the mission of the installation.

c. Are there any known civilian/commercial encroachments with each piece of airspace? No

- List those for ground or airspace encroachment. There are no ground or airspace encroachments on any of the special use airspace that Fort Rucker's manages.

Facilities (Cont.)

A. Air Space and Flight Training Areas

d. Are there any planned expansions to your special use airspace? No

- Explain proposal and give status (to include community reactions). Not applicable.

- What was the primary rationale supporting expansion? Not applicable.

e. What type of restrictions exist with each airspace? There are no restrictions to the use of the one restricted area, three military operations areas, and alert area that Fort Rucker manages.

f. What is the published availability of each airspace:

(1) Restricted Area R-2103 - Continuous.

(2) Rucker A MOA - By NOTAM at least 24 hours in advance.

(3) Rucker B MOA - By NOTAM at least 24 hours in advance.

(4) Rucker C MOA - By NOTAM at least 24 hours in advance.

- How many hours (average per year for 1990 through 1993) was the airspace scheduled:

(1) Restricted Area R-2103

(a) 1990 - 4259.0

(b) 1991 - 4387.0

(c) 1992 - 3649.4

(d) 1993 - 3640.4

(2) Rucker A MOA

(a) 1990 - 0

(b) 1991 - 0

(c) 1992 - 0

(d) 1993 - 0

(3) Rucker B MOA

(a) 1990 - 135

(b) 1991 - 96

Facilities (Cont.)

Air Space and Flight Training Areas

(c) 1992 - 0

(d) 1993 - 0

(4) Rucker C MOA

(a) 1990 - 0

(b) 1991 - 0

(c) 1992 - 0

(d) 1993 - 0

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?

(1) Restricted Area R-2103

(a) 1990 - 4259.0

(b) 1991 - 4387.0

(c) 1992 - 3649.4

(d) 1993 - 3640.4

(2) Rucker A MOA

(a) 1990 - 0

(b) 1991 - 0

(c) 1992 - 0

(d) 1993 - 0

(3) Rucker B MOA

(a) 1990 - 135

(b) 1991 - 96

(c) 1992 - 0

(d) 1993 - 0

Facilities (Cont.)

A. Air Space and Flight Training Areas

(4) Rucker C MOA

(a) 1990 - 0

(b) 1991 - 0

(c) 1992 - 0

(d) 1993 - 0

- State reasons for difference between scheduled and actually used. There was no difference between the scheduled and actually used hours on Fort Rucker's special use airspace.

g. Is it possible to increase utilization of the airspace? Yes

h. Can it be expanded in volume and/or hours of use? Yes

i. Describe the volume or area of the airspace.

(a) The following data relating to the size in Cubic Square Statute Miles of the Special Use Airspace (SUA) at Fort Rucker, Alabama. This information was provided by the Southern Regional Department of Army Regional Representative to the Federal Aviation Administration (DARR). I should be noted there are no procedures established within the U.S. Army Federal Aviation Administration to determine the total cubic miles of SUA.

RESTRICTED AREA AREA MILES	SQ STATUTE MILES	STATUTE MILES (ALTITUDE)	CUBIC SQUARE STATUTE
R2103	60.00	2.76	165.90

MILITARY OPERATIONS AREA	SQ STATUTE MILES	STATUTE MILES (ALTITUDE)	CUBIC SQUARE STATUTE MILES
Rucker MOA A	280.00	0.26	74.20
Rucker MOA B	330.00	0.26	87.45
Rucker MOA C	396.00	0.26	104.94

ALERT AREA MILES	SQ STATUTE MILES	STATUTE MILES (ALTITUDE)	CUBIC SQUARE STATUTE
A211	9,000.00	0.871	7,839.00

Facilities (Cont.)

. Air Space and Flight Training Areas

j. What percentage of the airspace is usable?

- Restricted Area R-2103 - 100 percent
- Rucker A MOA - 100 percent
- Rucker B MOA - 100 percent
- Rucker C MOA - 100 percent
- Alert Area A-211 - 100 percent

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? Yes

- Fort Rucker's Restricted Area (R-2103) and Rucker A and C MOA's could be expanded vertically by as much as 300 percent or greater depending upon the mission requirements. Currently there are no air route structures that would restrict the growth of the three areas of special use airspace.

- Rucker A and C MOA's could be expanded horizontally by approximately 200 percent due to the fact that there are no air route structures or other special use area within close proximity of the two military operations areas.

b. Will current access remain the same (status quo)? Yes

c. Are reductions expected? No

d. Do current special use airspace and training areas meet all training requirement? Yes

- Can some of your training requirements only be net by deployed, off-station training? There is no requirement to deploy off-station to conduct any of Fort Rucker's training requirements.

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? No

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 mile radius of the installation.

(1) Dothan Municipal Airport - Dothan, Alabama
(2) Troy Municipal Airport - Troy, Alabama
(3) Brundidge Municipal Airport - Brundidge, Alabama
(4) Geneva Municipal Airport - Geneva, Alabama
(5) Enterprise Municipal Airport - Enterprise, Alabama
(6) Andalusia/Opp Municipal Airport - Andalusia/Opp, Alabama

Facilities (Cont.)

A. Air Space and Flight Training Areas

(7) Logan Field Municipal Airport - Samson, Alabama
(8) Carl Folsom Airport - Elba, Alabama
(9) Florala Airport - Florala, Alabama
(10) Blackwell Airport - Ozark, Alabama
(11) Sikes Municipal Airport - Luverne, Alabama
(12) Headland Municipal Airport - Headland, Alabama
(13) Abbeville Municipal Airport - Abbeville, Alabama
(14) Weedon Municipal Airport - Eufaula, Alabama
(15) Clayton Municipal Airport - Clayton, Alabama
(16) Tri-County Airport - Bonifay, Florida
(17) Marianna Municipal Airport - Marianna, Florida
(18) De Funiak Springs Municipal Airport - De Funiak Springs, Florida
(19) Bob Sikes Municipal Airport - Crestview, Florida
(20) Donalsonville Municipal Airport - Donalsonville, Georgia
(21) Early County Airport- Blakely, Georgia

c. Do civilian/commercial operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations?

No, civilian/commercial flight operations do not pose any scheduling, operational, or environmental constraints or limits to the Fort Rucker flight training mission.

- Describe the impact. There is no negative impact upon the flight operation mission of Fort Rucker caused by civilian/commercial flight operations.1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain. P0

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

Airspace Designator: Restricted Area R-2103.
SEE FRONT OF BOOK FOR AMMOUNT OF A/S (pg 1)

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area
b. Dimensions (nmi. x nmi. x ft): 165.9 Cubic Square Statute Miles
c. Distance from main airfield: 5NM from Cairns AAF
d. Time enroute from main airfield: 3 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville ARTCC
f. Scheduling agency: Commanding General, U.S. Army Aviation Center, Fort Rucker, Alabama
g. Are canned/stereo airways needed to access air space? No
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Cairn ARAC

Facilities (cont)

Air Space and Flight Training Areas (cont)

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Cairn ARAC

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service.

1990 Movements - 49,766
1991 Movements - 44,575
1992 Movements - 58,053
1993 Movements - 44,344

m. Total number of available hours in FY 1990 through 1993:

1990 - 8760 hours
1991 - 8760 hours
1992 - 8784 hours
1993 - 8760 hours

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service.

- by your service
- by other service (including reserves and national guard)

1990 hours scheduled: 4,259 hours
1991 hours scheduled: 4,387 hours
1992 hours scheduled: 3,549.4 hours
1993 hours scheduled: 3,640.4 hours

o. Total number of hours used: Information not broken down by service.

- By your service
- By other services (including reserves and national guard)

1990 hours used: 4,259 hours
1991 hours used: 4,387 hours
1992 hours used: 3,549.4 hours
1993 hours used: 3,640.4 hours

p. Types of training permitted: Aircraft Operations/Artillery Firing/Laser Operations

Airspace Designator: Restricted Area R-2905A, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 76NM from Cairns AAF

d. Time enroute from main airfield: 46 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: ADWD, Tyndall AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

Facilities (cont)

A. Air Space and Flight Training (cont)

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndall AFB RAPCON/Tower

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndall AFB RAPCON & MRU

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: Not applicable

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 391
1993 Sorties - 398

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 39.7
1993 hours scheduled: 38.6

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 39.7
1993 hours used: 38.6

p. Types of training permitted: RPV's

Airspace Designator: Restricted Area R-2905B, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 77NM from Cairns AAF

d. Time enroute from main airfield: 47 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: ADWD, Tyndall AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

Facilities (cont)

. Air Space and Flight Training Areas

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndall AFB RAPCON/Tower

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndall AFB RAPCON & MRU

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: Not applicable

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 281
1993 Sorties - 312

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 29.0
1993 hours scheduled: 31.4

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 29.0
1993 hours used: 31.4

p. Types of training permitted: RPV's

Airspace Designator: Restricted Area R-2914A, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 41NM from Cairns AAF

d. Time enroute from main airfield: 25 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Eglin RAPCON

Facilities (cont)

A. Air Space and Flight Training Areas

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Eglin RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
1992 Sorties - 1,702
1993 Sorties - 1,702

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
1992 hours scheduled: 3,865.0
1993 hours scheduled: 4,952.5

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
1992 hours used: 2,829.5
1993 hours used: 3,713.0

p. Types of training permitted: Aircraft Operations and Missiles

Airspace Designator: Restricted Area R-2914B, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 59NM from Cairns AAF

d. Time enroute from main airfield: 36 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Eglin RAPCON

Facilities (cont)

. Air Space and Flight Training Areas

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Eglin RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 106
1993 Sorties - 138

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 86.0
1993 hours scheduled: 218.5

o. Total number of hours used: Information not broken down by ervice. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 53.5
1993 hours used: 86.3

p. Types of training permitted: Aircraft Operations

Airspace Designator: Restricted Area R-2915C, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 72NM from Cairns AAF

d. Time enroute from main airfield: 44 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Eglin RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Eglin RAPCON

Facilities (cont)

A. Air Space and Flight Training Areas

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - 746
1993 Sorties - 788

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1027.8
1993 hours scheduled: 1005.3

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours used: 727.6
1993 hours used: 698.6

p. Types of training permitted: Aircraft Operations

Airspace Designator: Restricted Area R-2915B, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 68NM from Cairns AAF

d. Time enroute from main airfield: 41 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Eglin RAPCON

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Eglin RAPCON

Facilities (cont)

Air Space and Flight Training Areas

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - 1270
1993 Sorties - 1328

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1874.7
1993 hours scheduled: 2861.0

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours used: 1835.7
1993 hours used: 2204.5

p. Types of training permitted: Aircraft Operations and Missiles

Airspace Designator: Restricted Area R-2915A, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 59NM from Cairns AAF

d. Time enroute from main airfield: 36 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Eglin RAPCON

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Eglin RAPCON

Facilities (cont)

A. Air Space and Flight Training Areas

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - 3,151
1993 Sorties - 3,642

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 6,834.4
1993 hours scheduled: 8,129.3

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours used: 5,289.2
1993 hours used: 6,327.3

p. Types of training permitted: Aircraft Operations and Missiles

Airspace Designator: Restricted Area R-2917, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 49NM from Cairns AAF

d. Time enroute from main airfield: 30 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? No

- If so who provides the coverage? N/A

i. Is the airspace under communications coverage? No

- If so who provides the coverage? N/A

Facilities (cont)

Air Space and Flight Training Areas

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - N/A
1993 Sorties - N/A

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 8,760.0
1993 hours scheduled: 8,760.0

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours used: 8,760.0
1993 hours used: 8.760.0

p. Types of training permitted: Space Detection & Tracking Radar System

Airspace Designator: Restricted Area R-2918, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 48NM from Cairns AAF

d. Time enroute from main airfield: 29 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Eglin RAPCON

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Eglin RAPCON

Facilities (cont)

A. Air Space and Flight Training Areas

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - 407
1993 Sorties - 622

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 955.6
1993 hours scheduled: 1,386.2

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours used: 691.7
1993 hours used: 892.2

p. Types of training permitted: Aircraft Operations/Missiles

Airspace Designator: Restricted Area R-2919A, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 58NM from Cairns AAF

d. Time enroute from main airfield: 35 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: AFDTC/3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Eglin RAPCON

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Eglin RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspa
None

Facilities (cont)

. Air Space and Flight Training Areas

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - 456
1993 Sorties - 622

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,235.8
1993 hours scheduled: 1,386.2

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours used: 847.5
1993 hours used: 1,009.0

p. Types of training permitted: Aircraft Operations/Missiles

Airspace Designator: Restricted Area R-2919B, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 59NM from Cairns AAF

d. Time enroute from main airfield: 36 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Eglin RAPCON

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Eglin RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 181
1993 Sorties - 250

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 435.9
1993 hours scheduled: 554.4

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 295.1
1993 hours used: 311.2

p. Types of training permitted: Aircraft Operations

Airspace Designator: Restricted Area R-3002A, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 70NM from Cairns AAF
d. Time enroute from main airfield: 42 minutes at 100 Knots Ground Speed
e. Controlling agency: Columbus ATCT, Columbus, GA
f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
- If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: One
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - None Reported
1993 Sorties - 21

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 5,750
1993 hours scheduled: 5,260

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 5,750
1993 hours used: 5,260

p. Types of training permitted: Aircraft/Artillery/Missile Operations

Airspace Designator: Restricted Area R-3002B, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 70NM from Cairns AAF
d. Time enroute from main airfield: 42 minutes at 100 Knots Ground Speed
e. Controlling agency: Columbus ATCT, Columbus, GA
f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
- If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: One
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - None Reported
1993 Sorties - 21

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,705
1993 hours scheduled: 452

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1,705
1993 hours used: 452

p. Types of training permitted: Aircraft/Artillery/Missile Operati

Airspace Designator: Restricted Area R-3002C, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 70NM from Cairns AAF

d. Time enroute from main airfield: 42 minutes at 100 Knots Ground Speed

e. Controlling agency: Columbus ATCT, Columbus, GA

f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
- If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: One

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - None Reported
1993 Sorties - None Reported

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1
1993 hours scheduled: 307

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1
1993 hours used: 307

p. Types of training permitted: Aircraft/Artillery/Missile Operations

Airspace Designator: Restricted Area R-3002D, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 70NM from Cairns AAF

d. Time enroute from main airfield: 42 minutes at 100 Knots Ground Speed

e. Controlling agency: Columbus ATCT, Columbus, GA

f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
- If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: One

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - None Reported
1993 Sorties - 89

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
  1992 hours scheduled: 5,027
  1993 hours scheduled: 4,372

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
  1992 hours used: 5,027
  1993 hours used: 4,372

p. Types of training permitted: Aircraft/Artillery/Missile Operati

Airspace Designator: Restricted Area R-3002E, Information provided by t[illegible] Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 70NM from Cairns AAF

d. Time enroute from main airfield: 42 minutes at 100 Knots Ground Speed

e. Controlling agency: Columbus ATCT, Columbus, GA

f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
- If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: One

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

l. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - None Reported
1993 Sorties - 89

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,263
1993 hours scheduled: 1,244

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1,263
1993 hours used: 1,244

p. Types of training permitted: Aircraft/Artillery/Missile Operations

Airspace Designator: Restricted Area R-3002F, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Restricted Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 70NM from Cairns AAF

d. Time enroute from main airfield: 42 minutes at 100 Knots Ground Speed

e. Controlling agency: Atlanta ARTCC

f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
- If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: One

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: One

Facilities (cont)

A. Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 Sorties - None Reported
   1993 Sorties - None Reported

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)
     1992 hours scheduled: 7
     1993 hours scheduled: 15

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)
     1992 hours used: 7
     1993 hours used: 15

p. Types of training permitted: Aircraft/Artillery/Missile Operat:

Airspace Designator: Rucker A MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): 74.20 Cubic Square Statute Miles
c. Distance from main airfield: 5NM from Cairns AAF
d. Time enroute from main airfield: 3 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville ARTCC
f. Scheduling agency: Commander, U.S. Army Aviation Center, Fort Rucker, Alabama
g. Are canned/stereo airways needed to access air space? No
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Cairns ARAC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Cairns ARAC
j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service.
   - By your service
   - By other services (including reserves and national guard)
   1990 Movements - 0
   1991 Movements - 0
   1992 Movements - 0
   1993 Movements - 0

m. Total number of available hours in FY 1990 through 1993:
   1990 - 8760.0
   1991 - 8760.0
   1992 - 8784.0
   1993 - 8760.0

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service.
   - By your service
   - By other services (including reserves and national guard)
   1990 hours scheduled: 0
   1991 hours scheduled: 0
   1992 hours scheduled: 0
   1993 hours scheduled: 0

o. Total number of hours used: Information not broken down by service. - By your service
   - By other services (including reserves and national guard)
   1990 hours used: 0
   1991 hours used: 0
   1992 hours used: 0
   1993 hours used: 0

p. Types of training permitted: Aircraft Operations

Airspace Designator: Rucker B MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): 87.45 Cubic Square Statute Miles
c. Distance from main airfield: 15NM from Cairns AAF
d. Time enroute from main airfield: 9 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville ARTCC
f. Scheduling agency: Commander, U.S. Army Aviation Center, Fort Rucker, Alabama
g. Are canned/stereo airways needed to access air space? No
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Cairns ARAC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Cairns ARAC
j. Number of low level airways (below 18,000 ft) that bisect airspace: one

Facilities (cont)

A. Air Space and Flight Training Areas

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service.

- By your service
- By other services (including reserves and national guard)

1990 Movements - 108
1991 Movements - 108
1992 Movements - 0
1993 Movements - 0

m. Total number of available hours in FY 1990 through 1993:

1990 - 8760.0
1991 - 8760.0
1992 - 8784.0
1993 - 8760.0

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service.

- By your service
- By other services (including reserves and national guard)

1990 hours scheduled: 135
1991 hours scheduled: 96
1992 hours scheduled: 0
1993 hours scheduled: 0

o. Total number of hours used: Information not broken down by service. - By your service

- By other services (including reserves and national guard)

1990 hours used: 135
1991 hours used: 96
1992 hours used: 0
1993 hours used: 0

p. Types of training permitted: Aircraft Operations

Airspace Designator: Rucker C MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): 104.94 Cubic Square Statute Miles

c. Distance from main airfield: 20NM from Cairns AAF

d. Time enroute from main airfield: 12 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: Commander, U.S. Army Aviation Center, Fort Rucker, Alabama

g. Are canned/stereo airways needed to access air space? No

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Cairns ARAC

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Cairns ARAC

Facilities (cont)

. Air Space and Flight Training Areas

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service.

- By your service
- By other services (including reserves and national guard)

1990 Movements - 0
1991 Movements - 0
1992 Movements - 0
1993 Movements - 0

m. Total number of available hours in FY 1990 through 1993:

1990 - 8760.0
1991 - 8760.0
1992 - 8784.0
1993 - 8760.0

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service.

- By your service
- By other services (including reserves and national guard)

1990 hours scheduled: 0
1991 hours scheduled: 0
1992 hours scheduled: 0
1993 hours scheduled: 0

o. Total number of hours used: Information not broken down by service. - By your service

- By other services (including reserves and national guard)

1990 hours used: 0
1991 hours used: 0
1992 hours used: 0
1993 hours used: 0

p. Types of training permitted: Aircraft Operations

Airspace Designator: Pensacola South MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 63NM from Cairns AAF

d. Time enroute from main airfield: 38 minutes at 100 Knots Ground Speed

e. Controlling agency: Pensacola Towrer

f. Scheduling agency: NAS Pensacola, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

Facilities (cont)

A. Air Space and Flight Training Areas

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Pensacola TRACON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Pensacola TRACON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 2,811
1993 Sorties - 4,684

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 4,445
1993 hours scheduled: 1,296

o. Total number of hours used: Information not broken down by service. Information only available for 1993.
- By your service
- By other services (including reserves and national guard)

1993 hours used: 1,296

p. Types of training permitted: Aircraft Operations

Airspace Designator: Pensacola North MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 54NM from Cairns AAF

d. Time enroute from main airfield: 33 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville ARTCC

f. Scheduling agency: NAS Pensacola, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Jacksonville ARTCC

i. Is the airspace under communications coverage? Yes

Facilities (cont)

. Air Space and Flight Training Areas

- If so who provides the coverage? Jacksonville ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 Sorties - 3.785
1993 Sorties - 4,555

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.

- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 4,445
1993 hours scheduled: 5,478

o. Total number of hours used: Information not broken down by service. Information not available.

