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Section IV/V Level Playingfield COBRA Data

One time closure costs: 328\$sM

Twenty year Net Present Value (347)\$sM

Steady state savings 47\$sM per year

Manpower savings associated with closure 843

Return on Investment (years): 8

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Section VI Economic Impact**Economic Area Statistics:****Little Rock-North Little Rock, AR MSA****Total population: 524,000 (FY 92)****Total employment: 327,777 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****4.8% / 5.7% / 6.3%****Average annual job growth: 4,479****Average annual per capita income: \$18,657****Average annual increase in per capita income: \$5.6%****Projected economic impact:**

Direct Job Loss:	5,707	
Indirect Job Loss:	<u>2,534</u>	
Closure Impact:	8,241	(2.5% of employment total)
Other BRAC Losses:	<u>0</u>	
Cumulative Impact:	8,241	(2.5% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is NOT affordable
- VII.1.A.2 Units are NOT available for families
- VII.1.A.2 Units are NOT available for single members.
- VII.1.A.3 7.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$654

Describe the transportation systems.

- VII.1.B.1 The base is NOT served by REGULARLY SCHEDULED, public transportation.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 18 miles
- VII.1.B.2 Airport name: Adams Field, Little Rock, AR, (KLIT)
- VII.1.B.3 Number of commercial air carriers available at the airport: 8
- VII.1.B.4 Average round trip commuting time to work: 35 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	Stonewall Swimming Pool, Jacksonville	3		05	Min.
VII.1.C.2 Movie theater	First International Theater, Jacksonville	5		07	Min.
VII.1.C.3 Public golf course	Burns Park, North Little Rock (NLR)	17		20	Min.
VII.1.C.4 Bowling lane	Pike Lanes, NLR	14		18	Min.
VII.1.C.5 Boating	Greers Ferry Lake, AR	75	1	30	Min.
VII.1.C.6 Fishing	Lake Conway	20		25	Min.
VII.1.C.7 Zoo	Little Rock Zoo	18		25	Min.
VII.1.C.8 Aquarium	Memphis Zoological Gardens	148	3	00	Min.
VII.1.C.9 Family theme park	Burns Park Family Theme Park, NLR	17		20	Min.
VII.1.C.10 Professional sports	Winder Field	18		20	Min.
VII.1.C.11 Collegiate sports	Univ of Arkansas	20		25	Min.

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VII.1.C.12	Camping facilities	Maumelle Park	75	1 Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Heber Springs, AR	50	1 Hrs.	00	Min.
VII.1.C.14	Outdoor winter sports	Gatlinburg Ski Resort	600	9 Hrs.	15	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

McCain Mall, NLR 18 min (12 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Little Rock, AR 20 min (14 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 2954

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 7308

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 59.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Pulaski Technical College, Capital Junior College,

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

Philander Smith College, University of Arkansas

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

University of Arkansas - Little Rock

3. Spousal Employment

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- VII.3.A** 95.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B** 76.8 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 4.8 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D** 5.6 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A** Current ratio of active, non-federal physicians in the community: 2.0 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 10.0 beds/1000 people

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Section VIII**1. Air Quality - Clean Air Act**

VIII.1.A Air Quality Management District for the base: Air Control Region 16, Pulaski County

VIII.1.B The base is NOT located within a maintenance or non-attainment area for pollutants.

VIII.1.C There are critical air quality regions within 100 kilometers of the base
(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions
(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

- E.3.a** No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b** No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c** No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d** No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

- E.4.a** No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b** No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

- E.5** No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

- E.6.a** No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b** No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergent generators.
- E.6.d** No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d** No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

- E.7.a** No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b** No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c** No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d** No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

- E.8** No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

- E.9** No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is **Local Community** and the source is:

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Municipal supply, city of Jacksonville

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. Benzene, TPH, BTEX, 1,1- DCE, 1,2-DCE, vinyl chloride, chlorobenzene, methyl chloride, aluminum

VIII.3.A.2 The contaminated groundwater is Not a potable water source.

VIII.3.B The base is Not actively involved in groundwater remediation activities.

VIII.3.C 1 water wells exist at the base.

VIII.3.D 1 wells have been abandoned for the following reasons:

No longer required

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	Base housing area	37.00 Acres
	Golf course	6.00 Acres

VIII.4.A.2 These bodies do Not receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is Not located within a specified drainage basin.