- By your service
- By other services (including reserves and national guard)

1993 hours used: 1,296

p. Types of training permitted: Aircraft Operations

Airspace Designator: Pine Hill East MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 106NM from Cairns AAF

d. Time enroute from main airfield: 64 minutes at 100 Knots Ground Speed

e. Controlling agency: Atlanta ARTCC

f. Scheduling agency: NAS Meridian, MS

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes

- If so who provides the coverage? Atlanta ARTCC

i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Postive Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None
l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 681
1993 Sorties - 765

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.
n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,584
1993 hours scheduled: 1,584

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 544.8
1993 hours used: 763.7

p. Types of training permitted: Intensive Student Jet Training

Airspace Designator: Rose Hill MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available. 35 x 22 = 770 NM from w
c. Distance from main airfield: 11NM from Cairns AAF
d. Time enroute from main airfield: 6 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: 3246 Test Wing DOSO, Eglin AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Jacksonville ARTCC

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Jacksonville ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 1,059
1993 Sorties - 826

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,060.0
1993 hours scheduled: 1,239.0

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1,060.0
1993 hours used: 1,239.0

p. Types of training permitted: Flight Operations

Airspace Designator: Camden Ridge MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 81NM from Cairns AAF
d. Time enroute from main airfield: 49 minutes at 100 Knots Ground Speed
e. Controlling agency: Atlanta Center
f. Scheduling agency: 187 FG, Dannelly Field, AL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Atlanta ARTCC

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Atlanta ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 3,679
1993 Sorties - 3,408

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,103.9
1993 hours scheduled: 1,161.0

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1,057.4
1993 hours used: 1,065.0

p. Types of training permitted: Flight Operations

Airspace Designator: Tyndal A MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 34NM from Cairns AAF
d. Time enroute from main airfield: 21 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: ADWC, Tyndall AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 938
1993 Sorties - 1,262

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 646
1993 hours scheduled: 772

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 559
1993 hours used: 702

p. Types of training permitted: Aircraft Operations

Airspace Designator: Tyndal B MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 34NM from Cairns AAF
d. Time enroute from main airfield: 21 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: ADWC, Tyndall AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 938
1993 Sorties - 1,262

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 646
1993 hours scheduled: 772

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 559
1993 hours used: 702

p. Types of training permitted: Aircraft Operations

Airspace Designator: Tyndal C MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 34NM from Cairns AAF

d. Time enroute from main airfield: 21 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville Center

f. Scheduling agency: ADWC, Tyndall AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 2,807
1993 Sorties - 3,178

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,056
1993 hours scheduled: 1,377

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1,056
1993 hours used: 1,287

p. Types of training permitted: Aircraft Operations

Airspace Designator: Tyndal D MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 34NM from Cairns AAF

d. Time enroute from main airfield: 21 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville Center

f. Scheduling agency: ADWC, Tyndall AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 1,969
1993 Sorties - 1,836

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 562
1993 hours scheduled: 616

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 501
1993 hours used: 565

p. Types of training permitted: Aircraft Operations

Airspace Designator: Tyndal E MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 34NM from Cairns AAF
d. Time enroute from main airfield: 21 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: ADWC, Tyndall AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

l. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 16,018
1993 Sorties - 16,073

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 3,711
1993 hours scheduled: 2,712

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 3,337
1993 hours used: 2,421

p. Types of training permitted: Aircraft Operations

Airspace Designator: Tyndal G MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 34NM from Cairns AAF
d. Time enroute from main airfield: 21 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: ADWC, Tyndall AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Tyndal RAPCON

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 Sorties - 9,925
   1993 Sorties - 9,773

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours scheduled: 1,909
   1993 hours scheduled: 1,988

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours used: 1,733
   1993 hours used: 1,830

p. Types of training permitted: Aircraft Operations

Airspace Designator: Eglin A West MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

42 x 20 = 840 from writing

c. Distance from main airfield: 25NM from Cairns AAF

d. Time enroute from main airfield: 15 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville Center

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

j. Number of low level airways (below 18,000 ft) that bisect airspace: Two (2)

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 Sorties - Data provided questionable
   1993 Sorties - 81

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours scheduled: 354
   1993 hours scheduled: 81.3

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours used: 282
   1993 hours used: 81.3

p. Types of training permitted: Aircraft Operations

Airspace Designator: Eglin B West MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 25NM from Cairns AAF
d. Time enroute from main airfield: 15 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

j. Number of low level airways (below 18,000 ft) that bisect airspace: Two (2)
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 Sorties - 437
   1993 Sorties - 208

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours scheduled: 694.7
   1993 hours scheduled: 172.4

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours used: 491.2
   1993 hours used: 172.4

p. Types of training permitted: Aircraft Operations

Airspace Designator: Eglin C West MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 25NM from Cairns AAF
d. Time enroute from main airfield: 15 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

j. Number of low level airways (below 18,000 ft) that bisect airspace: Two (2)
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

\. Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 Sorties - 497
   1993 Sorties - 196

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours scheduled: 672.7
   1993 hours scheduled: 472.5

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours used: 496.9
   1993 hours used: 472.5

p. Types of training permitted: Aircraft Operations

Airspace Designator: Eglin D West MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 25NM from Cairns AAF

d. Time enroute from main airfield: 15 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville Center

f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Eglin Radar Control Facility

j. Number of low level airways (below 18,000 ft) that bisect airspace: Two (2)

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 442
1993 Sorties - 25

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 566.2
1993 hours scheduled: 43.2

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 413.9
1993 hours used: 43.2

p. Types of training permitted: Aircraft Operations

Airspace Designator: Eglin E West MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 25NM from Cairns AAF
d. Time enroute from main airfield: 15 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Eglin Radar Control Facility

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Eglin Radar Control Facility

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 360
1993 Sorties - 225

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 375.0
1993 hours scheduled: 156.6

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 375.0
1993 hours used: 156.6

p. Types of training permitted: Aircraft Operations

Airspace Designator: Eglin F West MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 25NM from Cairns AAF
d. Time enroute from main airfield: 15 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: 3246 Test W/DOSO, Eglin AFB, FL
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Eglin Radar Control Facility

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Eglin Radar Control Facility

j. Number of low level airways (below 18,000 ft) that bisect airspace: None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)
   1992 Sorties - 133
   1993 Sorties - 164

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)
   1992 hours scheduled: 204.0
   1993 hours scheduled: 208.3

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)
   1992 hours used: 129.3
   1993 hours used: 204.0

p. Types of training permitted: Aircraft Operations

Airspace Designator: Benning MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 82NM from Cairns AAF

d. Time enroute from main airfield: 50 minutes at 100 Knots Ground Speed

e. Controlling agency: Atlanta Center

f. Scheduling agency: Fort Benning Range Control, Fort Benning, GA

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? None
   - If so who provides the coverage?

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Fort Benning Range Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

. Air Space and Flight Training Areas

1. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 Sorties - 57
   1993 Sorties - 89

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours scheduled: 181.0
   1993 hours scheduled: 452.3

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
   - By your service
   - By other services (including reserves and national guard)

   1992 hours used: 181.0
   1993 hours used: 452.0

p. Types of training permitted: Aircraft Operations

Airspace Designator: Moody 1 MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area

b. Dimensions (nmi. x nmi. x ft): Data not available.

c. Distance from main airfield: 89NM from Cairns AAF

d. Time enroute from main airfield: 54 minutes at 100 Knots Ground Speed

e. Controlling agency: Jacksonville Center

f. Scheduling agency: 347 TFW, Moody AFB, GA

g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? Valdosta Approach Control

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Valdosta Approach Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: Three

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

A. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 Sorties - 4,234
1993 Sorties - 4,822

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours scheduled: 1,840
1993 hours scheduled: 1,804

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)

1992 hours used: 1,811
1993 hours used: 1,262

p. Types of training permitted: Aircraft Operations

Airspace Designator: Moody 2 MOA, Information provided by the Southern Department of Army Regional Representative (DARR) to the FAA.

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Military Operations Area
b. Dimensions (nmi. x nmi. x ft): Data not available.
c. Distance from main airfield: 89NM from Cairns AAF
d. Time enroute from main airfield: 54 minutes at 100 Knots Ground Speed
e. Controlling agency: Jacksonville Center
f. Scheduling agency: 347 TFW, Moody AFB, GA
g. Are canned/stereo airways needed to access air space? Only scheduling agency knows if canned/stereo airways are needed to access the special use airspace.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Valdosta Approach Control

i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Valdosta Approach Control

j. Number of low level airways (below 18,000 ft) that bisect airspace: Three
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

Facilities (cont)

l. Air Space and Flight Training Areas

l. Total number of sorties/movements flown in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
1992 Sorties - 3,138
1993 Sorties - 4,714

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information would be maintained by the Scheduling Agency.

n. Total number of scheduled hours in FY 1990 through 1993: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
1992 hours scheduled: 358
1993 hours scheduled: 1,804

o. Total number of hours used: Information not broken down by service. Information only available for 1992 and 1993.
- By your service
- By other services (including reserves and national guard)
1992 hours used: 349
1993 hours used: 1,262

p. Types of training permitted: Aircraft Operations

Airspace Designator: Alert Area A-211

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Alert Area
b. Dimensions (nmi. x nmi. x ft): 7839.0 Cubic Square Statute Miles
c. Distance from main airfield: Alert Area is over Cairns AAF
d. Time enroute from main airfield: N/A
e. Controlling agency: N/A
f. Scheduling agency: Commanding General, U.S. Army Aviation Center, Fort Rucker, AL
g. Are canned/stereo airways needed to access air space? No
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes
- If so who provides the coverage? Cairns Army Radar Approach Control
i. Is the airspace under communications coverage? Yes
- If so who provides the coverage? Cairns Army Radar Approach Control
j. Number of low level airways (below 18,000 ft) that bisect airspace: Five
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None
l. Total number of sorties/movements flown in FY 1990 through 1993: Information is not available.
- By your service

Facilities (cont)

A. Air Space and Flight Training Areas

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993: The hours available are per FAA Order 7400.8A. This information is not available.

n. Total number of scheduled hours in FY 1990 through 1993: Information not available.

- By your service
- By other services (including reserves and national guard)

o. Total number of hours used: Information not available

- By your service
- By other services (including reserves and national guard)

p. Types of training permitted: Rotary and Fixed Wing Flight Training

Airspace Designator: Alert Area A-292

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): Alert Area

b. Dimensions (nmi. x nmi. x ft): Data not available

c. Distance from main airfield: 54 NM from Cairns AAF

d. Time enroute from main airfield: 33 minutes at 100 Knots Ground Speed

e. Controlling agency: N/A

f. Scheduling agency: N/A

g. Are canned/stereo airways needed to access air space? The users knows if canned/stereo airways are needed to access the special use airspace.

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? Information not available

- If so who provides the coverage?

i. Is the airspace under communications coverage? Information not available

- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: One

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None

l. Total number of sorties/movements flown in FY 1990 through 1993: Information is not available.

- By your service
- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993: This information is not available.

n. Total number of scheduled hours in FY 1990 through 1993: Information not available.

- By your service
- By other services (including reserves and national guard)

o. Total number of hours used: Information not available

- By your service
- By other services (including reserves and national guard)

p. Types of training permitted: Rotary and Fixed Wing Flight Train

Facilities (cont)

\. Air Space and Flight Training Areas

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

Range Name: Modified Record Range (Opened Feb 94)

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103
c. What is the distance from the installation to the range(s) (primary target or centroid)? 10 miles
d. What is the size of the range? (in acres) 28
- What is the size of the range's(s') impact area(s) (in acres)? 741
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet.
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)? No.
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List 1st Avn Bde, 2/229th Avn Regt
h. What is the published availability of the range(s)? Range not available 1990-93. Currently available 345 day per year.
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled?
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)?
- Utilization (average used/average scheduled x 100 = %) N/A
- Give reasons for non-use. New Range Feb 94.
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

Facilities (cont.)

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

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain) No.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

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

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

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A

Range Name: South Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 10 miles.

d. What is the size of the range? (in acres) 3
- What is the size of the range's(s') impact area(s) (in acres, 617
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet.

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List D 1-145th, B 1-145th, 229th, 33rd.

h. What is the published availability of the range(s)? 345 days. Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 168 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 167.6 days.
- Utilization (average used/average scheduled x 100 = %) 99.8
- Give reasons for non-use. Mission changes, maintenance, and weather.

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N\A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No
- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) N\A.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training apacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? Yes. Expand weekday/weekend utilization volume.

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A

Range Name: North Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 18 miles

d. What is the size of the range? (in acres) 1
- What is the size of the range's(s') impact area(s) (in acres)? 617
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet.

Facilities (cont.)

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

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List None

h. What is the published availability of the range(s)? 345 days per year. Range opened in FY 94. - How many hours (average per year for 1990 through 1993) was the range(s) scheduled? N/A

- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? N/A.

- Utilization (average used/average scheduled x 100 = %) N/A.

- Give reasons for non-use. Range not opened until FY 94.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.

- What are the associated FSWD/ASWS restrictions? N/A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.

- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.

- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.

- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.

- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? Yes. Expand weekday and weekend utilization.

q. Are there any planned range real property expansions? Describe. No.

- What is community reaction to your proposal? N/A.

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

Range Name: SOLF Range

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103
c. What is the distance from the installation to the range(s) (primary target or centroid)? 10 Miles
d. What is the size of the range? (in acres) 36
- What is the size of the range's(s') impact area(s) (in acres)? 6,990
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)? No.
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? Conflict with several other ranges (i.e. non-simultaneous use).
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List B 1-145th, D 1-145th

h. What is the published availability of the range(s)? 345 days. Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 79 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 79 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. N/A.
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

Facilities (cont.)

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

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.

- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

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

q. Are there any planned range real property expansions? Describe. No.

- What is community reaction to your proposal? N\A.

Range Name: Matteson Range (ground firing only. This range is also used as a running/diving lane for helicopter gunnery as part of the Molinelli Aerial Gunnery Range Complex.)

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 98 miles

d. What is the size of the range? (in acres) 102.

- What is the size of the range's(s') impact area(s) (in acres)? 5,137

- What is the size of the restricted area in which the range lies (in square miles)? 50

- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? Co-use with Molinelli Aerial Gunnery Range Complex.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List 1/14th Avn Bn.

h. What is the published availability of the range(s)? 345 days.

Note: Scheduling and usage data is recorded and maintained in days rather hours. Therefore, figures given below are days rather than hours. Annual averages shown are based on 33 months data rather than 48 months (other 15 months not available).

- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 25.3 days.

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 25.3 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. N/A.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions?

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
-Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

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

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal?

Range Name: MTC Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 14 Miles

d. What is the size of the range? (in acres) 29.
- What is the size of the range's(s') impact area(s) (in acres)? 2,322
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet

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

Facilities (cont.)

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? Conflict with other ranges' surface danger zones (SDZ).
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.
h. What is the published availability of the range(s)? 345 days.
Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 3 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 3 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. N/A.
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No
- What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.
m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain)
n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.
p. Is it possible to increase utilization of the range(s) (expand hours, volume)? Yes--increase weekend use.
q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A.

Range Name: Ambush Range

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R1203

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

c. What is the distance from the installation to the range(s) (primary target or centroid)? 18 miles.
d. What is the size of the range? (in acres) 4.
- What is the size of the range's(s') impact area(s) (in acres)? 2,322
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet.
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)? No.
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.
h. What is the published availability of the range(s)? 345 days.
Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown are based on 33 months data rather than 48 months (other 15 months not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 6.3 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 6.3 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. N/A.
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the ange(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.
m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
-Do any of these encroachments affect or threaten the quality of training? (Explain) N/A.
n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

Facilities (cont.)

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

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

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

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A

Range Name: DEMO Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 15 Miles

d. What is the size of the range? (in acres) 70.
- What is the size of the range's(s') impact area(s) (in acres)? 496
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.

h. What is the published availability of the range(s)? 345 days.
Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled?
7.7 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 7.7 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. N/A.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N/A.

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) N/A.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain) N/A.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

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

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A.

Range Name: POW Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 10 Miles

d. What is the size of the range? (in acres) 3.
- What is the size of the range's(s') impact area(s) (in acres)? 568
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? Conflict with Squad Live Fire Range SDZ.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.

h. What is the published availability of the range(s)? 345 days.

Note: Scheduling and usage data recorded is maintained in days rather than ours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months not available).

Facilities (cont.)

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

- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 7 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 7 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. N/A.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N/A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? No.

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A.

Range Name: Hammond Range (Inactive)

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 16 Miles

d. What is the size of the range? (in acres) 2.
- What is the size of the range's(s') impact area(s) (in acres)? 5656.
- What is the size of the restricted area in which the range lie (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.

h. What is the published availability of the range(s)? Range is currently closed.

- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 0. - How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 0

- Utilization (average used/average scheduled x 100 = %) N/A.

- Give reasons for non-use. Inactivated Feb 89.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.

- What are the associated FSWD/ASWS restrictions? N/A.

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

- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.

- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.

- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.

- Do any of these encroachments affect or threaten the quality of training? (Explain) N/A.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? No.

q. Are there any planned range real property expansions? Describe. No.

- What is community reaction to your proposal? N/A

Range Name: Molinelli Aerial Gunnery Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 17 Miles

Facilities (cont.)

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

d. What is the size of the range? (in acres) 12,500.
- What is the size of the range's(s') impact area(s) (in acres)? 12,500
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. 1st Avn Training Bde, 2/229th Avn Bn

h. What is the published availability of the range(s)? 345 days per year. **Note: Scheduling and usage data is recorded and maintained in periods rather than in hours. There are three firing periods per day. Therefore, figures given below are periods rather than hours. Annual averages shown below are based on 124 weeks data rather than 208 weeks (other 84 weeks not available).**
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 658 periods.
- How many hours was the range(s) used (average per year for 19 through 1993, total of all users)? 595 periods.
- Utilization (average used/average scheduled x 100 = %) 90.4%
- Give reasons for non-use. Weather, mechanical difficulties, mission changes.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. Yes. One lane (14 targets) Army AWSS. (Radar/acoustic sensors) The other 9 lanes have 98 stationary and moving pop-up targets that are computer scored through point scoring rather than area scoring. All targets and lease safe.
- What are the associated FSWD/ASWS restrictions? No HE ammunition.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality training? (Explain) N/A.

Facilities

Air Space and Flight Training Areas (cont.)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

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

q. Are there any planned range real property expansions? Describe. No.

- What is community reaction to your proposal? N/A

Range Name: M203 Range (Inactive)

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 12 miles

d. What is the size of the range? (in acres) 10.

- What is the size of the range's(s') impact area(s) (in acres)? 173

- What is the size of the restricted area in which the range lies (in square miles)? 50

- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.

h. What is the published availability of the range(s)? Range is currently inactive. M203 training is currently having conducted at other ranges.

- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 0.

- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 0.

- Utilization (average used/average scheduled x 100 = %) N/A.

- Give reasons for non-use. Inactived Feb 1989.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area coring weapon system (ASWS) capability? Describe in detail. No.

- What are the associated FSWD/ASWS restrictions? N/A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.

- What are the associated special weapons restrictions? N/A.

Facilities (cont.)

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

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

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

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? No.

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A

Range Name: Rocket Range (Inactive)

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 18 Miles

d. What is the size of the range? (in acres) 6.
- What is the size of the range's(s') impact area(s) (in acres)? 247
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet.

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

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.

h. What is the published availability of the range(s)? Range is currently inactive.
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 0
- How many hours was the range(s) used (average per year for 19? through 1993, total of all users)? 0
- Utilization (average used/average scheduled x 100 = %) N/A.
- Give reasons for non-use. Currently inactive.

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N/A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand .ours, volume)? Yes, range could be ractivated if training load warranted.

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A .

Range Name: Zero Range

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103

c. What is the distance from the installation to the range(s) (primary target or centroid)? 13 miles

d. What is the size of the range? (in acres) 6.
- What is the size of the range's(s') impact area(s) (in acres)? 4,199
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet

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

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

Facilities (cont.)

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

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.
h. What is the published availability of the range(s)? 345 days.
Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months - not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 2 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 2 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. Primarily weekend use only. Overflow use only prior to upgrade in FY 94. Now a machine gun range.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N/A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training: (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain) N/A.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? Yes, expand weekend utilization volume.
q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A.

Range Name: Center Range

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103
c. What is the distance from the installation to the range(s) (primary target or centroid)? 13 miles

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

d. What is the size of the range? (in acres) 14.
- What is the size of the range's(s') impact area(s) (in acres)? 4,199
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 10,000 feet.