VIII.4.B Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is No known contamination to the base or local community surface water

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5. Wastewater

- VIII.5.A** Base wastewater is treated by Local Community facilities.
- VIII.5.C** There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

- VIII.6.A** Describe the National Pollutant Elimination System permits in effect:
One NPDES permit for four monitored outfalls from the base
- VIII.6.B** The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:
Treated at the local POTW in the city of Jacksonville
- VIII.6.C** The base has No discharge impoundments.
- VIII.6.D** There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

- VIII.7.A** 100.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1** 7.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2** 22 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

- VIII.9.A There are No Threatened or endangered species identified on the base.
- VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1 Identification and type of wetland:	Approximate acreage:
Emergent marsh wetlands	5
Forested wetlands	24
Scrub - shrub wetlands	14
Wetlands	54
ponds	11

- VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.
- VIII.10.B.1 Survey was completed in Sep 93
- VIII.10.B.2 100 percent of the base was included in the survey.

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VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

Corps of Engineers Delineation Manual

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

Limited Impact on future construction.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A No historic, prehistoric, archaeological sites or other cultural resources are located on the base.

VIII.12.B None of the buildings on-base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 Not Applicable.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 25 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2000

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Asbestos-Samp/Anal/Equip/Training	\$22.000 K	\$50.200 K	\$56.200 K	\$63.200 K	\$69.200 K
Hazardous Waste Disposal/Remediation	\$153.000 K	\$206.000 K	\$214.000 K	\$220.000 K	\$225.000 K
LBP Samp/Anal/Equip	\$40.000 K	\$47.600 K	\$24.500 K	\$23.500 K	\$23.500 K
Permits	\$12.400 K	\$10.300 K	\$12.100 K	\$13.900 K	\$15.500 K
S.Sewer Mods/Upgrades	\$565.000 K	\$50.000 K	\$55.000 K	\$60.000 K	\$65.000 K
Spill Response & RCRA Supplies/Equip	\$15.000 K	\$33.800 K	\$31.900 K	\$36.900 K	\$41.900 K
Trng/TDY - EC Programs	\$35.000 K	\$95.300 K	\$101.000 K	\$105.000 K	\$110.000 K
UST Testing	\$7.000 K	\$7.000 K	\$14.000 K	\$7.000 K	\$7.000 K
Wastewater Anal/Equip	\$27.000 K	\$15.000 K	\$11.000 K	\$14.000 K	\$14.000 K
IRP	\$287.000 K	\$763.000 K	\$1,500.000 K	\$2,000.000 K	\$2,000.000 K

15. Other Issues

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VIII.15.A There are no additional activities which may constrain or enhance base operations.

16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:

Pulaski County AQCA #16 in Central Arkansas

VIII.16.B Air quality regulatory agency responsible for the AQCA.: Arkansas Department of pollution Control and Ecology (ADPC&E)

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

William D. Threet

DSN 731-6435

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.00 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 9.0 ppm

VIII.16.D.3 Ozone Design value is 0.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS

Air Quality Survey complete, No additional data required.

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	53,567	53,567	0.0	100.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	32,575	32,575	0.0	100.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	24,254	24,254	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	40,880	40,880	0.0	0.0	100.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	39,990	39,990	38.0	62.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	800	800	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	49,343	94.0	6.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	46,286	46,286	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,057	3,057	0.0	100.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	2,610	2,610	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	23,038	0.0	100.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	23,038	23,038	0.0	100.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	26,650	28,434	96.0	4.0	0.0	1,784
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	23,452	19,096	57.0	43.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	20,787	5,280	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	126,489	60.0	40.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	53,300	50,300	0.0	100.0	0.0	85,642
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	50,650	91.0	9.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	3,678	3,678	100.0	0.0	0.0	0