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

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

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.

h. What is the published availability of the range(s)? 345 days.
Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months - not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 2 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 2 days.
- Utilization (average used/average scheduled x 100 = %) 100%
- Give reasons for non-use. Primarily weekend use only. Overflow use only prior to upgrade in FY 94. Now a grenade/antiarmor range.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N/A.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No.
- Do any of these encroachments affect or threaten the quality of training? (Explain) N/A.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

Facilities (cont.)

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

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? Yes, expand weekend utilization volume.
q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A.

Range Name: Field Artillery Firing Points (24-Total)

a.List the range(s) that your installation controls/manages? 24 FA Firing points.
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R2103
c. What is the distance from the installation to the range(s) (primary target or centroid)? 13.
d. What is the size of the range? (in acres) 360.
- What is the size of the range's(s') impact area(s) (in acres)? 8,300.
- What is the size of the restricted area in which the range lies (in square miles)? 50
- What is the altitude ceiling of the range's(s') restricted area(s)? 15,000 feet.
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)? No.
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? None.
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List. None.
h. What is the published availability of the range(s)? 345 days.
Note: Scheduling and usage data is recorded and maintained in days rather than hours. Therefore, figures given below are days rather than hours. Annual averages shown below are based on 33 months data rather than 48 months (other 15 months not available).
- How many hours (average per year for 1990 through 1993) was the range(s) scheduled? 132 days.
- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)? 131.7 days.
- Utilization (average used/average scheduled x 100 = %) 99.75%
- Give reasons for non-use. Maintenance and weather. Primarily weekend use only
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. No.
- What are the associated FSWD/ASWS restrictions? N/A.
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? No.
- What are the associated special weapons restrictions? N/A.
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. No.
- What are the associated electronic warfare restrictions? N/A

Facilities (cont.)

. Air Space and Flight Training Areas (cont.)

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List. No.
- Do any of the NSAs affect or threaten the quality of training? (Explain) No.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe. No. - Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? None.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? N/A.
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain. No.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)? No.

q. Are there any planned range real property expansions? Describe. No.
- What is community reaction to your proposal? N/A

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

Range Name: NONE

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

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

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

There is no effect to Fort Rucker's flight training mission, air-to-ground ranges, airspace, or airfields due to any air traffic structures.

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

There are no planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region.

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

There are no ATC route limits on aircraft flights between the installati and all associated training areas.

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

The installation does not experience ATC delays on a regular basis.

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

There are no air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations.

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

Can not answer the question unless this installation is aware of the airspace requirements for advanced fighter training. It is unlikely that the airspace which Fort Rucker currently controls would support advanced fighter (fixed wing) training.

Facilities (cont.)

Air Space and Flight Training Areas (cont)

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

Can not answer the question completely without knowledge of the airspace requirements for advanced fighter training. If there were large amounts of SUA that would be required to support advanced fighter (fixed wing) training it is unlikely that additional airspace to support the requirements could be obtained.

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

Advanced helicopter flight training is being conducted in the current airspace configuration. Fort Rucker's airspace configuration will permit additional undergraduate or graduate helicopter flight training.

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

Without the knowledge of what types of undergraduate flight training is to be conducted it is impossible to answer the question. Fort Rucker's airspace structure would be capable of support any type, undergraduate and graduate, helicopter flight training.

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

There are no specific terrain feature or overwater access for any of the flight training conducted at Fort Rucker.

VFR routes
NVG
NOE
} ? w/in 30 nm start at sfc

See 19 Sep 94 Data request/question

Facilities

B. Airfields

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

Airfield Name:

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

1. Cairns Army Airfield
a. Daleville, Dale County, AL, N31d16m38.62s W85d42m50.77s
b. 5 NM
c. Yes
d. 2 offset runways
Yes
e. Yes, 18/36 only
f. Yes
g. Yes
h. No
i. N/A
j. Approximately 5%
k. Yes
l. Owned
m. Airfield facilities are designed for all aircraft so long as they meet the load bearing capacity.

2. Hanchey Army Heliport
a. Fort Rucker, Dale County, AL, N31d20m44.62s W85d39m13.77s
b. 5 NM
c. Yes
d. 9 Departure/Arrival Pads, 1 runway 1.1 NM north of airfield
No
e. No
f. No

FT RUCKER

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE (%)
RUNWAYS					
111	100			178347	178347
TAXI/APRONS					(%)
112	100			110848	110848
113	100			266670	266670
TOTAL:					100%
UTILITIES					(%)
812	100			34133	34133
822					0
832	100			14390	14390
842	100			39780	39780
843					0
TOTAL:					100%
OTHER					
131					
133	4000				
133	8387				
133	1000				
171-51	5310				
171-51	5310				
218					
219					
610	3375				
610	46502				
723-30	4500				
TOTAL:	78384	0	0		100%
CLASSROOMS					
171-10	5244				
171-10	39094				
171-10	11400				
171-10	1660				
171-10	14906				
171-10	9624				
171-20	19780				
171-20	16040				
171-20	19780				
171-20	22864				
171-20	52310				
171-20	19498				
171-20	19993				
171-20	38352				
171-20	19432				
171-20	2000				
171-20	2682				
171-20	4240				
171-20	4272				
171-20	4272				
171-20	400				
171-20	1440				
171-20	3038				
171-20	2950				
171-20	3231				
171-20	5550				
171-20	4013				
171-20	7792				
171-20	2175				
171-20	3663				
171-30	122371				
171-30	6762				
171-30	23306				
171-30	12501				
171-30	7686				
171-30	9192				
171-30	18240				
171-30	4250				
171-152					
171-211					
171-223					
171-815					
TOTAL:	566003	0	0	566003	100%
TRAINERS					
171-12	14652				
171-12	85385				
171-35					
171-212					
TOTAL:	100037	0	0	100037	100%
OTHER TNG					
141	15735				
141	16679				
141	3512				
171-25					
171-74	7959				
171-213					
171-214					
171-813					
TOTAL:	43885	0	0	43885	100%
HANGARS					
211	235663				
211	4100				
217	5720				
TOTAL:	245483	0	0	245483	100%

Facilities

. Airfields (cont)

m. Airfield facilities designed for helicopter training.

5. Hatch Stagefield
   a. Fort Rucker, Dale County, AL, N31d21m31s W85d37m17.9s
   b. 6.5 NM
   c. Yes
   d. 6 parallel lanes
      No
   e. No
   f. No
   g. No
   h. N/A
   i. N/A
   j. N/A
   k. No
   l. Owned
   m. Airfield facilities designed for helicopter training.

6. Highbluff Stagefield
   a. Hartford, Geneva County, AL, N31d09m.63s W85d44m9.76s
   b. 11.5 NM
   c. Yes
   d. 5 parallel lanes
      No
   e. No
   f. No
   g. No
   h. N/A
   i. N/A
   j. N/A
   k. No
   l. Owned
   m. Airfield facilities designed for helicopter training.

7. Hooper Stagefield
   a. Ozark, Dale County, AL, N31d24m24.61s W85d41m19.77s
   b. 4.8 NM
   c. Yes
   d. 6 parallel lanes
      No
   e. No
   f. No
   g. No
   h. N/A
   i. N/A
   j. N/A
   k. No
   l. Owned
   m. Airfield facilities designed for helicopter training.

Facilities

B. Airfields (cont)

8. Hunt Stagefield
   a. Newton, Dale County, AL, N31d22m44.61s W85d34m49.77s
   b. 9 NM
   c. Yes
   d. 5 parallel lanes
      No
   e. No
   f. No
   g. No
   h. N/A
   i. N/A
   j. N/A
   k. No
   l. Owned
   m. Airfield facilities designed for helicopter training.

9. Knox Stagefield
   a. Fort Rucker, Dale County, AL, N31d19m12.62s W85d40m55.77s
   b. 5 NM
   c. Yes
   d. 5 parallel lanes
      No
   e. No
   f. No
   g. No
   h. N/A
   i. N/A
   j. N/A
   k. No
   l. Owned
   m. Airfield facilities designed for helicopter training.

10. Louisville Stagefield
   a. Louisville, Barbour County, AL, N31d49m8.58s W85d39m9.8s
   b. 28 NM
   c. Yes
   d. 4 parallel lanes
      No
   e. No
   f. No
   g. No
   h. N/A
   i. N/A
   j. N/A
   k. No
   l. Owned
   m. Airfield facilities designed for helicopter training.

Facilities

. Airfields (cont)

g. No
h. N/A
i. N/A
j. N/A
k. Yes
l. Owned
m. Airfield facilities designed for helicopter training. Explain!!

3. Lowe Army Heliport
a. Fort Rucker, Dale County, AL, N31d21m14.62s W85d44m53.77s
b. This is the main field for Initial Entry Rotary Wing Training
c. Yes
d. 16 Departure/Arrival Pads
Yes
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. Yes
l. Owned
m. Airfield facilities are designed for helicopter training.

hell Army Heliport
a. Enterprise, Coffee County, AL, N31d21m46.61s W85d50m57.78s
b. 5.0
c. Yes
d. 5 lanes
3 Departure/Arrival Pads
Yes
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. Yes
l. Owned
m. Airfield facilities are designed for helicopter training.

1, Allen Stagefield
a. Wicksburg, Houston County, AL, N31d13m53.63s W85d39m1.76s
b. 9 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A

Facilities

B. Airfields (cont)

i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training.

2. Brown Stagefield
a. New Brockton, Coffee County, AL, N31d23m10.60s W85d58m17.79s
b. 11.5 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training.

3. Ech Stagefield
a. Fort Rucker, Dale County, AL, N31d23m36.61s W85d45m09.77s
b. 2 NM
c. Yes
d. 5 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training.

4. Goldberg Stagefield
a. Echo, Dale County, AL, N31d24m58.61s W85d27m47.77s
b. 15 NM
c. Yes
d. 4 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned

Facilities

. Airfields (cont)

11. Lucas Stagefield
    a. Goodman, Coffee County, AL, N31d16m15.61s W86d02m30.80s
    b. 15 NM
    c. Yes
    d. 6 parallel lanes
       No
    e. No
    f. No
    g. No
    h. N/A
    i. N/A
    j. N/A
    k. No
    l. Owned
    m. Airfield facilities designed for helicopter training.

12. Runkle Stagefield
    a. Elba, Coffee County, AL, N31d20m28.61s W86d05m23.81s
    b. 17.5 NM
    c. Yes
    d. 3 parallel lanes
       No
    e. No
    f. No
    g. No
    h. N/A
    i. N/A
    j. N/A
    k. No
    l. Owned
    m. Airfield facilities designed for helicopter training.

13. Skelly Stagefield
    a. Rhodes, Coffee County, AL, N31d17m11.61s W86d07m47.81s
    b. 19.5 NM
    c. Yes
    d. 4 parallel lanes & 4 others offset that are also parallel
       No
    e. No
    f. No
    g. No
    h. N/A
    i. N/A
    j. N/A
    k. No
    l. Owned
    m. Airfield facilities designed for helicopter training.

Facilities

B. Airfields (cont)

14. Stinson Stagefield
    a. Damascus, Coffee County, AL, N31d21m32.61s W86d00m52.80s
    b. 13.5 NM
    c. Yes
    d. 6 parallel lanes
       No
    e. No
    f. No
    g. No
    h. N/A
    i. N/A
    j. N/A
    k. No
    l. Owned
    m. Airfield facilities designed for helicopter training.

15. Tabernacle Stagefield
    a. New Brockton, Coffee County, AL, N31d27m58.6s W85d50m46.79s
    b. 9.5 NM
    c. Yes
    d. 4 parallel lanes
       No
    e. No
    f. No
    g. No
    h. N/A
    i. N/A
    j. N/A
    k. No
    l. Owned
    m. Airfield facilities designed for helicopter training.

16. Toth Stagefield
    a. Wicksburg, Houston County, AL, N31d13m13.63s W85d33m29.76s
    b. 12.5 NM
    c. Yes
    d. 5 parallel lanes
       No
    e. No
    f. No
    g. No
    h. N/A
    i. N/A
    j. N/A
    k. No
    l. Owned
    m. Airfield facilities designed for helicopter training.

A. Air Space and Flight Training Areas (cont)

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

The Fort Rucker area is void of any major airports, terminal control areas, or other forms of special use airspace that would have a negative impact upon the mission of the installation. No air route structures effect the air-to-ground ranges at Fort Rucker. Within 50 miles of Fort Rucker there are three military and nine civilian airports with standard instrument approach procedures. There are 26 standard instrument approach procedures, five standard instrument departure procedures and numerous low altitude federal airways. All instrument procedures within 50 miles of the installation are designed to maximize the ability of Fort Rucker to accomplish its flight training mission.

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

There is no effect to Fort Rucker's flight training mission, air-to-ground ranges, airspace, or airfields due to any air traffic structures.

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

There are no planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region.

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

There are no ATC route limits on aircraft flights between the installation and all associated training areas.

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

The installation does not experience ATC delays on a regular basis.

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

There are no air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations.

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

Can not answer the question unless this installation is aware of the airspace requirements for advanced fighter training. It is unlikely that the airspace which Fort Rucker currently controls would support advanced fighter (fixed wing) training.

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

Can not answer the question completely without knowledge of the airspace requirements for advanced fighter training. If there were large amounts of SUA that would be required to support advanced fighter (fixed wing) training it is unlikely that additional airspace to support the requirements could be obtained.

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

Advanced helicopter flight training is being conducted in the current airspace configuration. Fort Rucker's airspace configuration will permit additional undergraduate or graduate helicopter flight training.

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

Without the knowledge of what types of undergraduate flight training is to be conducted it is impossible to answer the question. Fort Rucker's airspace structure would be capable of support any type, undergraduate and graduate, helicopter flight training.

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

While there are no specific terrain requirements, the following significantly facilitate UPT at Fort Rucker. A training area lacking one or more would require close evaluation as to suitability:

1. Rolling and vegetated terrain with significant terrain relief for teaching tactical navigation.
2. Large geographic permitting helicopter operations at tactical flight altitudes.
3. Sufficient number of remote training sites within this area for confined area operations, NOE operations, LZ/PZ operations, and navigational training (Fort Rucker currently has 100 leased remote training sites).
4. Reasonable access to an IFR training area capable of handling training traffic density.
5. Climate that permits training at a reasonably low density altitude year-round. Although there is no specific density altitude requirement, helicopter autorotational performance degrades as the density altitude increases. Autorotational training is hazardous at high DA's.

6. Stagefield complexes with sufficient number of lanes (based on student throughput) within reasonable flight distance (based on TH-67 flight endurance) of basefields.

NOTE: Lake Tholocco, which covers approximately 650 acres, can be used for limited overwater access for training. It is currently being used for CAPEX; airborne, waterborne and helocast operations; and pathfinder FTX's.

Facilities

B. Airfields

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

Airfield Name:

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

Cairns Army Airfield
a. Daleville, Dale County, AL, N31d16m38.62s W85d42m50.77s
b. 5 NM
c. Yes
d. 2 offset runways
Yes
e. Yes, 18/36 only
f. Yes
g. Yes
h. No
i. N/A
j. Approximately 5%
k. Yes
l. Owned
m. Airfield facilities are designed for all aircraft so long as they meet the load bearing capacity.

Hanchey Army Heliport
a. Fort Rucker, Dale County, AL, N31d20m44.62s W85d39m13.77s
b. 5 NM
c. Yes

d. 9 Departure/Arrival Pads, 1 runway 1.1 NM north of airfield
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. Yes
l. Owned
m. Airfield facilities designed to support helicopter training.

Lowe Army Heliport
a. Fort Rucker, Dale County, AL, N31d21m14.62s W85d44m53.77s
b. This is the main field for Initial Entry Rotary Wing Training
c. Yes
d. 16 Departure/Arrival Pads
Yes
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. Yes
l. Owned
m. Airfield facilities are designed to support helicopter training.

Shell Army Heliport
a. Enterprise, Coffee County, AL, N31d21m46.61s W85d50m57.78s
b. 5.0
c. Yes
d. 5 lanes
3 Departure/Arrival Pads
Yes
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. Yes
l. Owned
m. Airfield facilities are designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include

Ech Stagefield
a. Fort Rucker, Dale County, AL, N31d23m36.61s W85d45m09.77s
b. 2 NM
c. Yes
d. 5 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Goldberg Stagefield
a. Echo, Dale County, AL, N31d24m58.61s W85d27m47.77s
b. 15 NM
c. Yes
d. 4 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Allen Stagefield
a. Wicksburg, Houston County, AL, N31d13m53.63s W85d39m1.76s
b. 9 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Brown Stagefield
a. New Brockton, Coffee County, AL, N31d23m10.60s W85d58m17.79s
b. 11.5 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Hatch Stagefield
a. Fort Rucker, Dale County, AL, N31d21m31s W85d37m17.9s
b. 6.5 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Highbluff Stagefield
a. Hartford, Geneva County, AL, N31d09m.63s W85d44m9.76s
b. 11.5 NM
c. Yes
d. 5 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Hooper Stagefield
a. Ozark, Dale County, AL, N31d24m24.61s W85d41m19.77s
b. 4.8 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Hunt Stagefield
a. Newton, Dale County, AL, N31d22m44.61s W85d34m49.77s
b. 9 NM
c. Yes
d. 5 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Knox Stagefield
a. Fort Rucker, Dale County, AL, N31d19m12.62s W85d40m55.77s
b. 5 NM
c. Yes
d. 5 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Louisville Stagefield
a. Louisville, Barbour County, AL, N31d49m8.58s W85d39m9.8s
b. 28 NM
c. Yes
d. 4 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Lucas Stagefield
a. Goodman, Coffee County, AL, N31d16m15.61s W86d02m30.80s
b. 15 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Runkle Stagefield
a. Elba, Coffee County, AL, N31d20m28.61s W86d05m23.81s
b. 17.5 NM
c. Yes
d. 3 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Skelly Stagefield
a. Rhodes, Coffee County, AL, N31d17m11.61s W86d07m47.81s
b. 19.5 NM
c. Yes
d. 4 parallel lanes & 4 others offset that are also parallel
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Stinson Stagefield
a. Damascus, Coffee County, AL, N31d21m32.61s W86d00m52.80s
b. 13.5 NM
c. Yes
d. 6 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Tabernacle Stagefield
a. New Brockton, Coffee County, AL, N31d27m58.6s W85d50m46.79s
b. 9.5 NM
c. Yes
d. 4 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.

Toth Stagefield
a. Wicksburg, Houston County, AL, N31d13m13.63s W85d33m29.76s
b. 12.5 NM
c. Yes
d. 5 parallel lanes
No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
m. Airfield facilities designed for helicopter training. This includes multi-lane, multi-landing point rotor wing (helicopter) landing lanes. The facility is designed to accommodate all phases of VFR helicopter flight training. This includes normal and emergency flight training, day and night, to include aided and unaided flight training, and sufficient lane separation to allow for simultaneous flight operations from parallel lanes.
l. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data.

Facilities (cont.)

. Airfields (cont.)

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

KNOX ARMY HELIPORT

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	111,813	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	9,490	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	121,417	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	26,850	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	21,811	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	8,720	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	17,811	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	20,802	100%		

Notes:

1. Portions of Knox AHP are currently under construction. All additional SY of pavement and LF of utilities have been added to the above figures. The project will be complete in 2d Qtr, FY 95.

2. Airfield currently has a raw sewage lagoon (5,188,000 Gal).

acilities (cont.)

B. Airfields (cont.)

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

HANCHEY ARMY HELIPORT

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	181,956	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	150,000	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	44,074	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	17,706	100%		

acilities (cont.)

3. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	7,000	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	10,600	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	143,126	37%	63%	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	34,359	87%	13%	

Note: Hanchey currently has a raw sewage lagoon (4,588,000 Gal). A project is currently in design to replace the lagoon.

Facilities (cont.)

B. Airfields (cont.)

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

GUTHRIE army AIRFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	27,271	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0			
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	17,136	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	Note 2			

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	Note 2			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	Note 2			
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	Note 2			
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	Note 2			
851	Roads (Do not include 851-142 and 851-143)	SY	Note 2			
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	Note 2			

Notes:

1. Operations at this airfield will be discontinued when the unit currently using it moves to Knox AHP in 2d Qtr, FY 95.
2. Utilities data is combined with the main installation, since the airfield is located adjacent to the cantonement. Due to time constraints data for the airfield cannot be separated from the main installation dat

acilities (cont.)

B. Airfields (cont.)

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

BROWN STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	81,600	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	8,533	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	44,778	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	3,460	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	285	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	3,912	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	7,100	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	810	100%		

Note: Stagefield acquired in 1988.

acilities (cont.)

B. Airfields (cont.)

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

GOLDBERG STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	53,333	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	1,280	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	41,800	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	5,800	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0			
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	162	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	5,350	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

'acilities (cont.)

[redacted]. Airfields (cont.)

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

HIGHBLUFF STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	66,670	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	10,633	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	22,587	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	2,800	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	153	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	249	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	1,120	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

acilities (cont.)

5. Airfields (cont.)

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

HIGHFALLS STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	11,111	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0			
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0			
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	4,120	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	50	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	138	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	0			
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

acilities (cont.)

. [redacted]irfields (cont.)

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

HUNT STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	73,333	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	700	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	48,473	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	2,450	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	108	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	95	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	4,856	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	324	100%		

'acilities (cont.)

B. Airfields (cont.)

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

LOUISVILLE STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	33,333	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	5,557	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	27,200	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	3,600	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0			
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	45	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143).	SY	5,111	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	283	100%		

'a ties (cont.)

3. Airfields (cont.)

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

10C STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	81,600	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	8,533	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	44,778	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	1,050	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	285	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	1,162	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	2,250	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	810	100%		

Note: Stagefield acquired in 1988.

'acilities (cont.)

B. Airfields (cont.)

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

STINSON STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	81,600	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	8,533	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	44,778	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	1,050	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	285	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	847	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	2,250	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	810	100%		

Note: Stagefield acquired in 1988.

'acilities (cont.)

B. Airfields (cont.)

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

HOOPER STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	80,620	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	1,239	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	20,645	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	25,350	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	168	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	256	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143).	SY	0			
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	1,338	100%		

'acilities (cont.)

B. Airfields (cont.)

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

HATCH STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	80,802	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	8,257	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	22,422	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	3,300	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	248	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	180	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	0			
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

'acilities (cont.)

B. Airfields (cont.)

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

TABERNACLE STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	53,910	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0			
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	14,590	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	27,726	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0			
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	165	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	0			
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

Facilities (cont.)

B. Airfields (cont.)

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

ECH STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	58,466	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	12,829	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	9,478	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	2,655	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	283	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	138	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	0			
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

acilities (cont.)

B. Airfields (cont.)

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

RUNKLE STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	42,710	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	1,520	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	22,653	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	8,320	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	1,013	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	3,790	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	33,102	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

acilities (cont.)

B. Airfields (cont.)

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

TAC-X STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	2,578	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0			
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	25,494	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	10,195	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	1,298	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	1,023	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	21,867	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

'acilities (cont.)

B. Airfields (cont.)

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

ALLEN STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	54,395	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0			
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	48,433	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	3,468	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	167	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	194	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	1,480	34% Paved	66% Dirt	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

Note: Dirt road is adequate for traffic to and from the stagefield.

'acilities (cont.)

B. Airfields (cont.)

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

SKELLY STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	89,008	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	56,955	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0			
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	4,600	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	140	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	140	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	200	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

'acilities (cont.)

B. Airfields (cont.)

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

TOTH STAGEFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	93,332	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	1,248	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	15,000	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	3,620	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	171	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	345	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	3,765	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	1,434	100%		

acilities (cont.)

B. Airfields (cont.)

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

CAIRNS ARMY AIRFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	178,347	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	110,848	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	266,670	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	34,133	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	14,390	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	39,780	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	44,236	100%	**	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	56,229	100%		

** A dirt road runs the perimeter of the airfield. It is 65,824 SY.

Facilities (cont.)

B. Airfields (cont.)

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

LOWE ARMY AIRFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	12,230	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	9,100	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	184,228	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	14,400	100%		

acilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	11,261	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	6,200	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	7,041	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	24,728	100%		

Facilities (cont.)

B. Airfields (cont.)

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

SHELL ARMY AIRFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	123,239	100%		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	19,417	100%		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	119,722	100%		
116-662	Dangerous Cargo Pad	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	12,185	100%		

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	2,400	100%		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	3,000	100%		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0			
851	Roads (Do not include 851-142 and 851-143)	SY	6,346	100%		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	14,745	100%		

'acilities (cont.)

B. Airfields (cont.)

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

CAIRNS army AIRFIELD

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/-Permanent	Substandard/Semi-Permanent	Inadequate/-Temporary
13310	Control Tower	SF	4,000		
13340	Radar Bldg	SF	8,387		
13360	Weather Station	SF	1,000		
14110	Afld Ops Bldg	SF	15,735		
14183	Bn HQ Bldg	SF	16,679		
14111	Afld Fire Rsq	SF	3,512		
17130	Appl Instr Bldg	SF	23,306		
21112	Maint Hangar	SF	235,663		
21130	Acft Paint Shop	SF	4,100		
21710	Elect Maint Shop	SF	5,720		
61031	ADP Bldg	SF	3,375		
61050	Admin Gen Purp	SF	46,502		
72111	Enl Bks	PN	48		
72330	Admin Supply	SF	4,500		
11110	FW Runway	SY	160,000		
11210	Std Taxiway	SY	106,848		
11310	FW Acft Pk Apron	SY	33,094		

Facilities (cont.)

B. Airfields (cont.)

3. CAIRNS ARMY AIRFIELD (cont)

11340	Hangar Access Apron	SY	38,479
11130	Hlp & Hel Park	SY	18,347
11351	Acft Hld Apr OT	SY	4,766
11320	RW Acft Pk Apron	SY	168,611
11370	Acft Wash Apron	SY	3,873

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

CAIRNS ARMY AIRFIELD

a. Facility Type/Code: 14111, Afld Fire Rsq
b. What makes it inadequate/temporary? WW II wood
c. What use is being made of the facility? Fire Station
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A
e. What other use could be made of the facility and at what cost? Storage - No cost.
f. Current improvement plans and programmed funding: None
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

LOUISVILLE STAGEFIELD

a. Facility Type/Code: 17130
b. What makes it inadequate/temporary? Wood Bldg.
c. What use is being made of the facility? Vacant
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A
e. What other use could be made of the facility and at what cost? Operations - No cost.
f. Current improvement plans and programmed funding: None
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

FT RUCKER

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE (%)
RUNWAYS					
111	100			178347	178347
TAXI/APRONS					(%)
112	100			110848	110848
113	100			266670	266670
TOTAL:					100%
UTILITIES					(%)
812	100			34133	34133
822					0
832	100			14390	14390
842	100			39780	39780
843					0
TOTAL:					100%
OTHER					
131					
133	4000				
133	8387				
133	1000				
171-51	5310				
171-51	5310				
218					
219					
610	3375				
610	46502				
723-30	4500				
TOTAL:	78384	0	0		100%
CLASSROOMS					
171-20	19780				
171-20	16040				
171-20	19780				
171-20	22864				
171-20	52310				
171-20	19498				
171-20	19993				
171-20	19432				
171-30	9192				
171-30	122371				
171-20	2175				
171-152					
171-211					
171-223					
171-815					
TOTAL:	323435	0	0	323435	100%
TRAINERS					
171-12	14652				
171-12	85385				
171-35					
171-212					
TOTAL:	100037	0	0	100037	100%
OTHER TNG					
171-20	38352				
171-20	2000				
171-20	2682				
171-20	4240				
171-20	4272				
171-20	4272				
171-20	400				
171-30	122371				
171-30	6762				
171-30	23306				
171-30	12501				
171-30	7686				
171-30	9192				
171-30		18240			
171-30		4250			
171-20		1440			
171-20		3038			
171-20		2950			
171-20		3231			
171-20		5550			
171-20		4013			
171-20		7792			
171-20		2175			
171-20		3663			
171-25					
171-74		7959			
171-213					
171-214					
171-813					
TOTAL:	238036	64301	0	302337	79%
HANGARS					
211	235663				
211	4100				
217	5720				
TOTAL:	245483	0	0	245483	100%

CAIRNS RW
SHELL
LOW

18341 54
168611 54
119722 54
184228 54
490908

acilities (cont.)

B. Airfields (cont.)

Data Sources:

1. Real Property Inventory, dated 8 Apr 94.
2. Subjective judgement.
3. Installation Annual Work Plan.

C. Ground Training Facilities

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

Facility Type (CCN)	Facility Number and Facility Use	Unit of Measure (SF)	Adequate/ Permanent	Substandard/Semi-Permanent	Inadequate/ Temporary
17110	614 Acft Trainer	5,244	X		
17110	4901 Acft Trainer	39,094	X		
17110	6029 Acft Trainer	11,400	X		
17110	40133 Acft Trainer	1,660	X		
17110	50102 Acft Trainer	14,906	X		
17110	50105 Acft Trainer	9,624	X		
17112	5100 Flt Simulator Bldg	14,652	X		

O=OTHER

81,928
+100,037
181,965 — TOTAL TRAINERS

FLT SIM

-14652
+85385
100,037

Facilities

C. Ground Training Facilities

17112	5102 Flt Simulator Bldg	85,385	X	— 85,385
17120	5202 Gen Instr Bldg	19,780	X	
17120	5203 Gen Instr Bldg	16,040	X	
17120	5205 Gen Instr Bldg	19,780	X	
17120	5206 Gen Instr Bldg	22,864	X	
17120	5207 Gen Instr Bldg	52,310	X	
17120	5301 Gen Instr Bldg	19,498	X	
17120	5302 Gen Instr Bldg	19,993	X	
17120	5419 Gen Instr Bldg	38,352	X	
17120	6022 Gen Instr Bldg	19,432	X	
17120	8383 Gen Instr Bldg	2,000	X	
17120	24585 Gen Instr Bldg	2,682	X	
17120	40141 Gen Instr Bldg	4,240	X	
17120	40144 Gen Instr Bldg	4,272	X	
17120	40145 Gen Instr Bldg	4,272	X	
17120	24666 Gen Instr Bldg	400	X	

245,915
181,818
× 427,733

TOTAL CLASSROOM

acilities

C. Ground Training Facilities

17130	6005 Applied Instr Bldg	122371	X	
17130	7206 Applied Instr Bldg	6,762	X	
17130	30205 Applied Instr Bldg	23,306	X	
17130	40112 Applied Instr Bldg	12,501	X	
17130	40136 Applied Instr Bldg	7,686	X	
17130	50206 Applied Instr Bldg	9,192	X	
17120	5001T Gen Instr Bldg	1,440	X	
17120	103 Gen Instr Bldg	3,038	X	
17120	3914 Gen Instr Bldg	2,950	X	
17120	3915 Gen Instr Bldg	3,231	X	
17120	5304 Gen Instr Bldg	5,550	X	
17120	9005 Gen Instr Bldg	4,013	X	
17120	9006 Gen Instr Bldg	7,792	X	
17120	9007 Gen Instr Bldg	2,175	X	
17120	9305 Gen Instr Bldg	3,663	X	
17130	6010 Applied Instr Bldg	18,240	X	

181818 ft²

52092 ft²
14870
+ 66962

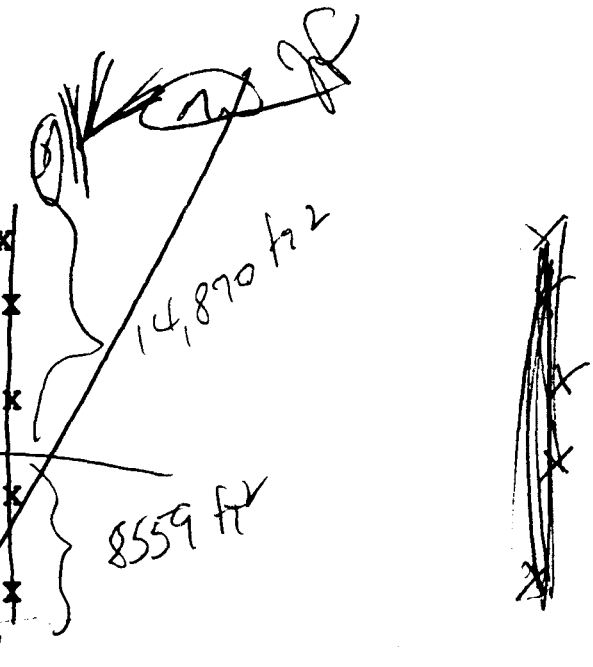
233,910

494,695

Facilities (cont)

C. Ground Training Facilities

17130	9427 Applied Instr Bldg	4,250	X	
17151	3912 Bn Adm & Classroom	5,310	X	
17151	3913 Bn Adm & Classroom	5,310	X	
17170	20017 Gas Chamber	600	X	
17174	101 Learning Center	7,959	X	
		23,429		



Data Source: Data taken from Real Property Inventory, dated 8 Apr 94.

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

a. Facility Type/Code: 17120, Gen Instr Bldg # 103
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? 1-145th Classroom
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage or Admin - No cost.
f. Current improvement plans and programmed funding: Personnel to relocate to perm. bldg. in 30 days.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17120, Gen Instr Bldgs # 3914 & 3915
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Officer Basic Crs.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

Facilities

C. Ground Training Facilities

			AOEG	INAD
17130	6005 Applied Instr Bldg	122371	X	
17130	7206 Applied Instr Bldg	6,762	X	
17130	30205 Applied Instr Bldg	23,306	X	
17130	40112 Applied Instr Bldg	12,501	X	
17130	40136 Applied Instr Bldg	7,686	X	
17130	50206 Applied Instr Bldg	9,192	X	
17120	5001T Gen Instr Bldg	1,440		X
17120	103 Gen Instr Bldg	3,038		X
17120	3914 Gen Instr Bldg	2,950		X
17120	3915 Gen Instr Bldg	3,231		X
17120	5304 Gen Instr Bldg	5,550		X
17120	9005 Gen Instr Bldg	4,013		X
17120	9006 Gen Instr Bldg	7,792		X
17120	9007 Gen Instr Bldg	2,175		X
17120	9305 Gen Instr Bldg	3,663		X
17130	6010 Applied Instr Bldg	18,240		X

181818

ADG 323435

UPT T+4

OTHER - 238036 AOE

9/0 79

INAD 64301

SPTS = 108,037

Facilities (cont)

C. Ground Training Facilities

			ADEQ	INAD
17130	9427 Applied Instr Bldg	4,250		X
17151	3912 Bn Adm & Classroom	5,310		X
17151	3913 Bn Adm & Classroom	5,310		X
17170	20017 Gas Chamber	600		X
17174	101 Learning Center	7,959		X

Data Source: Data taken from Real Property Inventory, dated 8 Apr 94.

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

a. Facility Type/Code: 17120, Gen Instr Bldg # 103
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? 1-145th Classroom
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage or Admin - No cost.
f. Current improvement plans and programmed funding: Personnel to relocate to perm. bldg. in 30 days.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17120, Gen Instr Bldgs # 3914 & 3915
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Officer Basic Crs.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

acilities (cont)

. Ground Training Facilities

a. Facility Type/Code: 17120, Gen Instr Bldg # 5304
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Flt Contractor Training Classroom.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17120, Gen Instr Bldgs # 9005 & 9006
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Instructor Tng.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage or Admin - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation n your BASEREP? No.

---

a. Facility Type/Code: 17120, Gen Instr Bldg # 9007
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Night Vision Goggle Training.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17120, Gen Instr Bldg # 9305
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Skill Qual Testing
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage - No cost.

Facilities (cont)

C. Ground Training Facilities

f. Current improvement plans and programmed funding: Will relocate to another WW II Bldg this year. Scheduled for demolition FY 94.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17130, Applied Instr Bldg # 6010
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? BBS/JANUS
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage or Admin - No cost.
f. Current improvement plans and programmed funding: Currently being renovated for BBS/JANUS.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17130, Applied Instr Bldg # 9427
b. What makes it inadequate/temporary? WW II wood
c. What use is being made of the facility? Officer Basic Crs
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Storage - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17151, Bn Admin/Classroom Bldg # 3912
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? 1-145 Avn Admin & unit training.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A
e. What other use could be made of the facility and at what cost? Storage or Admin - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

acilities (cont)

C. Ground Training Facilities

a. Facility Type/Code: 17170, Gas Chmber, Bldg # 20017
b. What makes it inadequate/temporary? WW II wood.
c. What use is being made of the facility? Chemical/Protective mask training.
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? None.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

---

a. Facility Type/Code: 17174, Learning Center, Bldg # 101
b. What makes it inadequate/temporary? WW II wood
c. What use is being made of the facility? Learning Center
d. What is the cost to upgrade the facility to substandard/semi-permanent? N/A.
e. What other use could be made of the facility and at what cost? Admin or Storage - No cost.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? No.

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

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

Facilities (cont.)

D. Aircraft Maintenance Facilities

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

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermed.	Organi.	DOD	Contract
UH-1	*X	X	X		X
OH-58A/C	*X	X	X		X
OH-58D	*X	X	X		X
TH-67	*X	X	X		X
UH-60	*X	X	X		X
AH-1	*X	X	X		X
AH-64	*X	X	X		X
CH-47	*X	X	X		X
OV-1	*X	X	X		X
C-12		X	X		X
U-21		X	X		X

*Limited Depot

Facilities (cont.)

[redacted]. Special Military Facilities

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

TYPE OF FACILITY	OPERATIONAL MISSION OF FACILITY
FOC (HUB)	Provide flight following services for all VFR terrain flight aircraft.
GCA (TOI/79J)	Provide additional PAR/ASR capability for instrument training.
Tactical NDBs	Provide additional instrument training capability (15 Beacons) outside of the NAS

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

[redacted]Type of Facility	Operational Mission of Facility
Cairns ARAC	Responsible for all instrument meteorological condition operations form the surface to 10,000 feet within a tri-state area, covering southeast Alabama, southwest Georgia and north Florida.

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

Type of Facility	Operational Mission of Facility
C & C	Cairns Operations - Central Air Traffic

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

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

No

Facilities (cont.)

E. Special Military Facilities

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

No

Source - Records and plans on file in the EOC.

4. Is the installation located within 150NM of:
   a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

Yes, Fort Benning, GA

   b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No

Yes

   c. Deep water port facility? Yes/No (If yes, give name(s))

Yes, Jacksonville, FL and Mobile, AL

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No) No, however referrals for treatment in the Hyperbaric Chamber are rountine.

Source: HQ, Lyster Army Hospital

acilities (cont.)

E. Special Military Facilities

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

Aeromedical Research Laboratory

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

Type of Facility	Location	Mission and Capability of Facility	Approximate Capacity
Arms Room	Bldg 1006	Small Arms Storage	500
Arms Room	Bldg 3810	Small Arms Storage	250
Arms Room	Bldg 6202A	Small Arms Storage	130
Arms Room	Bldg 6202B	Small Arms Storage	110
Arms Room	Bldg 4505	Small Arms Storage	235
Arms Room	Bldg 4505	Small Arms Storage	150
Arms Room	Bldg 4505	Small Arms Storage	155
Arms Room	Bldg 3912	Small Arms Storage	
Arms Room	Bldg 4504	Small Arms Storage	50
rms Room	Bldg 4504	Small Arms Storage	65
rms Room	Bldg 4914	Small Arms Storage	345
rms Room	Bldg 605	Small Arms Storage	
Arms Room	Bldg 510	Small Arms Storage	
Arms Room	Bldg 6008	Aircraft Weapons Systems and other Arms Storage	
	Bldg 25109	Small Arms and Crew Served Weapons Storage	150
	Bldg 25105	Small Arms and Crew Served Weapons Storage	
Arms Vault	Bldg 30104	Aircraft Weapons Systems Storage	
Arms Vault	Bldg 50208	Aircraft Weapons Systems Storage	

Source: Records on file in the Physical Security Section, Provost Marshal

Facilities (cont.)

F. Facility Support Arrangements for other Services

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

Activity Name / of Activity Military Service Support	Description Role of
Ft Campbell, KY Depot	AVIM/Limited
Ft Eustis, VA Depot	AVIM/Limited
Presidential UH-60 Fleet Redstone Arsenal, AL Repair	Install GPS Component
ATCOM, St. Louis, MO Repair/MWOs Kit	Component
Construction/Application Ft Benning, GA Depot (TRADOC, FORSCOM, Reserves)	AVIM/Limited
USAEUR Curtains	Black-out
Ft Bragg, NC Depot	AVIM/Limited
USARI, Ft Rucker, AL AVIM/Component Repair/BASOPS/	
Fire/Trans/Util/CPO USAARL, Ft Rucker, AL AVUM/AVIM/Limited Depot/	
BASOPS/Fire/Police ATTC, Ft Rucker, AL Repair/BASOPS/Fire/	Component
214th AVN REGT, Ft Rucker, AL Depot/Component	Trans AVIM/Limited
2/229th AVN REGT, Ft Rucker, AL AVIM/Limited Depot/Component	Repair
6/159th AVN REGT, U.S. ARMY AVUM/AVIM/Limited RESERVE, Ft Rucker, AL	Repair Limited Depot

'acilities (cont.)