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Facility Code	Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
422-258	11.1.B.1.t.ii	Above Ground Magazine	SF	18,213	100.0	100.0	0.0
422-264	11.1.B.1.t.iii	Igloo Magazine	SF	23,206	100.0	100.0	0.0
422-265	11.1.B.1.t.iv	Spare Inert Storage (Alternate Mission Equipmen	SF	3,713	9.0	0.0	91.0
422-275	11.1.B.1.t.v	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0
441	11.1.B.1.u	Storage-Covered Depot & Arsenal	SF	N/A	0	0.0	0.0
442	11.1.B.1.v	Storage-Covered-Installation & Organ	SF	N/A	192,316	100.0	0.0
442-257a	11.1.B.1.v.i	Hydrazine Storage	SF	0	0	0.0	0.0
442-258	11.1.B.1.v.ii	LOX Storage	GA	984	984	100.0	0.0
442-758	11.1.B.1.v.iii	Base Warehousing Supplies and Equipment	SF	120,704	120,704	0.0	100.0
442-758a	11.1.B.1.v.iv	Base Warehousing Supplies and Equipment (W	SF	0	0	0.0	0.0
442-758b	11.1.B.1.v.v	Warehousing Supplies and Equipment (AGS Par	SF	26,100	16,100	0.0	100.0
510	11.1.B.1.w	Medical Center and/or Hospital	SF	N/A	146,067	0.0	100.0
530	11.1.B.1.x	Medical Laboratories	SF	N/A	0	0.0	0.0
540	11.1.B.1.y	Dental Clinics	SF	N/A	16,256	0.0	100.0
550	11.1.B.1.z	Dispensaries and/or Clinics	SF	N/A	0	0.0	0.0
610	11.1.B.1.aa	Administrative Buildings	SF	N/A	300,856	31.0	69.0
610-144	11.1.B.1.aa.i	Munitions Maintenance Administration	SF	0	0	0.0	0.0
610-144a	11.1.B.1.aa.ii	Munitions Line Delivery/Storage Section	SF	0	0	0.0	0.0
721	11.1.B.1.bb	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	967	50.0	50.0
721-312	11.1.B.1.bb.i	Unaccompanied Enlisted Dorm	PN	827	827	0.0	100.0
722	11.1.B.1.cc	Dining Hall	SF	N/A	13,983	100.0	0.0
722-351	11.1.B.1.cc.i	Airman Dining Hall	SF	29,688	13,063	0.0	100.0
724	11.1.B.1.dd	Unaccompanied Officer Housing (OO & VOQ)	PN	N/A	198	42.0	58.0
730	11.1.B.1.ee	Personnel Support and Services Facilities	SF	N/A	138,668	42.0	58.0
740	11.1.B.1.ii	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	411,896	72.0	28.0
852-273	11.1.B.1.gg	Act Support Equipment Storage	SY	18,778	18,778	0.0	100.0
111	11.1.B.1.a	Aircraft Pavement-Runway(s)	SY	312,244	100.0	0.0	0.0
112	11.1.B.1.b	Airfield Pavements-Taxiways	SY	261,933	55.0	40.0	5.0
113	11.1.B.1.c	Airfield Pavement-Apron(s)	SY	1,082,722	55.0	40.0	5.0
116-662	11.1.B.1.d	Dangerous Cargo Pad	SY	0			
812	11.1.B.1.e	Elec Power-Trans & Distr Lines	LF	1,725,378	75.0	20.0	5.0

11.1.B.2 From in-house survey:

Facility Code	Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
111	11.1.B.1.a	Aircraft Pavement-Runway(s)	SY	312,244	100.0	0.0	0.0
112	11.1.B.1.b	Airfield Pavements-Taxiways	SY	261,933	55.0	40.0	5.0
113	11.1.B.1.c	Airfield Pavement-Apron(s)	SY	1,082,722	55.0	40.0	5.0
116-662	11.1.B.1.d	Dangerous Cargo Pad	SY	0			
812	11.1.B.1.e	Elec Power-Trans & Distr Lines	LF	1,725,378	75.0	20.0	5.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	299,519	20.0	60.0	20.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	299,949	50.0	30.0	20.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	24,679	0.0	100.0	0.0
II.1.B.1.j	851	Roads	SY	1,428,115	75.0	25.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	520,964	75.0	25.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 31.0 percent of officer families live on base.

II.1.C.3.b 40.0 percent of enlisted families live on base.

II.1.C.3.a 37.0 percent of all military families live on base.

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2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number Types	
25	Primary	12000 ft	200 ft	No	None	

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (25).

II.2.C.1 Length: 12,000 ft

II.2.C.2 Width: 200 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

				Primary Pavements			
Aircraft Group		Criteria		Runways	Taxiways	Aprons	
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Supports Now	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	267,000	Complete replacement Aprons
Taxiway	B-1B	SY	267,000	Complete replacement Taxiway
Runway	B-1B	SY	267,000	Complete replacement Runway

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Aprons	B-52	SY	1,527,000	Complete replacement Aprons
Taxiway	B-52	SY	1,527,000	Complete replacement Taxiway
Runway	B-52	SY	1,527,000	Complete replacement Runway
Runway	C-141	SY	1,044,400	Replace 44400SY 15" PCC with 24" on runway
Runway	C-5B	SY	11,100	Replace 15" PCC with 24" on east end of runway
Runway	KC-10	SY	11,100	Replace 15" PCC with 24" on east end of runway
Runway	KC-135R	SY	11,100	Replace 15" PCC with 24" on east end of runway

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 957,780 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	Air Guard Parking	990 ft	950 ft	Primary Aircraft
Main Parking Area	5,860 ft	950 ft	Primary Aircraft	Assigned ACFT
Motor Vehicle Rdwy	8,500 ft	50 ft	Neither	
Transient Parking	1,650 ft	950 ft	Neither	

II.2.G.2 Permanently assigned aircraft currently require 581,430 Sq Yds of parking space.

II.2.G.3 152,180 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

Former alert apron located approx 4000' east of main parking area. 50' wide motor vehicle roadway runs the entire length of parking ramp, limiting use on that end of apron.

II.2.H The dimensions of the (largest) transient parking area:

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J There are No critical features relative to the airfield pavement system that limit its capacity:

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	2.16 MG/D	MG/D - million gallons per day	58%
II.3.A.2 Sewage:	2.88 MG/D		56%
II.3.A.3 Electrical distribution:	32.7 MW	MW - million watts	52%
II.3.A.4 Natural Gas:	2,500.00 MCF/D	MCF/D - million cubic feet per day	60%
II.3.A.5 High temperature water/steam generation/distribution:		MBTUH - million British thermal units per hour	0%

II.3.B Characteristics regarding the utility system that should be considered:

Base has no central heat plants. Contracts do not have a take or pay clause. Natural gas not purchased through central office. Electric power not purchased from Federal Power Marketing Administrations. No cathodic protection on water lines.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 222 Hanger

Current Use: Maintenance dock FLS

II.4.A.2 Size (SF): 24,590 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	58 ft	
II.4.A.6 Largest unobstructed space inside the facility:	150 ft	58 ft	60 ft

II.4.A.1 Facility number: 228 Hanger

Current Use: ACFT corrosion control

II.4.A.2 Size (SF): 24,254 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	154 ft	61 ft	
II.4.A.6 Largest unobstructed space inside the facility:	153 ft	52 ft	117 ft

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II.4.A.1 Facility number: 245 Hanger

Current Use: Maintenance dock

II.4.A.2 Size (SF): 12,152 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	52 ft	
II.4.A.6 Largest unobstructed space inside the facility:	150 ft	52 ft	63 ft

II.4.A.1 Facility number: 250 Hanger

Current Use:

II.4.A.2 Size (SF): 152,083 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	227 ft	64 ft	
II.4.A.6 Largest unobstructed space inside the facility:	540 ft	64 ft	90 ft

II.4.A.1 Facility number: 255 Hanger

Current Use: Maintenance dock

II.4.A.2 Size (SF): 28,728 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	58 ft	
II.4.A.6 Largest unobstructed space inside the facility:	148 ft	53 ft	60 ft

II.4.A.1 Facility number: 280 Hanger

Current Use: Maintenance dock FLS

II.4.A.2 Size (SF): 15,400 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	148 ft	53 ft	
II.4.A.6 Largest unobstructed space inside the facility:	148 ft	53 ft	60 ft

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II.4.A.1 Facility number: 282 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 31,416 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	158 ft	64 ft	
II.4.A.6	Largest unobstructed space inside the facility:	158 ft	64 ft	102 ft

5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
C-130 Loadmaster Trng	17,798 SF	171-212	C-130 Loadmaster Training
Special Operations	1,200 SF	141-454	Used for intended purpose

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	25	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	7	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	25	APZ 1	47	345	8.0	Incompat	8.0	0.0	0.0	8.0	0.0	84.0
	7	APZ 1	54	345	5.0	Incompat	5.0	0.0	0.0	17.0	0.0	77.0
II.6.A.3	25	APZ 2	109	482	4.0	Gen Compat	18.0	0.0	0.0	0.0	0.0	83.0
	7	APZ 2	239	482	8.0	Incompat	28.0	0.0	0.0	0.0	0.0	72.0
	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	402	1,156	7	Incompat	13.0	0.0	0.0	0.0	0.0	86.0	
II.6.A.5	70-75	40	205	8	Incompat	8.0	0.0	0.0	0.0	0.0	92.0	
II.6.A.6	75-80	3	7	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0	
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0	