[redacted]. Facility Support Arrangements for other Services

ISSA:		
187 TAC FG, Montgomery, AL		AMMO Storage
HQ Air Tng, Randolph AFB, TX		AVIM/Limited
Depot/BASOPS/		
		Aircraft
Tng/Health Svcs		
115 TC SQDRN, Dothan, AL		
Trans/Admin/Food Svc/Sup/Tng		
8th Coast Guard, New Orleans, LA		
Expendable/General Supplies/		
		Community
Services		
Naval Coastal Systems Center, Panama City, FL		Acft Maint & Repair
WR-ALC MMOPS, Robins AFB, GA		Acft Repair
& Trans		
FRRA, USACIC, Ft Rucker, AL		
Communication/Expendable &		
		General
Supplies		
USASC, Ft Rucker, AL		
BASOPS/Airfield Ops/Acft Maint		
USAMC & DENTAC, Ft Rucker, AL		Acft
Maint/CPO/BASOPS/Fire/		
		Police
ADJ GEN ALA, Montgomery, AL		
Fire/Police/Util/Admin/BASOPS		
USAIC, Ft Benning, GA		Vehicle
Maint/MHE		
902d MI GP, Ft Rucker, AL		BASOPS
Mobile District Corp of Engineers, Mobile, AL		
Custodial/Util/POL/Expendable		and General
Supplies		
USA Recruit Bn, Jackson, MS		
F&A/Legal/Expendable and		General
Supplies		
Mil Entr Proc Station, Jackson, MS		
F&A/Legal/Expendable and		General
Supplies		
DeCA, Ft Rucker, AL		BASOPS
USA Recruit Bn, Gunter AFB, Montgomery, AL		
Hsg/Supplies/Legal		
USA TMDE SPT GP, Redstone Arsenal, AL		BASOPS
USA INTEL SCH For Pensacola,		

Facilities (cont.)

F. Facility Support Arrangements for other Services

Vehicles/F&A/Legal/Expendable		
Ft Devens, MA		and General Supplies
USA LOG OFC (LAO), Ft Rucker, AL		BASOPS
USA Human Engr Lab, Aberdeen Proving Ground, MD		BASOPS
DRMO, Ft Rucker, AL		BASOPS
DIS, FRRA, Ft Rucker, AL		BASOPS
PM TRADE, Orlando, FL		BASOPS
OSA CMD, Ft Belvoir, VA		BASOPS
XVIII ABN & FB, Ft Bragg, NC		BASOPS
T & E COORD OFC, Ft Rucker, AL	BASOPS/Vehicle	
DOD Section 6 School, Ft Rucker, AL		BASOPS
121st ARCOM, Birmingham, AL		
BASOPS/AVIM/Limited Depot		
USAA&TC(STIR), St Louis, MO		Acft Maint & Repair
USAOM&MC&S, Redstone Arsenal, AL		Equipment Maint & Repair
Div Spt Cmd, Ft Riley, KS		Acft Maint & Repair
Def Acct Svc, Indianapolis, IN	BASOPS	
HQ AF SPACE CMD, Patterson AFB, CO		Acft Engine parts/Trans
WOCC, Ft Rucker, AL		BASOPS
DFSC, Cameron Station, Alexandria, VA		Hazardous Material Control and Disposal
DCMOS, Marietta, GA (Ozark)		Simulator Services/Training

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

Activity / Sponsor / of Activity Government Affiliation	Description Role and Support Level
Troy, AL (Sikorsky)	Component Repair/Blackout Curtains

acilities (cont)

I. Proximity to Other Support Facilities

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

Airfield Name	Major Use/Capability	Location/Distance
Tabernacle Stagefield	Rotor Wing Flight and Emergency Training	N31d27m58.6s W85d50m46.79s 9.5 NM
Ech Stagefield	Rotor Wing Flight and Emergency Training	N31d23m36.61s W85d45m9.77s 2.8 NM
Hooper Stagefield	Rotor Wing Flight and Emergency Training	N31d23m13.63s W85d33m29.76s 2.5 NM
Goldberg Stagefield	Rotor Wing Flight and Emergency Training	N31d24m58.61s W85d27m47.77s 15.5 NM
Toth Stagefield	Rotor Wing Flight and Emergency Training	N31d13m13.63s W85d33m29.76s 12.5 NM
Hunt Stagefield	Rotor Wing Flight and Emergency Training	N31d22m44.61s W85d34m49.77s 12.5 NM
Knox Stagefield	Rotor Wing Flight and Emergency Training	N31d19m12.62s W85d40m55.77s 5NM
Louisville Stagefield	Rotor Wing Flight and Emergency Training	N31d49m8.58s W85d39m9.8s 5 NM
Hatch Stagefield	Rotor Wing Flight and Emergency Training	N31d21m31s W85d37m17.9s 6.5 NM
Highbluff Stagefield	Rotor Wing Flight and Emergency Training	N31d09m.63s W85d44m9.76s

Facilities (cont)

I. Proximity to Other Support Facilities

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission? NONE.

Military Facility Name	Actual / Proposed Use	Distance

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

	Facility Name		Actual/Proposed Use	Distance
I	Dothan Airport	8498'	Helicopter Training	15.5 NM
I	Troy Municipal Airport	5000'	Helicopter Training	33.5 NM
	Brundidge Training Municipal Airport			Helicopter 23 NM
	Geneva Municipal Airport		Helicopter Training	18.5 NM
I	Enterprise Training Municipal Airport	3499'		Helicopter 9.2 NM
	Andalusia/Opp Airport		Helicopter Training	33 NM
	Logan Field Municipal Airport, Samson, AL		Helicopter Training	21.5 NM
	Carl Folsom Training Airport, Elba, AL			Helicopter 18 NM
	Florala Airport		Helicopter Training	34 NM
	Tri-County Airport	Helicopter Training		31 NM
	Blackwell Airport Ozark, AL		Helicopter Training	8.8 NM

'acilities (continued)

J. Unique Features

(a) The average number of noise complaints per month are 28.5 for CY 1993.

(b) Noise Complaints Based on Flight Hours for CY 1993:

1 Number of flight hours:	240,345
Number of noise complaints:	342
% of noise complaints to flight hour:	.00142
Number of flight hours per noise complaint:	702
2 Number of movements:	2,881,283
Number of noise complaints:	342
% of noise complaints to movements:	.00012
Number of movements per noise complaint:	8425
3 Number of sorties:	184,881
Number of noise complaints:	342
% of noise complaints to sorties:	.00185
Number of sorties per noise complaint:	541

h. Army School of Aviation Medicine: The School of Aviation Medicine produces 120 flight surgeons for the Army each year and is the sole facility of its kind within the Army. The U.S. Army School of Aviation Medicine (USASAM) provides initial aeromedical, medical evacuation or physiology training to all Army, NATO, and foreign military initial entry rotary wing students; refresher training for Army fixed and rotary wing aviators; training for flight surgeons and flight medical aidmen. To support this training, USASAM uses several unique facilities not found anywhere else in the Army. These unique facilities are listed below.

1) Hypobaric Altitude Chamber. A 16 place chamber contained in Altitude Chamber Room. The Hypobaric Altitude Chamber is used to train initial entry rotary wing aviators, aeroscout observers, fixed wing aviators, flight surgeons, and flight medical aidman students.

2) Hyperbaric Dive Chamber. A 6 place chamber contained in the Altitude Chamber Room. Primary use is to treat evolved barrio-trauma. Secondary use is to provide clinical support to the U.S. Army Aeromedical Center.

3) Hoist Tower. A 4 place, 60 feet high steel structure on 200 dedicated acres. Provides low cost safe training in using the high performance hoist found on Army MEDEVAC aircraft.

Facilities (continued)

J. Unique Features

i. United States Army Safety Center: The USASC is a field operating agency under the Chief of Staff, Army. The United States Army Safety Center (USASC) supports the Director of Army Safety in managing the Army Safety Program. The Director of Army Safety is the proponent for integrating force protection and safety into Army operations, doctrine, training, organization, and materiel acquisition in order to protect personnel and property from accidental loss to enhance warfighting capability. The US Army Safety Center is the only organization of its kind in the Army. The Safety Center mission touches every soldier and civilian in the United States Army. Through the Army Safety Management Information System (ASMIS) at the USASC, Armywide accident data is available to Commanders worldwide for use in making risk management decisions. Closing Fort Rucker would require relocation of this facility.

j. United States Army Aeromedical Research Center: Conducts research and development on health hazards of Army Aviation tactical combat vehicles selected weapon systems and the majority of Department of Defense airborne operations . This is the sole facility for this function in the Army. If Fort Rucker were closed, this function would have to be duplicated at a new location. It would be difficult to replace the 30+ civilian scientific and technical personnel with years of experience with USAARL at another location.

k. Simulator complexes: The availability of a large number of flig simulation systems allows Fort Rucker to conduct aviation training at substantial savings when compared to the actual use of aircraft systems. The concentration and variety of simulator systems at Fort Rucker is unique in the Army. Fort Rucker has the largest number of UH-1FS (non-visual) simulators in the Army, totalling 32 cockpits. Goodhand simulator complex houses 7 full motion visual simulators comprised of two AH-64 devices, two CH-47 devices, three UH-60 devices, and one AH-1 device. Additionally, Fort Rucker operates 11 UH-1 cockpit procedures trainers, 9 TH-67 cockpit procedures trainers, 20 OH-58D Cockpit Systems Trainers, and 3 Cockpit Weapons Emergency Procedures Trainer (CWEPT, an AH-64 weapons systems trainer). All of these facilities would have to be relocated if Fort Rucker were to close. A specially built building is required to house these devices due to weight and environmental considerations.

l. Fort Rucker provides weekend training support to Reserve Component units. A National Guard unit training equipment site supports National Guard units throughout the South. Fort Rucker is the mobilization station for approximately 112 USAR and ARNG units with 10,500 soldiers. Fort Rucker provides support to 4000 Reserve soldiers in 89 USAR units, 5700 ROTC cadets in 42 schools, 2500 National Guard soldiers. The geographic support area is southern Mississippi and Alabama. Operational support includes coordinating billeting and dining facilities, and scheduling training sites.

acilities (cont.)

f. Facility Support Arrangements for other Services

ISSA:		
Dept of State		
U.S. Postal Service,		
Custodial/Law and Order/		
	Daleville, AL	Util
U.S. Customs Service,		Pilot
Tng/AVUM/AVIM/Limited		
	Washington, D.C.	Depot/Acft
Parts		
Oceanoganic and Atmosphere,		Limited
AVIM/Component Repair/		
	NOAA, Miami, FL	Acft
Parts/Trans		
Dept of Agriculture,		
Custodial/Fire/Util/Real Prop		
	Washington, D.C.	Maint/Admin
Defense Printing Service,		
BASOPS/Vehicle/MHE		
	Ft Rucker, AL	
Dept of State, Patrick		Acft Maint &
Repair/Supplies/		
	AFB, FL	Trans

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

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
FBI Support	Small Arms Range
JROTC	FTX and Range
SROTC	FTX and Ranges
Enterprise Rifle & Pistol Club	POW Range
Boy Scouts	Pistol Range

Facilities (cont.)

G. Proximity to Operational Mission Areas

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

No

Source: Cecil A. Hughes, Chief, Emergency Operations Center

H. Proximity to Training Areas

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

Yes. Ranger training at Eglin AFB, FL
Gunnery Training at Fort Benning, GA
Water Survival Training at Tyndal AFB, FL
Training with USA School of Aviation Medicine, Fort Rucker, AL

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

N/A

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

N/A

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

N/A

Source: Records available in POM Division, DPTMSEC

acilities (continued)

J. Unique features

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

a. United States Army Aviation Center: Fort Rucker is the home of the United States Army Aviation Center. The Aviation School is the proponent for all actions relating to Army aviation combat and training developments, training devices, literature, occupational specialties and career management fields, and Army Aviation Flight Standardization. The aviation school conducts training and instruction for allied officers, warrant officers, warrant officer candidates, enlisted soldiers and civilians in various phases of Army Aviation to include rotary wing/fixed wing flight training and air traffic control training, as well as some maintenance related training. The Aviation Center develops aviation doctrine, designs aviation units, and defines aviation equipment requirements.

b. Fort Rucker conducts aviation training in 9,000 square miles of airspace from the surface to 10,000 feet. This airspace, combined with the basefields, stagefields, remote landing sites, VFR/IFR route structure, and tolerant local populace is a unique and special asset. Fort Rucker operates 16 dedicated rotor wing, military only, flight facilities (stagefield's) that are available for uninterrupted day and night, aided and unaided (night vision device (NVD) compatible), flight training. The stagefields are dedicated military rotor-wing, multi-lane, training facilities. Each training site has full Air Traffic Control (ATC) services linked to flight following facilities and an Army Radar Approach Control (Cairns ARAC). All stagefields have dedicated on site Crash/Fire Rescue services, refueling services, and limited aircraft maintenance. Each facility has a briefing room.

b. At these 16 stagefields there are a total of 77 dedicated day/night/NVD compatible multi-helicopter landing lanes. These lanes are capable of handling an average of three aircraft simultaneously during the day and two aircraft simultaneously under night/NVD training conditions. The lanes meet separation criteria that allow for simultaneous landings and departures from adjacent lanes. Each lane is lighted for day/night/NVD flight operations.

Facilities (continued)

J. Unique Features

c. The installation has 117 environmentally approved remote helicopter confined area operation training sites to support the flight training mission. These sites are compatible with both day and night, aided and unaided flight training operations. The sites are located in areas that enhance the flight training mission, i.e. located along approved Nap-Of-the-Earth (NOE) routes and/or away from populated or built-up areas. The sites vary in size to accommodate different skill levels of flight training and a variety of aircraft ranging in size from the OH-58 to the CH-47.

1.* d. Fort Rucker has an exclusive use Instrument Training Airway System that is designed to provide realistic instrument flight training under VFR conditions. This system is comprised of both VOR and NDB airways, multi-approach capability (ILS, VOR, NBD, and GCA approaches), and a number of locations to conduct all phases of instrument flight training (holding, enroute work, emergency training).

e. The entire Fort Rucker flight training area is serviced by Cairns Army Radar Approach Control (Cairns ARAC). Cairns ARAC provides radar approach control services from the surface to 10,000 feet using the latest in ASR-9 approach control radar technology. Helicopter flight training is serviced by an extensive helicopter flight following service (HUB Radio). HUB Radio's mission is to provide VFR flight following in support of the installation flight training mission. The ATC service is operational 24 hours a day and is capable of servicing all flight training areas.

f. Fort Rucker has 11 U.S. Government Into Plane refueling services within 90 nautical miles (NM) of the installation. Six (6) locations are located within 45 miles of Cairns Army Airfield (Cairns AAF). Three of these locations have DoD approved capable rapid refueling services for the DoD helicopter fleet, the only such sites in the nation.

g. Fort Rucker has a pro-active noise mitigation program with a goal of controlling noise produced by Army activities to protect the health and welfare of its members and the public within, adjacent to, and surrounding Fort Rucker.

(1) Fort Rucker benefits from a civilian populace tolerant of the noise generated from aviation training. The tolerance of the citizens who reside in the vicinity of Fort Rucker's area of operations to the noise generated by flight training is excellent. This observation is based on the following statistical information.

'acilities (continued)

d. Unique Features

m. Excellent climate conditions exist for conducting fight training of the total available training days only 15% are lost due to unfavorable weather conditions.

n. Mollineli aerial gunnery Range Complex (MAGRC). This is the only range of its kind in CONUS. The MAGRC is a Helicopter Gunnery Range for initial and advanced Training for all armed helicopters, used to train student pilots on the use of lasers, guns, rockets, targets acquisition, engagement, and handoff, hover fire, running fire, diving fire, and door gunnery on stationary and moving targets. Molinelli AGR covers 12,500 acres and consists of aerial gunnery firing points, stationary pop up and moving full-scale silhouette targets of Soviet armored vehicles. Targets are laser-safe and are controlled by computers which compile the scoring data. Targetry is computer controlled, and targets hits are recorded automatically.

o. The post, as well as the surrounding communities, provide ample housing with some 1500 on-post quarters available and numerous homes available in the Daleville, Ozark, and Enterprise areas. In FY95 Fort Rucker will begin the first phase of a Whole Neighborhood Revitalization Project that will renovate 300 of our existing family housing units. This is a $20 million phase Or an Army Family Housing Revitalization Program :hat will total approximately $100 million dollars. Being located in a rural area, Fort Rucker has a fairly low cost of living. The lack of a variable housing allowance cost makes Fort Rucker a very cost effective area for stationing soldiers.

p. Fort Rucker enjoys a new, modern infrastructure of community quality of life facilities. Most noted are the new chapel complex, new child care development center, new youth service center, a 27 hole golf course with new club house, new skeet range, a new outdoor recreation complex, and 73 individual horse stalls with complete equestrian center. Major construction projects programmed for the next 3-5 years will greatly reduce the number of military and civilian personnel working in World War II facilities.

q. Fort Rucker has over 4,000 acres available in the cantonment area for construction. There are no major metropolitan areas encroaching on the boundaries on the post. From an environmental standpoint there is no existing danger to any endangered wildlife, nor does the installation pose a threat to either air or water pollution. Fort Rucker currently has expansion capabilities in the electrical distribution, water, and sewage systems with minimum changes required.

Facilities (continued)

J. Unique Features

r. Aviation Technical Test Center: The ATTC mission is to plan, conduct, analyze, and report on technical tests of aviation systems and related support equipment during development and throughout the lifecycle to include airworthiness of aircraft. In the event Fort Rucker functions are relocated, ATTC would also have to relocate and construct the facilities at another location. It would not be cost effective for ATTC to remain at Fort Rucker on a stand alone basis due to the large overhead base operations costs that would be incurred.

s. ATTC benefits from the large density of aircraft at Fort Rucker and the large supply base required to support those aircraft. If Fort Rucker were to close, the Test Center would have to establish its own supply support at another location. The cost of this is estimated to be $4.5 million for the number and variety of types supported.

(1) ATTC depends on the USAAVNC aircraft maintenance contract for its maintenance. The loss of this support would mean that certain allied shops such as plating, non-destructive testing, paint and engine test cells would have to be reconstituted at a new location.

(2) ATTC also depends heavily on the U.S. Army Aeromedical Research Laboratory (USAARL) for support in testing. Much of this is accomplished on a walk-in basis. In addition, several joint tests with USAARL have been conducted in recent years. The most recent and notable was the test conducted to answer questions on the hyperstereopsis effect when using various helmet mounted devices projected for use on the Comanche helicopter.

(3) The single largest loss that cannot be immediately replaced is the experience level of the contractor maintenance workforce. ATTC presently has 212 people under contract for aircraft maintenance. This workforce averages 20 years experience, much of that being in the area of test. Most of the aircraft ATTC operates are unique, one-of-a-kind aircraft that have several test articles installed at one time. In addition, many of the aircraft are instrumented. The experience level available at Fort Rucker could not be easily duplicated elsewhere.

t. Data Automated Towers Simulator (DATS). located in building 6022. The DATS consists of 4 VFR tower simulators and are found nowhere else in the Army. They will be used to train all Army MOS 93C Tower Controllers with future plans to integrate radar training as well. All four devices are on station with one actually operational. The DATS requires a temperature and humidity controlled building.

Facilities (continued)

J. Unique Features

u. Simulator Support Facility, Bldg 5000, A 36,000 square foot facility is the managment and supply depot center for Army flight simulator support worldwide. There are approximately 40,000 line items valued at 16 million dollars maintained at the facility for rapid shipment to various flight simulator sites. This is the only site in the Army for this function and would have to be relocated if Fort Rucker were closed.

v. Weather Closed Circuit Television (CCTV): The weather station uses the Closed Circuit Television (CCTV) to disseminate weather information to the post. The CCTV consists of two cameras, a Central Processing Unit (CPU, or computer), and cabling and television sets at all the CCTV "drops". This is the largest military CCTV network in the country. Forecasts, observations, weather watches, weather advisories, and weather warnings, and flight weather briefings are disseminated to over 150 locations. This system would have to be replaced if the Army Flight training were relocated to another central location.

w. Another unique feature found within the local area is the abundant and highly skilled labor force that is readily available. Fort Rucker has available within the immediate area a large pool of potential employees with specialized skills. There are many Army retirees and veterans in the area, many of whom received their flight or maintenance training at Fort Rucker, are familiar with Army flight procedures, Army maintenance procedures, the local training area, and in many instances have years of experience operating and maintaining the airframes the Aviation School uses for training.