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II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	25	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	7	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	25	APZ 1	94	345	15	Sig Incompat	15.0	0.0	0.0	8.0	0.0	77.0
	7	APZ 1	108	345	11	Sig Incompat	11.0	0.0	0.0	17.0	0.0	72.0
II.6.B.3	25	APZ 2	218	482	8	Incompat	35.0	0.0	0.0	0.0	0.0	65.0
	7	APZ 2	478	482	16	Sig Incompat	56.0	0.0	0.0	0.0	0.0	44.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	804	1,156	14	Sig Incompat	27.0	0.0	0.0	0.0	0.0	73.0
II.6.B.5	70-75	80	205	17	Sig Incompat	17.0	0.0	0.0	0.0	0.0	83.0
II.6.B.6	75-80	6	7	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C The most recent, publicly released AICUZ study is dated Oct 92

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Oct 92

The study is still valid.

II.6.F Local governments have Not incorporated AICUZ recommendations into land use controls

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

Significant development is projected for one or more AICUZ zone.

Summary of existing, started, announced, or anticipated development:

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Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
65-70	Residential	Planned	TBD	Pulaski Co.	Mobile homes in and around the noise impact area
APZ 1	Residential	Started	TBD	Pulaski Co.	Continued development of housing subdivision on APZ

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Jacksonville	14488	19832	27589	29201	29471

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Little Rock - North Little Rock MSA	320790	381117	474468	513117	517720

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Pulaski Counti	242980	287189	340597	349660	352911

II.6.I All clear zone acquisition has been completed.

II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 4.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has implemented noise abatement procedures as follows:

II.6.L.1 In the VFR pattern we avoid overflying the hospital and base housing areas. The low-level areas, following any noise complaints, a flight restriction (altitude and lateral) is created around the noise complaint area.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 4 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: 71; One 40K Loaders; eight 25K Loaders; nine 10K STD; nine 10K AT; zero Wide Body Loaders; one 9 Ton Truck; five Tugs.

III.1.A.2 5 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 75 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
Pritchard	600	14	75	14	14

III.1.C.3 35 fuel storage tanks support the operational fuel hydrant system:

Storage tank Capacity:	Tanks with this capacity
50000	34

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25000	1
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- III.1.C.4 The hydrant system is 2.4 miles from the bulk storage area.
- III.1.C.5 No pits are certified for hot_pit operations.
- III.1.D The base bulk storage facility is serviced by a pipeline.
- III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.
- III.1.D.2 There are No limitations to continuous service from the primary source.
- III.1.D.3 JP4 - In addition to a 20,000 barrel storage tank which is out of service, we have 48,233 barrels of excess storage. AL2 - 393 barrels of excess storage. MUR - 271 barrels of excess storage.
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4 Other receipt modes available: JP4 - Tank Truck, 7 installed, 4 can be off loaded simultaneously.
Number of offload headers: 3
3 tank trucks can be simultaneously offloaded
3 tank cars can be simultaneously offloaded
- III.1.D.5 3 refueling unit fillstands are available.
- III.1.D.5.a 3 refuelers can be filled simultaneously.
- III.1.D.6 Current dispensing capabilities as defined in AFR 144-1 sustained: 14400
 maximum:
- III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).
- III.1.D.7.a Supporting DFSP: DFSP - Conway AR
- III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.
- | | Cat 1.1 | Cat 1.2 |
|--|---------|---------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 1261650 | 1254250 |
| Square footage available (including physical capacity limit): | | 25257 |
| III.1.E.2 Normal installation mission storage requirement: | 166672 | 1992 |

III.1.F The base has a dedicated hot cargo pad.

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III.1.F.1 Access to the hot cargo pad is not limited.

III.1.F.2 The size of the hot cargo pad is 37,300 sq feet.

III.1.F.3

III.1.F.4 The hot pad access is turn around.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 53.

III.1.F.6 Aircraft using pad over the last 5 years:

C-130 / C-141

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is over 150 NM from a ground force installation.