(1) The flight instruction contractor teaches 14 flight courses, using approximately 400 highly experienced instructor pilots, many of whom are Army retirees or veterans. The contractor also provides approximately 100 other instructional personnel in areas such as simulator programming, academic instruction, and flight training management. The workforce has a high percentage of retired military and is firmly connected with the local community, making it unlikely that they would move.

Facilities (continued)

J. Unique Features

(2) The maintenance contractor has a similar draw for retired military personnel and attracts highly qualified aircraft mechanics that have years of experience maintaining Army aircraft within the Army logistics framework. Over 33% are military retirees or have previous military experience. The phase inspection teams for the Army's modernized fleet (AH-64, UH-60, OH-58D, and CH-47) are the most experienced of any workforce of its type in the Department of Defense. The maintenance contractor has a large pool (1700+) of experienced aircraft maintenance support personnel with an average experience level of 19 years in the field of aircraft maintenance. This available workforce extends across two generations (40 years) and in the past has worked for six different maintenance contractors, attesting to the stability of the workforce and its commitment to Army aviation and Fort Rucker.

(3) The Army enjoys a similar abundance of highly qualified individuals capable of filling requirements within the Civil Service arena. Instructor pilot vacancies at the 12 or 13 level will typically bring upwards of 100 applications. Training instructor job vacancies will typically receive the same number of applications. Again, many of the applicants are Army retirees or individuals with prior Army service and are ideally suited for quick integration into the training structure at the Aviation School.

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

a. Name/type of facility: Molinelli Aerial Gunnery Range Complex
b. Total SF = 544,500,000 SF (12,500 acres)
c. Cat code = 17937
d. Present use = Helicopter gunnery range

a. Facility: Hospital
b. Square Feet: 226,934
c. CCN: 51010
d. Present Use: Health care, Army School of Aviation Medicine.

a. Facility: Clinic, Army School of Aviation Medicine
b. Square Feet: 15,540
c. CCN: 51010
d. Present Use: Preventive medicine, Army School of Aviation Medicine

Facilities (continued)

J. Unique Features

a. Facility: Laboratories
b. Square Feet: 1,728
c. CCN: 54010
d. Present Use: Tests, Army School of Aviation Medicine

a. Facility: Aviation Technical Test Center
b. Square Feet: 27, 782
c. CCN: 21112
d. Present Use: Hydraulics shop (ATTC)

a. Facility: Aviation Technical Test Center
b. Square Feet: 31,712
c. CCN: 21112
d. Present Use: Sheet metal, Avionics (ATTC)

a. Facility: Aviation Technical Test Center
b. Square Feet: 27,892
c. CCN: 21112
d. Present Use: Instrumentation (ATTC)

a. Facility: Aviation Technical Test Center
b. Square Feet: 4,100
c. CCN: 21130
d. Present use: Aircraft Paint Shop (ATTC)

a. Facility: Aviation Technical Test Center
b. Square feet: 2,400
c. CCN: 21883
d. Present Use: Carpenter Shop (ATTC)

a. Facility: Aviation Technical Test Center
b. Square Feet: 567
c. CCN: 13640
d. Present use: COMSEC equipment vault

a. Facility: Aviation Technical Test Center
b. Square Feet: 5246
c. CCN: 14130
d. Present Use: Photo lab/Administrative

a. Facility: Aviation Technical Test Center
b. Square Feet: 4,100
c. CCN: 61050
d. Present use: Administrative

Facilities (continued)

J. Unique Features

a. Facility: Aviation Technical Test Center
b. Square Feet: 288
c. CCN: 44240
d. Present Use: Administrative

a. Facility: Aviation Technical Test Center
b. Square Feet: 18,839
c. CCN: 61050
d. Present Use: Administrative

a. Facility: Aviation Technical Test Center
b. Square Feet: 150,000
c. CCN: NA
d. Present Use: Aircraft parking ramp

a. Facility: US Army Safety Center
b. Square feet: 41,832
c. CCN: 61060
d. Present Use: Administrative

a. Facility: Data Automated Tower Simulator (DATS)
b. Square feet: 19,432
c. CCN: 17120
d. Present Use: ATC training

a. Name of Stagefield: Allen Stagefield
b. Total acreage: 114 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Brown Stagefield
b. Total acreage: 176.4 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

Facilities (continued)

J. Unique Features

a. Name of Stagefield: Ech Stagefield
b. Total acreage: 196 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Goldberg Stagefield
b. Total acreage: 100.8 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Hatch Stagefield
b. Total acreage: 100 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Highbluff Stagefield
b. Total acreage: 190.4 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Hooper Stagefield
b. Total acreage: 100 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Hunt Stagefield
b. Total acreage: 152.6 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Louisville Stagefield
b. Total acreage: 104 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Runkle Stagefield
b. Total acreage: 235 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Skelly Stagefield
b. Total acreage: 194 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

Facilities (continued)

J. Unique Features

a. Name of Stagefield: Stinson Stagefield
b. Total acreage: 190.9 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Tabernacle Stagefield
b. Total acreage: 100 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Lucas Stagefield
b. Total acreage: 180.4 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Name of Stagefield: Toth Stagefield
b. Total acreage: 127.9 Acres
c. Cat code: 91110
d. Present use: Helicopter training site.

a. Type of Facility: Remote Training Sites
b. Total Number of Sites: 27 Sites
c. Cat code: 91110
d. Present use: Helicopter training sites.

a. Type of Facility: Remote Training Sites
b. Total Number of Sites: 90 Sites
c. Cat code: 92210
d. Present use: Helicopter training sites.

NOTE: Due to the heavy load of instrument flight training conducted at Fort Rucker there is a requirement to operate an exclusive use Instrument Training Airway System (ITAS) that is designed to provide realistic instrument flight training under VFR conditions. The ITAS provides a one of a kind training tool that allows for heavy volumes of instrument flight training while at the same time not overloading the National Airspace System. This system is comprised of both VOR and NDB airways, multi-approach capability (ILS, VOR, NBD, and GCA approaches), and a number of locations to conduct all phases of instrument flight training (holding, enroute work, emergency training). This training system would be required to be replaced if the installation were to close and the flight training mission moved to another facility.

'acilities (continued)

J. Unique Features

a. Type of Facility: Radar Approach Control (Cairns Army Airfield)
b. Total SF: 8,387 Square Feet
c. Cat code: 13340
d. Present use: The entire Fort Rucker flight training area is serviced by Cairns Army Radar Approach Control (Cairns ARAC). Cairns ARAC provides radar approach control services from the surface to 10,000 feet using the latest in technology ASR-9 approach control radar. Cairns ARAC building also houses an extensive helicopter flight following service (HUB Radio). HUB Radio's mission is to provide VFR flight following in support of the installation flight training mission. The ATC service is operational 24 hours a day and is capable, through the means of radio relay's, to service the entire flight training area. The loss of Cairns ARAC would has an impact upon the FAA's ability to control air traffic within the airspace now services by Fort Rucker.

a. Type of Facility: Cairns Army Airfield
b. Total Acreage: 1,297 Acres
c. Cat code: 91110
d. Present use: Cairns Army Airfield (Cairns AAF) is the only airport facility at Fort Rucker that can accommodate fixed wing aircraft. The Army airfield has two runways that are capable of support up to C-130 size aircraft. The airfield has multi-instrument approach procedures, parking aprons for UH-1, UH-60, AH-64, OH-58 series, and CH-47 helicopter and C-12, U-21, C-23, and OV-1 series fixed wing aircraft, full ATC services, Crash/Fire Rescue services, administration building, maintenance support hangars, and a number of other aircraft support services.

a. Type of Facility: Hanchey Army Heliport
b. Total Acreage: 395 Acres
c. Cat code: 91110
d. Present use: Hanchey Army Heliport supports the installations graduate flight training. The heliport has an instrument approach procedures, parking aprons for AH-64, OH-58D series, AH-1, and CH-47 helicopters, full ATC services, Crash/Fire Rescue services, administration buildings, and a number of other aircraft support services.

Facilities (continued)

J. Unique Features

a. Type of Facility: Lowe Army Heliport
b. Total Acreage: 300 Acres
c. Cat code: 91110
d. Present use: Lowe Army Heliport supports the installations undergraduate flight training program. The heliport has instrument approach procedures, parking aprons for UH-1, OH-58 series, and TH-67 helicopters, full ATC services, Crash/Fire Rescue services, administration buildings, and a number of other aircraft support services.

a. Type of Facility: Shell Army Heliport
b. Total Acreage: 292 Acres
c. Cat code: 91110
d. Present use: Shell Army Heliport supports the installations undergraduate flight training program. The heliport has parking aprons for UH-1, OH-58 series, and TH-67 helicopters, full ATC services, Crash/Fire Rescue services, administration buildings, and a number of other aircraft support services.

a. Type of facility: Hypobaric Altitude Chamber.
b. Square feet: 1200 sq. ft.
c. CCN:
d. Present Use: Training

a. Type of facility: Hyperbaric Dive Chamber.
b. Square feet: 1200 sq. ft.
c. CCN:
d. Present use: treatment of evolved barrio-trauma

a. Type of facility: Hoist Tower.
b. Square feet: 200 acre site
c. CCN:
d. Present use: Medevac training

a. Type of facility: Simulator Complex
b. Square feet: 39094
c. CCN: 17112
d. Present Use: Flight training

a. Type of facility: Simulator Complex
b. Square Feet: 85385
c. CCN: 17112
d. Present use: Flight Training

uture Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?

RESPONSE: Southeast Alabama Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No

RESPONSE: NO

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

RESPONSE: Not Applicable--Fort Rucker is located in Coffee and Dale Counties. Fort Rucker owns/operates Base Fields and Stage Fields in Coffee, Dale, Barbour, Houston, and Geneva Counties. According to 40 CFR 81.267, the following counties are in the Southeast Alabama Intrastate Air Quality Control Region: "Barbour County, Coffee County, Covington County, Dale County, Geneva County, Henry County and Houston County." This covers Fort Rucker and all Base and Stage Fields.

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO

RESPONSE: NO, 40 CFR 81.301 shows Coffee, Dale, Barbour, Houston, and Geneva Counties to be in attainment for ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, and lead standards.

a. If the base is in a maintenance area, identify the regulated pollutant(s).

RESPONSE: Not applicable--Fort Rucker is not in a maintenance area.

Future Requirements

A. Air Quality

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

RESPONSE: NO Not applicable--Fort Rucker is not in a non-attainment area.

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

RESPONSE: NO; according to 40 CFR 81.311, the nearest non-attainment area (exceeds standard for lead) to Fort Rucker is Muscogee County, Georgia. This is approximately 70 miles (112 kilometers) from Fort Rucker. Based on a telephone conversation with Ms. Maxine McDonald, National Park Service, tele: (404) 331-5718, on 26 APR 94, the nearest mandatory Class I Federal Area where visibility is an important value is St. Marks Wildlife Refuge, located just south of Tallahassee, FL, approximately 150 miles (242 kilometers) from Fort Rucker.

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

RESPONSE: NO, there have been no restrictions placed on Fort Rucker activities due to air quality considerations.

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

RESPONSE: Not applicable

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

RESPONSE: NO

Future Requirements (cont)

A. Air Quality (cont)

c. If special actions have been implemented, specify the nature of the actions.

RESPONSE: Not applicable

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

RESPONSE: No; according to 40 CFR 81.311, the nearest non-attainment area (exceeds standard for lead) to the Fort Rucker installation is Muscogee County, Georgia. This is approximately 70 miles (112 kilometers) from Fort Rucker. Based on a telephone conversation with Ms. Maxine McDonald, National Park Service, tele: (404) 331-5718, on 26 APR 94, the nearest mandatory Class I Federal Area where visibility is an important value is St. Marks Wildlife Refuge, located just south of Tallahassee, FL, approximately 150 miles (242 kilometers) from Fort Rucker.

B. Encroachment

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

There are no plans for a commercial airline to hub at an airport within 100 nmi. of Fort Rucker.

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

There have been no ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic.

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

Fort Rucker does not, nor does the type of flight training conducted at the installation require, have low level training routes that are published in DOD FLIP material.

Future Requirements (cont)

B. Encroachment (cont)

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

Fort Rucker AICUZ is not encoded in local zoning ordnances.

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

Fort Rucker's ICUZ is attached.

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

Three local municipalities have zoning ordinance authority over land near some of Fort Rucker's airfields/stagefields. The city of Daleville has zoning authority over land near Cairns AAF, Knox Stagefield, and Hanchey AHP. The city of Ozark has zoning authority over land near Hooper Stagefield. The city of Enterprise has zoning authority over land near Shell AHP and Lowe AHP.

The remainder of Fort Rucker's flight training facilities are located in Coffee, Dale, Geneva, and Houston Counties. These counties do not employ land use planning and control techniques in the vicinity of the flight training facilities within the respected counties.

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

There are no planned population growths, developments, or environmental constraints that pose problems for existing or planned mission.

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

Land use development plans for Ozark, Daleville, and Enterprise, Alabama are attached.

7. Air Space Encroachment.

Future Requirements (cont)

B. Encroachment (cont)

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

Yes - Fort Rucker has provides a dedicated phone number for the sole purpose of receiving noise complaints from persons off-installation. The line is monitored 24 hours each day.

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

The average number of noise complaints per month are 28.5 for CY 1993. Fort Rucker enjoys being surrounded by a large populace who are very tolerant of the noise generated from aviation training. The tolerability of the people, who reside in the vicinity of Fort Rucker, to the noise generated by helicopter flight training is excellent. This observation is based on the following statistical information.

1. Noise Complaints Based on Flight Hours:

(a). Number of flight hours: 240,345
Number of noise complaints: 342
% of noise complaints to flight hour:
.00142
Number of flight hours per noise complaint:
702

(b). Number of movements: 2,881,283
Number of noise complaints:
342
% of noise complaints to movements:
.00012
Number of movements per noise complaint:
8425

(c). Number of sorties: 184,881
Number of noise complaints:
342
% of noise complaints to sorties:
.00185

Future Requirements (cont)

B. Encroachment (cont)

Number of sorties per noise complaint: 541

c. Has the installation implemented noise abatement procedures. Yes

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

(1) Fort Rucker's goal is to control noise produced by Army activities to protect the health and welfare of its members and the public within, adjacent to, and surrounding Fort Rucker. The following are necessary to achieve this goal:

a. Assess the environmental impact of noise produced by Army activities and mitigate harmful or objectionable effects to the maximum extent practicable.

b. Comply with applicable federal, state, interstate, and local standards pertaining to noise consistent with military requirements.

c. Achieve noise abatement through the application of engineering noise reduction procedures, administrative noise control measure, modern land use planning, and procurement of less noisy equipment.

d. Conduct Installation Compatible Use Zones (ICUZ) and community involvement planning.

(2) Noise complaints.

a. All noise complaints are handled by the Chief, Airfield/Airspace Branch, Directorate of Plans, Training, Mobilization, and Security, (DPTMSEC) extension (205) 255-2680. Complaints received after duty hours are recorded by the Staff Duty Officer and forwarded to Airfields/Airspace Branch as soon as practicable thereafter. This office with maintain a log of citizens' complaints of noise produced by Army activities. All complaints will be recorded on USAAVNC (DPT) Form 128.

Future Requirements (cont)

B. Encroachment (cont)

b. The Director of DPTMSEC is the approving authority for all corridors and routes within the USAAVNC area. All aircraft based at Fort Rucker are required to use the corridor/route system as published in Appendix M and are not to deviate from these procedures.

c. While not used as the sole criterion for judging the severity of environmental noise impacts, citizen complaints may be indicators of situations where noise control measures are necessary or established policies are being violated. Such complaints are logged, investigated, and corrective action applied where applicable. In many instances, such problems can be resolved to the mutual satisfaction of the Army and the civilian element involved.

d. Certain noise complaints that apparently have been caused by violation of airspace restrictions or procedures will be forwarded to the responsible unit for action.

e. Selected noise complaints will result in the designation of a noise sensitive area. This area will be inclusive of a 500-meter radius and no overflights shall be made below 500' AGL. Updates to noise sensitive area lists will be distributed as changes are made.

(3) Investigation/inquiry into noise complaints.

a. All complaints appearing to be substantiated and containing sufficient information will be investigated. Complaints which require unit involvement will be forwarded to the appropriate commander/director for investigation. All other complaints will be investigated by the AF/AS mitigating officer.

b. Upon receiving notice that an investigation is merited, units/activities will conduct an inquiry to determine, at a minimum, the following:

(1) Identity of aviators involved.

(2) Validity of complaint.

(3) If appropriate regulations/guidelines were followed.

(4) What correction action, if appropriate, was taken.

Future Requirements (cont)

B. Encroachment (cont)

(5) If procedural adjustments to routes, corridors, etc., are necessary and/or possible in view of safety, training, and noise impacts.

(6) How avoidance of similar complaints can be accomplished.

c. To ensure commander involvement, each complaint referred to units for investigation will be reviewed and signed by the battalion commander or executive officer.

d. Results of the inquiry will be returned to Airfield/Airspace Branch for disposition and/or further action. Negative results will indicate to what degree the investigation was conducted.

e. The Staff Judge Advocate will be notified of all complaints involving the possibility of claims against the government.

(4) Control procedures. Control procedures used at Fort Rucker to avoid or reduce noise include:

a. Established traffic patterns.

b. Established corridors.

c. Designated altitudes.

d. Avoid residences, buildings, and farm-related facilities by at least 500' slant range while maintaining the appropriate altitude.

e. Avoidance of towns, cities, and villages by at least 2,000' laterally and/or 1,500' vertically, except when operating in approved corridors.

f. Avoidance of chicken houses, livestock, and recreational areas.

g. Avoidance of planted fields while hovering and/or at low airspeeds, particularly during the harvest season (Aug-Dec).

h. Flight below 50 feet AHO will only be conducted on approved NOE routes and NOE boxes. Transition between and within terrain flight training areas (TFTA) may be done at low level at a

ture Requirements (cont)

B. Encroachment (cont)

sufficient altitude to see and avoid noise sensitive areas, and areas listed above.

i. Additional control and noise avoidance procedures can be found in the Fly Neighborly Program Guide.

(5) Professional and vigilant efforts. Only through professional and vigilant efforts by Fort Rucker aviators can this installation maintain its effective training program and good community relations.

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

a. Instructions:

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

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

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the

Future Requirements (cont)

B. Encroachment (cont)

help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

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

(5) What is the percent current off-base incompatible land use:

(a) Within the Clear Zone (CZ) at each end of each active runway?
(b) Within Accident Potential Zone (APZ) I at each 1200' out end of each active runway?
(c) Within APZ II at each end of each active runway?
(d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
(e) Between the 65 Ldn and 75 Ldn noise contours?
(f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
(g) Within the 80 Ldn noise contour and above (if available)?