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Conway	18 NM
Fort Smith - Fort Chaffee	108 NM
Memphis	106 NM
N. Little Rock - Jacksonville	7 NM
Pine Bluff - Baldwin	36 NM
Texarkana - Defense Lone Star	130 NM
Texarkana - Defense Red River	130 NM

III.1.G.3 The base is over 150 NM from a port.

III.1.H The base has a dedicated passenger terminal.

III.1.I The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

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III.1.L Unique missions performed by the base medical facility:

Hospital Surgical Expansion Package, Decontamination Teams, High Altitude Airdrop Mission Support Teams, AES Aeromedical Flight S

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

Expand parking, Replace Auto Transfer Panels, Replace Boiler Controls, Repair Roof, Alter/Repair EMCS, Communications Rewire, Retu

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.M.1 The project has been approved.**III.1.M.2 Major MCP completed since 1989:**

Life Safety Code Upgrade

III.1.N Base facilities have No excess storage capacity.**III.1.N.1 Base facilities have a total covered storage capacity of 235,958 sq ft.****III.1.N.2 Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	90,104 sq ft
Mobility storage:	30,600 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O 199 light military vehicles are on base.**III.1.P 466 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,004.94 \$sK	5.79 \$sK	1,010.73 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	191.00 \$sK	0.00 \$sK		191.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	767.14 \$sK	0.00 \$sK			767.14 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	695.80 \$sK	0.00 \$sK				695.80 \$sK
		xxx56 TOTALS:			1,010.73 \$sK	191.00 \$sK	767.14 \$sK	695.80 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
		xxx76 TOTALS:			0.00 \$sK			
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,062.93 \$sK	1,418.24 \$sK			4,481.17 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,596.00 \$sK	0.00 \$sK				1,596.00 \$sK
		xxx78 TOTALS:					4,481.17 \$sK	1,596.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	53.80 \$sK	0.00 \$sK	53.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	66.00 \$sK	0.00 \$sK		66.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	48.58 \$sK	0.00 \$sK			48.58 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	31.00 \$sK	0.00 \$sK				31.00 \$sK
		xxx90 TOTALS:			53.80 \$sK	66.00 \$sK	48.58 \$sK	31.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	1,517.93 \$sK	26.02 \$sK	1,543.95 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,494.72 \$sK	29.98 \$sK		1,524.71 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,776.78 \$sK	25.12 \$sK			1,801.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,473.00 \$sK	0.00 \$sK				1,473.00 \$sK
		xxx95 TOTALS:			1,543.95 \$sK	1,524.71 \$sK	1,801.90 \$sK	1,473.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,107.55 \$sK	96.03 \$sK	5,203.58 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,153.66 \$sK	379.01 \$sK		6,532.67 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,500.11 \$sK	2,690.35 \$sK			11,190.46 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	12,078.00 \$sK	131.10 \$sK				12,209.10 \$sK
		xxx96 TOTALS:			5,203.58 \$sK	6,532.67 \$sK	11,190.46 \$sK	12,209.10 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,927.26 \$sK	31.74 \$sK	5,959.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,716.58 \$sK	54.20 \$sK		6,770.78 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,817.88 \$sK	56.53 \$sK			9,874.41 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,119.90 \$sK	839.10 \$sK				5,959.00 \$sK
		MFH TOTALS:			5,959.00 \$sK	6,770.78 \$sK	9,874.41 \$sK	5,959.00 \$sK

2. Relocation Costs

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

Total relocation costs: \$ 2,500.00 K

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- I.2.E.3.a See Installation WK Sheet Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
 24 Hours
 Range scheduling statistics (yearly average from 1990 to 93).
 I.2.E.7.a Hours scheduled:
 I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
 I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
 I.2.E.10 Description of the volume or area of the Airspace:
 The average width is 5 NM either side of centerline and the length is 150 NM long.
- I.2.E.11 100.00 percent of the airspace is usable.
Commercial Aviation Impact
- I.2.E.12 The base is Not joint-use (military/civilian).
 I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Adams Field	Commercial
Anderson	General Aviation
Bald Knob	General Aviation