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

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	ALL CONTAINED IN AIRFIELD BOUNDRIES 495' on			
APZ I	OUT 800' RW/ RWY			TM 5-803-4 RW T/O SAFETY ZONE
APZ II	RUCKER NO APZ II's			TAB 5-

Future Requirements (cont)

B. Encroachment (cont)

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

Cairns Army Airfield

RUNWAY ZONES	NUMBER	ESTIMATED POPULATION		PERCENT INCOMP ACRES	LAND USE
CZ	06	0	0	0	
APZ I	06	0	0	0	
CZ	24	0	0	0	
APZ I	24	0	0	0	
CZ	18	0	0	0	
APZ I	18	0	0	0	
CZ	36	0	0	0	
APZ I	36	0	0	0	
CZ	Pad A	0	0	0	
APZ I	Pad A	0	0	0	
CZ	Pad D	0	0	0	
APZ I	Pad D	0	0	0	
CZ	Pad E	0	0	0	
APZ I	Pad E	0	0	0	
CZ	Pad F	0	0	0	
APZ I	Pad F	0	0	0	
CZ	Pad G	0	0	0	
APZ I	Pad G	0	0	0	

Hanchey AHP - all zones are located on the military reservation

Lowe AHP - all zones are located on the military reservation

Future Requirements (cont)

B. Encroachment (cont)

Shell AHP

RUNWAY ZONES USE	NUMBER	ESTIMATED POPULATION		PERCENT INCOMP ACRES	LAND
CZ	06	0	0	0	
APZ I	06	0	0	0	
CZ	24	0	0	0	
APZ I	24	0	0	0	
CZ	A Pad West	0	0	0	
APZ I	A Pad West	4	.5	18	APZ I
CZ	B Pad West	0	0	0	
APZ I	B Pad West	0	0	0	
CZ	A Pad East	0	0	0	
APZ I	A Pad East	12	.5	21	APZ I
Allen Stagefield					
CZ	12	0	0	0	
APZ I	12	16 People	2 Acres	10 %	IL APZ-I
CZ	30	0	0	0	
APZ I	30	0	0	0	
Brown Stagefield					
CZ	12	0	0	0	
APZ I	12	0	0	0	
CZ	30	0	0	0	
APZ I	30	0	0	0	

Ech Stagefield - all zones are located on the military reservation

Goldberg Stagefield					
CZ	18	0	0	0	
APZ I	18	0	0	0	
CZ	36	0	0	0	
APZ I	36	0	0	0	Future

Requirements (cont)

B. Encroachment (cont)

RUNWAY ZONES	NUMBER	ESTIMATE POPULATION	PERCENT INCOMP ACRES	LAND USE
Hatch Stagefield				
CZ	17	0	0	0
APZ I	17	0	0	0
CZ	35	0	0	0
APZ I	35	0	0	0
Highbluff Stagefield				
CZ	10	0	0	0
APZ I	10	0	0	0
CZ	28	0	0	0
APZ I	28	0	0	0
Hooper Stagefield - all zones are located on the military reservation				
Hunt Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36 (Lanes 1 & 2)	4	.5	5
APZ I	36 (Lanes 3 & 4)	8	1	9
Knox AHP				
CZ	14	0	0	0
APZ I	14	0	0	0
CZ	32	0	0	0
APZ I	32	0	0	0

Future Requirements (cont)

B. Encroachment (cont)

Louisville Stagefield				
CZ	18	0	0	0
APZ				
I	18	0	0	0
CZ	36	0	0	0
APZ				
I	36	0	0	0
Lucas Stagefield				
CZ	18	0	0	0
APZ				
I	18	0	0	0
CZ	36	0	0	0
APZ				
I	36	0	0	0
Molinelli FARP				
CZ	21	0	0	0
APZ				
I	21	0	0	0
Runkle Stagefield				
CZ	18	0	0	0
APZ				
I	18	0	0	0
CZ	36	0	0	0
APZ				
I	36	0	0	0
Skelly Stagefield				
CZ	18	0	0	0
APZ				
I	18	0	0	0
CZ	36	0	0	0
APZ				
I	36	0	0	0
CZ	14	0	0	0
APZ				
I	14	0	0	0
CZ	32	0	0	0
APZ				
I	32	0	0	0

uture Requirements (cont)

B. Encroachment (cont)

Stinson Stagefield				
CZ	09	0	0	0
APZ				
I	09	0	0	0
CZ	27	0	0	0
APZ				
I	27	0	0	0
Tabernacle Stagefield				
CZ	18	0	0	0
APZ				
I	18	0	0	0
CZ	36	0	0	0
APZ				
I	36	0	0	0
Toth Stagefield				
CZ	06	0	0	0
APZ				
I	06	0	0	0
CZ	24	0	0	0
APZ				
I	24	0	0	0

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

Cairns Army Airfield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	1200	1326	.113122 percent
Zone III			
75+	120	572	.026224 percent

Hanchey Army Helipad: All noise contour intervals are on military reservation.

Lowe Army Helipad: All noise contour intervals are on military reservation.

Future Requirements (cont)

B. Encroachment (cont)

Shell Army Helipad:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	1840	3322	.069235 percent
Zone III			
75+	There are no noise Zone III contours at Shell AHP.		

Allen Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	400	3350	.000299 percent
Zone III			
75+	200	715	.034965 percent

Brown Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	280	6305	.005552 percent
Zone III			
75+	120	1634	.009180 percent

Ech Stagefield: All noise contour intervals are on military reservation.

Goldberg Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	80	5921	.001689 percent
Zone III			
75+	24	1452	.002066 percent

Future Requirements

B. Encroachment

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

Cairns Army Airfield

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	PERCENT INCOMP LAND USE
CZ	06	0	0	0
APZ I	06	0	0	0
CZ	24	0	0	0
APZ I	24	0	0	0
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
CZ	Pad A	0	0	0
APZ I	Pad A	0	0	0
CZ	Pad D	0	0	0
APZ I	Pad D	0	0	0
CZ	Pad E	0	0	0
APZ I	Pad E	0	0	0
CZ	Pad F	0	0	0
APZ I	Pad F	0	0	0
CZ	Pad G	0	0	0
APZ I	Pad G	0	0	0

Hanchey AHP - all zones are located on the military reservation

Lowe AHP - all zones are located on the military reservation

Shell AHP

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	PERCENT INCOMP LAND USE
CZ	06	0	0	0
APZ I	06	0	0	0
CZ	24	0	0	0
APZ I	24	0	0	0
CZ	A Pad West	0	0	0
APZ I	A Pad West	4	.5	18
CZ	B Pad West	0	0	0
APZ I	B Pad West	0	0	0
CZ	A Pad East	0	0	0
APZ I	A Pad East	12	.5	21

Future Requirements

B. Encroachment

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	PERCENT INCOMP LAND USE
Allen Stagefield				
CZ	12	0	0	0
APZ I	12	16	2	10
CZ	30	0	0	0
APZ I	30	0	0	0
Brown Stagefield				
CZ	12	0	0	0
APZ I	12	0	0	0
CZ	30	0	0	0
APZ I	30	0	0	0
Ech Stagefield - all zones are located on the military reservation				
Goldberg Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
Hatch Stagefield				
CZ	17	0	0	0
APZ I	17	0	0	0
CZ	35	0	0	0
APZ I	35	0	0	0
Highbluff Stagefield				
CZ	10	0	0	0
APZ I	10	0	0	0
CZ	28	0	0	0
APZ I	28	0	0	0
Hooper Stagefield - all zones are located on the military reservation				
Hunt Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36 (Lanes 1 & 2)	4	.5	5
APZ I	36 (Lanes 3 & 4)	8	1	9

Future Requirements

B. Encroachment

ZONES	RUNWAY NUMBER	ESTIMATE POPULATION	ACRES	PERCENT INCOMP LAND USE
Knox AHP				
CZ	14	0	0	0
APZ I	14	0	0	0
CZ	32	0	0	0
APZ I	32	0	0	0
Louisville Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
Lucas Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
Molinelli FARP				
CZ	21	0	0	0
APZ I	21	0	0	0
Runkle Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
Skelly Stagefield				
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
CZ	14	0	0	0
APZ I	14	0	0	0
CZ	32	0	0	0
APZ I	32	0	0	0
Stinson Stagefield				
CZ	09	0	0	0
APZ I	09	0	0	0
CZ	27	0	0	0
APZ I	27	0	0	0

Future Requirements

B. Encroachment

Tabernacle Stagefield

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	PERCENT INCOMP LAND USE
CZ	18	0	0	0
APZ I	18	0	0	0
CZ	36	0	0	0
APZ I	36	0	0	0
Toth Stagefield				
CZ	06	0	0	0
APZ I	06	0	0	0
CZ	24	0	0	0
APZ I	24	0	0	0

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

Cairns Army Airfield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	1200	1326	.113122 percent
Zone III			
75+	120	572	.026224 percent

Hanchey Army Helipad: All noise contour intervals are on military reservation.

Lowe Army Helipad: All noise contour intervals are on military reservation.

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Future Requirements (cont)

B. Encroachment (cont)

Hatch Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	40	750	.006667 percent
Zone III			
75+	There are no Zone III contours off the military reservation.		

High Bluff Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	140	2875	.004522 percent
Zone III			
75+	48	1654	.003628 percent

Hooper Stagefield: There are no Zone II or Zone III contours off the military reservation.

Hunt Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	400	5570	.008977 percent
Zone III			
75+	200	1673	.014943 percent

Knox Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	800	2707	.036941 percent
Zone III			
75+	400	751	.066578 percent

Future Requirements (cont)

B. Encroachment (cont)

Molinelli FARP:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	60	2342	.003416 percent
Zone III			
75+	40	409	.012225 percent

Louisville Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	20	6496	.000308 percent
Zone III			
75+	0	1602	.000000 percent

Lucas Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	80	3269	.003059 percent
Zone III			
75+	120	673	.022288 percent

Runkle Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	100	8987	.001447 percent
Zone III			
75+	60	2208	.003623 percent

Future Requirements (cont)

B. Encroachment (cont)

Skelly Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	160	5615	.003562 percent
Zone III			
75+	64	979	.008172 percent

Stinson Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	120	5987	.002505 percent
Zone III			
75+	40	1401	.003569 percent

Tabernacle Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	60	6382	.001254 percent
Zone III			
75+	40	1889	.002647 percent

Toth Stagefield:

DNL	Estimate Population	Estimate Acres	Percentage of Incompatible Land Usage
Zone II			
65-75	400	6334	.007894 percent
Zone III			
75+	160	1589	.012587 percent

Future Requirements (cont)

B. Encroachment (cont)

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

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?
Previous BRAC or operational realignments have had no impact upon Fort Rucker's noise footprint.

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

There are no expected land use plans that will impact upon Fort Rucker's current AICUZ footprint.

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

(1) Since the current Fort Rucker ICUZ was published the installation, in an effort to reduce the impact from the operations at Hooper Stagefield, near Ozark, Alabama, and as a part of its continuing ICUZ program, has changed the operations from UH-1H to OH-58D and AH-64 helicopters. Previous noise contours for the UH-1H operations showed that incompatible (zone III) and normally incompatible (zone II) noise zones extending into residential areas on the east side of the stagefield.

(2) The noise contours show that replacing the UH-1H with the OH-58D and AH-64 helicopters reduce the size of the noise zones so that the incompatible and normally incompatible noise zones do not extend beyond the installation boundary.

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

Future Requirements (cont)

B. Encroachment (cont)

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

All local communities have been provide copies of Fort Rucker's ICUZ. However, as of this date none of the surrounding communities that have zoning authority have followed any of the recommendation of the installations ICUZ plan. It should be noted that due to the fact that the majority of the flight training facilities that Fort Rucker uses are located in areas where there are no zoning authorities.11. Future local/regional community encroachment (cont.)

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

Indicate any long range (20 years) trends for new growth.

There are no significant developments off the installation that exist or that are anticipated that have a negative impact upon the flight operations at Fort Rucker.

f. Has all clear zone acquisition been completed? (YES/NO) Currently Fort Rucker has no plans to acquisition off installation clear zones.
(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

Future Requirements (cont)

B. Encroachment (cont)

There are no plans to acquire any of the clear zones that are off the military reservation near Fort Rucker's flight facilities. A listing of the facilities with the clear zones off the installation are provided.

Runways

Cairns AAF - Runway 36 - 55.10 acres
Runway 18 - 24.10 acres
Runway 06 - 26.48 acres
Runway 24 - 6.66 acres
Total - 112.34 acres

Heliports

Shell AHP - 1.31 acres
Hatch Stagefield - .61 acres
Hunt Stagefield - 7.50 acres
Goldberg Stagefield - 4.96 acres
Lucas Stagefield - .88 acres
Highbluff Stagefield - 10.45 acres
Total - 15.26 acres

Total acreage in Fort Rucker's Clear Zones:

Runways - 112.34 acres
Helipads - 15.26 acres
Total - 127.60 acres

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

All on-base facilities and proposed facility development are sited in accordance with the current ICUZ recommendations.1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

Future Requirements (cont.)

C. Ability for Expansion

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

FORT RUCKER - MAIN POST

Operational infrastructure has and will support approximately a 100% increase in the number of initial and advanced flight students.

ALLEN STAGEFIELD

The operational infrastructure at the stagefield can support a total of 18 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

BROWN STAGEFIELD

The operational infrastructure at the stagefield can support a total of 18 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

CAIRNS ARMY AIRFIELD

The operational infrastructure at Cairns AAF provides for future expansion or change in mission.

ECH STAGEFIELD
(Main Post Systems)

The operational infrastructure at the stagefield can support a total of 15 helicopters during day or night training. This stagefield can support future expansion of change in mission.

GOLDBERG STAGEFIELD

The operational infrastructure at the stagefield can support a total of 12 helicopters during day or night training. This stagefield will not support future expansion.

Future Requirements (cont.)

C. Ability for Expansion

HANCHEY ARMY HELIPORT
(Part of Main Post)

The operational infrastructure at Hanchey AHP provides capabilities for future expansion or change in mission.

HATCH STAGEFIELD

The operational infrastructure at the stagefield can support a total of 18 helicopters during day or night training. This stagefield can support future expansion of change in mission.

HIGHBLUFF STAGEFIELD

The operational infrastructure at the stagefield can support a total of 15 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

HIGHFALLS STAGEFIELD

Due to operational infrastructure and small size (40 acres), current use, and configuration, the stagefield is not suitable for normal student flight training courses.

HOOPER STAGEFIELD

The operational infrastructure at the stagefield can support a total of 18 helicopters during day or night training. This stagefield can support future expansion or mission change.

HUNT STAGEFIELD

The operational infrastructure at the stagefield can support a total of 12 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

KNOX ARMY HELIPORT
(Part of Main Post Systems)

The operational infrastructure at Knox AHP provides for future expansion or change in mission.

uture Requirements (cont.)

C. Ability for Expansion

LOUISVILLE STAGEFIELD

The operational infrastructure at the stagefield can support a total of nine helicopters during day or night training. This stagefield will not support future expansion without acquiring additional off installation acreage.

LOWE ARMY HELIPORT
(Part of Main Post Stytems)

The operational infrastructure at Lowe AHP provides for future expansion or change in mission.

10C STAGEFIELD

The operational infrastructure at the stagefield can support a total of 18 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

RUNKLE STAGEFIELD

The operational infrastructure at the stagefield can support a total of nine helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

SHELL ARMY HELIPORT

The operational infrastructure at Shell AHP provides for future expansion or change in mission.

SKELLY STAGEFIELD

The operational infrastructure at the stagefield can support a total of 12 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

STINSON STAGEFIELD

The operational infrastructure at the stagefield can support a total of 18 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

Future Requirements (cont.)

C. Ability for Expansion

TABERNACLE STAGEFIELD

The operational infrastructure at the stagefield can support a total of 12 helicopters during day or night training. This stagefield will not support future expansion due to location next to aerial gunnery range complex.

TAC-X STAGEFIELD

The operational infrastructure at the stagefield will not support future expansion. TAC-X is used as a tactical training site with limited use as a stagefield.

TOTH STAGEFIELD

The operational infrastructure at the stagefield can support a total of 15 helicopters during day or night training. This stagefield will not support future expansion without additional off installation acreage.

C. Ability for Expansion

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

FORT RUCKER - MAIN POST

Much of the area off Fort Rucker Main Post is rural. We currently lease 127 sites. In 1991, we cancelled purchase of 2 additional stagefields because of budget cuts.

ALLEN STAGEFIELD

Off installation acreage is available if required for mission change.

BROWN STAGEFIELD

Off installation acreage is available if required for mission change.

CAIRNS ARMY AIRFIELD

The availability of off installation acreage is restricted due to residential development on the west and north sides of the airfield.

Future Requirements (cont)

C. Ability for Expansion

ECH STAGEFIELD
(Main Post Systems)

Stagefield is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

GOLDBERG STAGEFIELD

Off installation acreage is available if required for mission change.

HANCHEY ARMY HELIPORT
(Part of Main Post)

Heliport is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

HATCH STAGEFIELD

Stagefield is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

HIGHBLUFF STAGEFIELD

Off installation acreage is available if required for mission change.

HIGHFALLS STAGEFIELD

Off installation acreage is available if required for mission change.

HOOPER STAGEFIELD

Stagefield is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

HUNT STAGEFIELD

Off installation acreage is available if required for mission change.

KNOX ARMY HELIPORT
(Part of Main Post Systems)

Heliport is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

Future Requirements (cont)

C. Ability for Expansion

LOUISVILLE STAGEFIELD

Off installation acreage is available if required for mission change.

LOWE ARMY HELIPORT
(Part of Main Post Stytems)

Heliport is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

10C STAGEFIELD

Off installation acreage is available if required for mission change.

RUNKLE STAGEFIELD

Off installation acreage is available if required for mission change.

SHELL ARMY HELIPORT

The availability of off installation acreage is restricted due to residential development around the airfield.

SKELLY STAGEFIELD

Off installation acreage is available if required for mission change.

STINSON STAGEFIELD

Off installation acreage is available if required for mission change.

TABERNACLE STAGEFIELD

Stagefield is located within the Fort Rucker reservation and could be expanded without acquiring off installation acreage.

TAC-X STAGEFIELD

Off installation acreage is available if required for mission change.

Future Requirements (cont)

C. Ability for Expansion

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

FORT RUCKER - MAIN POST

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	66,600	N/A	22185	28,166
Water (GPD)	6,412,000		3250000	4,000,000
Sewage (GPD)	2,539,900		* 1500000	1,800,000
Natural Gas (CFH)	417,000		55638	136,875
Short Term Parking				
High Temp.Water/ Steam Generation/ Distribution	155,000 PPH		41500 PPH	75,700 PPH

* Estimated. Data extractred from IFS, billing records, and site visits.

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

a. The Fort Rucker electrical distribution system is modern and in excellent condition.

b. Fort Rucker is blessed with an abundant supply of fresh water that is easily obtained.

Future Requirements (cont)

C. Ability for Expansion

c. The sewage plant on the installation operates at about 25% of its designed capacity, and would readily accept a much larger post population.

d. Fort Rucker has an adequate supply of natural gas.

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

Site Location: Fort Rucker (Reservation)

			Available for Development	
Land Use	Total Acres	Developed [1]	Restricted 'Unr estricted	Unrestrict-ed
Operational	57,772	147	13,000	5,208
Training	43,534	*		
Research & Development	*	*		
Supply and Storage	567	*		
Admin	94	*		
Housing	**836***			
Recreational	**2,262***			

* See Page 38, para. 6b.

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Allen Stagefield

Land Use	Total Acres	Available for Development: Developed [1]	Restricted [4]	Unrestricted [5]
Operational	N/A			
Training	114	114		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Site Location: Brown Stagefield

Land Use	Total Acres	Available for Development: Developed [1]	Restricted [4]	Unrestricted [5]
Operational	N/A			
Training	166.6	166.6		
Research & Development	N/A			

Future Requirements (cont.)
C. Ability for Expansion (cont.)

Supply and Storage	N/A
Admin	N/A
Housing	N/A
Recreational	N/A

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

Site Location: Cairns Army Airfiled

			Available for Development	
Land Use	Total Acres	Developed [1]	Restricted	Unrestricted
Operational	N/A			
Training	1,256	1,1256		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

'uture Requirements (cont.)
C. Ability for Expansion (cont.)

Site Location: Ech Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted	Unr estricted	Unrestrict-ed
Operational	N/A				
Training	190	190			
Research & Development	N/A				
Supply and Storage	N/A				
Admin	N/A				
Housing	N/A				
Recreational	N/A				

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Site Location: Goldberg Stagefield

			Available for Development	
Land Use	Total Acres	Developed [1]	Restricted	Unrestricted
Operational	N/A			
Training	99	99		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Guthrie Army Airfield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted	Unrestricted	Unrestricted
Operational	50	50			
Training	N/A				
Research & Development	N/A				
Supply and Storage	N/A				
Admin	N/A				
Housing	N/A				
Recreational	N/A				

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Hanchey Army Airfield

Land Use	Total Acres	Developed [1]	Available for Development	
			Restricted [10]Unr estricted	Unrestrict-ed
Operational	N/A			
Training	200	200		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Hatch Stagefield

Land Use	Total Acres	Developed [1]	Available for Development	
			Restricted "Unr estricted	Unrestrict-ed
Operational	N/A			
Training	190	190		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Highbluff Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [12]Unr estricted	Available for Development: Unrestrict-ed
Operational	N/A			
Training	190	190		
Research & Development	N/A			

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Supply and Storage	N/A
Admin	N/A
Housing	N/A
Recreational	N/A

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Highfalls Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [15]Unrestricted	Available for Development: Unrestricted
Operational	N/A			
Training	N/A			
Research & Development	40	40		
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Hooper Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [14]	Unr estricted	Unrestrict-ed
Operational	N/A				
Training	100	100			
Research & Development	N/A				
Supply and Storage	N/A				
Admin	N/A				
Housing	N/A				
Recreational	N/A				

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

Site Location: Hunt Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [15]	Unr estricted	Unrestrict-ed
Operational	N/A				
Training	134	134			
Research & Development	N/A				

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Supply and Storage	N/A
Admin	N/A
Housing	N/A
Recreational	N/A

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

Site Location: Knox Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [16]Unr estricted	Unrestrict-ed
Operational	100	100		
Training	N/A			
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Louisville Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [17]Unr estricted	Available for Development: Unrestrict-ed
Operational	N/A			
Training	102	102		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Lowe Army Heliport

Land Use	Total Acres	Developed [1]	Available for Development: Restricted	Available for Development: Unrestricted
Operational	N/A			
Training	300	300		
Research & Development	N/A			

Future Requirements (cont.)
C. Ability for Expansion (cont.)

Supply and Storage	N/A
Admin	N/A
Housing	N/A
Recreational	N/A

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Molinelli FARP

Available for Development

Land Use	Total Acres	Developed [1]	Restricted [19]Unr estricted	Unrestrict-ed
Operational	N/A			
Training	100	100		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: 10C Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [20]	Unr estricted	Unrestrict-ed
Operational	N/A				
Training	174	174			
Research & Development	N/A				
Supply and Storage	N/A				
Admin	N/A				
Housing	N/A				
Recreational	N/A				

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

Site Location: Runkle Stagefield

Land Use	Total Acres	Developed [1]	Available for Development: Restricted [21]	Unr estricted	Unrestrict-ed
Operational	N/A				
Training	235	235			
Research & Development	N/A				

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Supply and Storage	N/A
Admin	N/A
Housing	N/A
Recreational	N/A

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

Site Location: Shell Army Heliport

Land Use	Total Acres	Developed [1]	Available for Development	
			Restricted [2]	Unrestricted
Operational	N/A			
Training	246	246		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

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

ıture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: Skelly Stagefield

Land Use	Total Acres	Developed [1]	Available for Development	
			Restricted [2]Unr estricted	Unrestrict-ed
Operational	N/A			
Training	161	161		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Site Location: Stinson Stagefield

			Available for Development	
Land Use	Total Acres	Developed [1]	Restricted [2]Unr estricted	Unrestrict-ed
Operational	N/A			
Training	180	180		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Site Location: Tabernacle Stagefield

			Available for Development	
Land Use	Total Acres	Developed [1]	Restricted [2]	Unrestricted
Operational	N/A			
Training	100	100		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Site Location: TAC-X Stagefield

			Available for Development	
Land Use	Total Acres	Developed [1]	Restricted [2]Unr estricted	Unrestrict-ed
Operational	N/A			
Training	111	111		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

uture Requirements (cont.)

C. Ability for Expansion (cont.)

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

Site Location: Toth Stagefield

Land Use	Total Acres	Developed [1]	Available for Development	
			Restricted [2]Unr estricted	Unrestrict-ed
Operational	N/A			
Training	125	125		
Research & Development	N/A			
Supply and Storage	N/A			
Admin	N/A			
Housing	N/A			
Recreational	N/A			

Future Requirements (cont.)

C. Ability for Expansion (cont.)

5. Data Soruce: Fort Rucker Mobilization Master Plan Report, August 1992.

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

a. The Fort Rucker reservation features three rotary wing basefields and four rotary wing stagefields capable of supporting flight training for all rotary wing aircraft in the DOD inventory. Fort Rucker also has academic, flight simulator, and aerial gunnery range to support flight training.

* b. Restricted area is the aerial gunnery range complex. Unrestricted area includes land use areas for operational, Training, R&D, Supply & Storage, Admin, Housing, and Recreational. Unrestricted area is classified as buildable area.

Allen Stagefield D/N

Allen Stagefield is located approximately 13 miles southeast of the main post and contains 113 acres. It is a rotary wing stagefield with six paved and lighted hoverlanes and two aircraft parking areas. The field is capable of supporting any of the rotary wing aircraft currently in the Army inventory. Allen Stagefield can handle 18 helicopters during day or night training; however, when pilots are using night vision devices (NVDs) the number of helicopters using the stagefield is reduced to six.

Brown Stagefield D/N

Brown Stagefield is one of the newest stagefields. It is located approximately two and one-half miles west of New Brockton and has six paved lanes for day or night use. It also has a parking and a refueling area. It can handle up to 18 helicopters during day and night training, however, when pilots are using NVDs the maximum number of helicopters is reduced to 12.

uture Requirements (cont.)

C. Ability for Expansion (cont.)

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

Shell Army Heliport

Shell Army Heliport is located 11 miles west of the Fort Rucker reservation and five miles north of Enterprise, Alabama on 246 acres. It is currently used as a stagefield for primary flight training. The heliport provides parking for helicopters, classroom and maintenance facilities, and a refueling capability.

Skelly Stagefield (11)

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

Skelly Stagefield is located approximately 35 miles west of the Fort Rucker reservation on 100 acres. It was originally a fixed wing stagefield but is now being used soley for helicopter training. Skelly has four paved hoverlanes, space for parking helicopters and a refueling area. It can handle 12 helicopters for day or night training; however, this number is reduced to six helicopters when NVDs are being used.

Stinson Stagefield (12)

Stinson Stagefield is located to the west of Fort Rucker and approximately three miles southeast of the City of Elba. It has six paved hoverlanes, a helicopter parking area and a refueling capability. The stagefield can handle 18 helicopters for day or night training, reduced to 12 helicopters when NVDs are in use.

Tabernacle Stagefield (13)

Tabernacle Stagefield is located on the Fort Rucker reservation approximately 15 miles northwest of the cantonment area. It contains 100 acres. The field has four paved and lighted hoverlanes, an aircraft parking area and a refueling area. Tabernacle can support 12 helicopters for day or night training, reduced to eight helicopters when NVDs are in use.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

TAC-X Stagefield (17)

Tax-X Stagefield is a special use facility located approximately 30 miles southwest of the Fort Rucker reservation. It contains 111 acres owned by the Government and another 63 leased acres. Tac-X is used as a tactical training site with limited facilities for use as a stagefield. It does not have any paved hoverlanes or parking areas. It does, however, have a refueling capability. It is used extensively for night training with pilots using NVDs.

Toth Stagefield (18)

Toth Staagefield is located approximately 10 miles southeast of the Fort Rucker reservation and contains 128 acres. It has five paved and lighted hoverlanes, an aircraft parking area and a refueling area. The field is capable of supporting 15 helicopters for day or night training which is reduced to 10 helicopters when pilots are using NVDs.

Data Source

Fort Rucker Mobilization Master Plan Report, August 1992.

'uture Requirements (cont.)

C. Ability for Expansion (cont.)

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

Hooper Stagefield (7)

Hooper Stagefield is located on the Fort Rucker reservation approximately five miles north of the cantonment area. Hooper contains 100 acres. It is a rotary wing stagefield with six paved and lighted hoverlanes, an aircraft parking area and a refueling area. The field is capable of supporting 18 helicopters for daylight or nighttime training, reduced to six helicopters when NVDs are in use.

Hunt Stagefield (8)

Hunt Stagefield is located east of Fort Rucker and approximately five miles north-northeast of Newton, Alabama. It contains 134 Acres. Hunt is a rotary wing stagefield with four paved and lighted hoverlanes, an aircraft parking area and a refueling area. The field is capable of handling 12 helicopters for day or night training or eight helicopters when NVDs are in use.

Knox Army Heliport

Knox Army Heliport is located on the Fort Rucker reservation approximately 1/4 mile southeast of the main cantonment area and contains 100 acres. Knox AHP is jointly used by the US Army Reserve and the Army Aviation School. The built-up area, including maintenance and aircraft parking areas, is being used by the Reserve, and the Aviation School as a besefield for an Attack Helicopter Battalion.

Louisville Stagefield (9)

Louisville Stagefield is located approximately 35 miles north of Fort Rucker on 95 acres. It is a rotary wing stagefield with four paved and lighted hoverlanes, an aircraft parking area and a refueling area. Due to distance from basefields, there is limited use by some flight courses. However, the field is capable of supporting any of the rotary wing aircraft currently in the Army inventory. The field can handle nine helicopters for day or night training or six helicopters when NVDs are being used.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Lowe Army Heliport

Lowe Army Heliport is located on the Fort Rucker reservation approximately three miles northwest of the cantonment area and contains 300 acres. It is the basefield for the utility helicopter fleet used in basic flight training and has complete maintenance and support facilities.

Molinelli FARP

Molinelli Forward Arming and Refueling Point (FARP). The Molinelli FARP lies on the Fort Rucker reservation approximately 15 miles north-northeast of the cantonment area and consists of approximately 100 areas. It supports aerial gunnery training. There are 12 pads for rearming helicopters and the facility is equipped with full lighting for night operations.

10C Stagefield

10C Stagefield is another of the newer, off-post stagefields used by Fort Rucker. It is located approximately 25 miles southwest of the cantonment area. The stagefield has six paved hoverlanes, a parking area and a refueling point. The stagefield is restricted to daytime use only.

Runkle Stagefield (15)

Runkle Stagefield is located approximately 28 miles west of the Fort Rucker reservation. Runkle contains 235 acres. It is used both as a rotary wing stagefield and as a tactical training site. Runkle has three paved and lighted hoverlanes, hot refueling facilities and helicopter parking pads. The stagefield can handle nine helicopters for day or night training which is reduced to six helicopters when pilots are using NVDS.

uture Requirements (cont.)

C. Ability for Expansion (cont.)

Cairns Army Airfield

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

Cairns Army Airfield (1256 Acres) is a multi-use facility utilized for training fixed wing aviators and instrument training for rotary wing students. It is the basefield for the fixed wing aircraft assigned to the Army Aviation Center and for the utility helicopters used in instrument training. In addition, the field handles all transient flights associated with Fort Rucker. Cairns AAF is the airspace area control center and is equipped with radar approach-departure and surveillance and weather forecasting equipment. The field also handles MEDDAC crash and rescue operations.

③ Ech Stagefield D/N

Ech Stagefield is located within the Fort Rucker reservation approximately six miles northwest of the cantonment area and contains 190 acres. Ech is a rotary wing stagefield with five paved nd lighted hoverlanes, an aircraft parking area and a refueling area. It can handle 15 elicopters, day or night, reduced to 10 helicopters when NVDs are being used.

④ Goldberg Stagefield D/N

Goldberg Stagefield is located east of Fort Rucker and approximately four miles south of Echo, Alabama. It contains 99 acres. Goldberg is a rotary wing stagefield with four paved and lighted hoverlanes, an aircraft parking area and a day/night refueling area. This field is capable of supporting any of the rotary wing aircraft currently in the Army inventory. It can handle up to 12 helicopters for day or night training, reduced to eight helicopters when NVDs are being used.

Guthrie Army Airfield

Guthrie Army Heliport is a former fixed wing landing strip. It is located entirely on the Fort Rucker reservation. It is the base heliport for the 2nd Battalion, 229th Aviation Regiment. Landing or take-off at Guthrie AHP is to two helipads which can be lighted for nighttime use.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Hanchey Army Heliport

Hanchey Army Heliport is located within the Fort Rucker reservation approximately 4.5 miles northeast of the cantonment area. It contains 200 acres. Hanchey AHP is the basefield for the attack, cargo and advanced scout helicopters used for both primary and advanced flight courses and has complete maintenance and support facilities. It has eight paved hoverlanes equipped with lights for nighttime use. There is no published limit upon the number of helicopters that can use Hanchey AHP, day or night.

(5) Hatch Stagefield

Hatch Stagefield is located on the Fort Rucker reservation approximately seven miles northeast of the cantonment area and contains 190 acres. Hatch Stagefield is a rotary wing stagefield with six paved and lighted hoverlanes, an aircraft parking area and a refueling area. The field is capable of handling 18 helicopters for day or night training, reduced to 10 helicopters when NVDs are in use.

(6) Highbluff Stagefield

Highbluff Stagefield is located approximately 14 miles south of the cantonment area and contains 186 acres. It has five paved and lighted hoverlanes, an aircraft parking area and a refueling area. The field is capable of handling 15 helicopters for day or night training, reduced to eight helicopters when NVDs are being used.

Highfalls Stagefield

Highfalls Stagefield consists of 40 acres and is located approximately 15 miles south-southwest of the cantonment area. It is a rotary wing stagefield used for testing and researach by the US Army Aviation Development Test Activity at Fort Rucker. Due to the field's small size, current use and configuration, it is not suitable for normal student filght training courses.

Manpower Implications (cont.)

A. Quality of Life (cont.)

E1-E6	2	N/A	
	3	177	240 days
	4+	5	14-21 days

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)? 100%

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

Type of Quarters	Utilization Rate
Adequate/Permanent	98.27%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason? NO.

(b) BEQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	57.8%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

Manpower Implications (cont.)

A. Quality of Life (cont.)

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason? NO.

(c) BOQ: 40 [redacted] BEQ. (710 adq) BOQ (710 adq) See Recertified data 31 Aug 94

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

Type of Quarters	Utilization Rate
Adequate/Permanent	~~87.4%~~ 100% -BEQ 97.0% -BOQ
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

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

Yes - Occupancy (permanent party) is voluntary. Occupancy rate remains as stated.

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

Units Under Renovation or Construction

Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
BEQ (6815) (Renovation)	1	13,250 SF	66 PN	940520
BEQ (6812) (Renovation)	42 PN	940603		
BEQ (6101 & 6102) (Renovation)	1 8,480 SF 223,217 SF (Each)	80 PN (Each)		

'anpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

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

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	433	433		
Officer	3	225	225		
Officer	1 or 2	0			
Enlisted	4+	206	206		
Enlisted	3	652	652		
Enlisted	1 or 2	0			
Mobile Homes		0			
Mobile Home lots		50	50		

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

a. Facility Type/Code: None.
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?

Manpower Implications (cont.)

A. Quality of Life (cont.)

f. Current improvement plans and programmed funding:

g. Has this facility condition resulted in "C3" or "C4" designation on your BA-SEREP?

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

Pay Grade	Number of Bedrooms	Number on List [28]	Average Wait
O-6/7/8/9	1	N/A	
	2	N/A	
	3	N/A	
	4+	N/A	
O-4/5	1	N/A	
	2	N/A	
	3	4	60-90 days
	4+	0	30-90 days
O-1/2/3/CWO	1	N/A	
	2	N/A	
	3	48	45-60 days
	4+	5	5-14 days
E7-E9	1	N/A	
	2	N/A	
	3	2	30 days
	4+	6	60-90 days
	1	N/A	

Manpower Implications (cont.)

A. Quality of Life (cont.)

Renovations planned for FY 94-97:

BOQ buildings: Five buildings are scheduled for installation of individual room heat pumps, kitchen modernization, mechanical room renovations, and installation of wall paper (FY 94/95), as funds are available. The proposed down time will be approximately 60 days per building.

BEQ buildings: Eight buildings are scheduled to be vacated for projects to upgrade HVAC systems or to renovate rooms to the CSA directed 2 + 2 concept. Movement of soldiers and renovation, are being phased. Projects are expected to be complete by 4th Qtr, FY 95.

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

MCA contract expected to be awarded in Aug 94 for 2 barracks. Each barracks will total 91,992 SF and accomodate 192 persons at the "2 + 2" standard. Construction is expected to take 2 years. Projected availability date is August 1996.

A. Quality of Life

1. Military Housing

a. Family Housing:

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

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

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

Manpower Implications (cont.)

A. Quality of Life (cont.)

Enlisted 3

Enlisted 1 or 2

Mobile Homes

Mobile Home lots

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

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

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

Pay Grade	Number of Bedrooms	Number on List »	Average Wait
O-6/7/8/9	1		
	2		
	3		
	4+		
O-4/5	1		
	4+		
O-1/2/3/CWO1	2		
	3		

Manpower Implications (continued)

A. Quality of Life (continued)

Pavilions	Each	8	N/A
Dog Kennel	Cages	6	Y
Boat Marina	Each	1	N/A
Boat Pier	Each	5	N/A
Equip Rental	SF	1,311	Y
Minnow House	SF	240	Y
Sauna	Each	2	N/A
Teen Center	SF	2,598	N/A

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

4. Installation Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF Ade-quate/Permanent	SF Substandard/ Semi-Perma/ nent	SF Inadquate/ Temporary	# of PN on wait List	avgWait (Days)
0-6 Mos	25	1,795	N/A	N/A	0	0
6-18 Mos	57	5,104	N/A	N/A	0	0
18Mos-5yrs	233	8,408	N/A	N/A	0	0

The square feet listed above do not include common areas such as kitchen, corridors, lobby, admin areas, etc.

Manpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Fitness Center	SF	61,307	Y
Marina	Berths	8	Y
Stables	Stalls	74	N
Pistol Range	Each	1	Y
Softball Fld	Each	14	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	2	N/A
Youth Center	SF	19,360	Y
Lake Lodge	SF	16,476	Y
Child Dev Center	SF	24,180	Y
YS/Scout/ Camp on Lake	Each	1	N/A
Wading Pools	Each	3	N/A
Short Driv Range	Tee Boxes	5	N/A
Lighted Arenas	Each	4	N/A
Pastures	Each	2	N/A
Archery Range	Each	1	N/A
Skeet Range	Each	1	N/A
Freestanding Monuments	Each	53	N/A

Manpower Implications (continued)

A. Quality of Life (continued)

Pavilions	Each	8	N/A
Dog Kennel	Cages	6	Y
Boat Marina	Each	1	N/A
Boat Pier	Each	5	N/A
Equip Rental	SF	1,311	Y
Minnow House	SF	240	Y
Sauna	Each	2	N/A
Teen Center	SF	2,598	N/A

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

4. Installation Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF Ade-quate/Perma-nent	Substandard/ Temporary	Inadquate/ Semi-permanent	# of PN on wait List	Avg Wait (Days)	
0-6 Mos	25	3,000.	N/A	N/A	0	0	
6-18 Mos	57	4,000	N/A	N/A	0	0	
18Mos-5yrs	233	16,000	N/A	N/A	0	0	

Manpower Implications (cont.)

A. Quality of Life (cont.)

	4+
E7-E9	1
	2
	3
	4+
E1-E6	1
	2
	3
	4+

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

LOCATION _Fort Rucker_____ DISTANCE _On Post_____

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	21	N
	Outdoor Bays	5	N
Arts/Crafts	SF	8,000	Y
Wood Hobby	SF	9,365	Y
Bowling	Lanes	20	Y

Enlisted Club	SF	25,215	Y
Officer's Club	SF	39,970	N
Library	SF	14,212	N/A
Library	Books	73,500	Y
Theater	Seats	984	N
ITR	SF	800	N/A
Pool (indoor)(1)	Lanes	8	N/A
Pool (outdoor)(3)	Lanes	10	N/A
Beach	LF	2	Y
Lake	Each	5	Y
Tennis Ct	—	—	—
Volleyball CT (outdoor)	Each	3	N/A
Basketball CT (outdoor)	Each	17	N/A
Racquetball CT (indoor/outdoor)	Each	3	N/A
Squash CT	Each	1	N/A
Golf Course	Holes	27	N
Driving Range	Tee Boxes	30	N/A
Gymnasium	SF	27,000	Y

Manpower Implications

A. Quality of Life

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

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

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list. N/A, Fort Rucker does not have a waiting list.

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

1. Installation Family Support Facilities and Programs (cont)

There are no other military child care facilities within 30 minutes of the installation.

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

Service	Unit of Measure	Qty
Exchange	SF	83,550
Gas Station	SF	731
Auto Repair	SF	1,800
Auto Parts Store	SF	2,890
Commissary	SF	84,874
Mini-Mart	SF	3,555
Package Store	SF	17,030

Manpower Implications (cont)

A. Quality of Life (cont.)

Fast Food Restaurants	Each	5
Bank/Credit Union	Each	2
Family Service Center	SF	28,054
Laundromat	SF	2,500
Dry Cleaners	Each	2
Alcohol Rehabilitation Center	PN	8
Chapel	PN	29
FSC Classroom/ Auditorium	PN	106

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

City	Distance (Miles)
Ozark	2 miles from post.
Enterprise	3 miles from post.
Dothan	25 miles from post.

Manpower Implications (cont)

A. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	0	0
E2	0	0
E3	0	0
E4	0	0
E5	0	0
E6	0	0
E7	0	0
E8	0	0
E9	0	0
W1	0	0
W2	0	0
W3	0	0
W4	$2.95	$2.25
W5	$2.95	$2.95
O1E	0	0

Manpower Implications (cont.)

A. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living (cont):

O2E	0	0
O3E	0	0
O1	0	0
O2	0	0
O3	0	0
O4	0	0
O5	0	0
O6	0	0
O7	0	0