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Bobwhite Hill	General Aviation
Bredlow	General Aviation
Carlisle	General Aviation
Clarendon	General Aviation
Clinton	General Aviation
Conway	General Aviation
England	General Aviation
Fulmer	General Aviation
Goacher	General Aviation
Grider Field	Commercial
Hazen	General Aviation
Heber Springs	General Aviation
Malvern	General Aviation
Moore	General Aviation
Morrilton	General Aviation
North Little Rock Muni	General Aviation
Pearson	General Aviation
Perrys	General Aviation
Petit Jean	General Aviation
Pine Village	General Aviation
Poe	General Aviation
Robinson AAF	Military
Saline Co	General Aviation
Searcy Muni	General Aviation
Sheridan	General Aviation
Sherrill	General Aviation
Stewart	General Aviation
Stuttgart Muni	General Aviation
Woodruff	General Aviation

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** **Expansion of training airspace is possible.**
- I.2.F.1.a** **Estimated expansion potential is 30.0 percent. Rationale for estimate:**
 We could expand our SR routes by approximately 30%. This will require an environmental assessment first.
- I.2.F.2** **Current access will remain the same.**
- I.2.F.3** **No reductions in training airspace are expected.**
- I.2.F.4** **Current special use airspace and training areas do Not meet all training requirements.**
- I.2.F.4.a** **Some of training requirements ONLY be met by deployed, off-station training.**
- I.2.F.4.b** **Degradation experienced:** We have no access to a dirt LZ. MCR 51-1 states that all C-130 aircraft commanders will be dirt landing qualified within 45 days of certification. Off-station qualification required.

G. Composite / Integrated Force Training

- I.2.G.1** **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**
 CAMP JOSEPH T. ROBINSON
 10 NM from the base.
- I.2.G.2** **DELETED**
- I.2.G.3** **Nearest Naval unit where joint training can be accomplished:**
 NAS Meridian, MS
 225 mi from the base.
- I.2.G.4** **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**
 188 TFG, Ft Smith, AR
 105 mi from the base.
- I.2.G.5** **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.1	98.3	89.3	82.7	79.5

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 98.1 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 11 Days have freezing participation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Little Rock AFB	Housing Area	334	234	100
II.1.A.2	Little Rock AFB, AR	Main Base	6,102	929	314
II.1.A.3	LRAFB	Black Jack Drop Zone	310		
		TOTALS:	6,746	1,163	414

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	84	84	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	18,692	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	166,564	38.0	62.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	42,007	42,007	0.0	100.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	241,982	102,136	14.0	86.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	21,421	21,421	0.0	100.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	1,000	1,000	0.0	100.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	163,680	25.0	75.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	2,123	2,123	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	75,490	75,490	0.0	100.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	17,798	17,798	100.0	0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	2,855	2,855	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	397,210	23.0	77.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	163,847	163,847	19.0	81.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	63,865	63,865	54.0	46.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,076	4,076	0.0	100.0	0.0	0

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E. Airspace Used by Base**I.2.E.1 Airspaces scheduled or managed by the base:**

SR 218	MTA
SR 219	MTA
SR 220	MTA
SR 221	MTA
SR 222	MTA
SR 223	MTA
SR 224	MOA
SR 225	MTA
SR 226	MTA
SR 227	MTA
SR 229	MTA
SR 230	MTA
SR 231	MTA
SR 232	MTA
SR 237	MOA
SR 238	MTA
SR 239	Other

Details for airspace scheduled or managed by the base:

Airspace: SR 218

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

Complete

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
222 NM long. The average width is 5 NM either side of centerline.
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: SR 219
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
Complete
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:**
- I.2.E.7.b** **Hours used:**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The average width is 5 NM either side of centerline and 198 NM long.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 220
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 Complete
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

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The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

- I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

- I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

- I.2.E.6 **There are No restrictions currently acting on this airspace**

- I.2.E.7 **Published availability of the airspace:**
 - 24 Hours
 - Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a **Hours scheduled:**
- I.2.E.7.b **Hours used:**

- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
 - The average width is 5 NM either side of centerline and length is 150 NM long.
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: SR 221

- I.2.E.2 **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a **Status of the environmental analysis and supplement:**
 - Complete
- I.2.E.2.b **There are problems No associated with the environmental analysis.**

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- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:**
- I.2.E.7.b** **Hours used:**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The average width is 5 NM either side of centerline and the length is 231 NM long.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 222
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**

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Complete

- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
The average width is 5 NM either side of centerline and the length is 163 NM long.
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: SR 223

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- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
Complete
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
24 Hours
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
The average width is 5 NM either side of centerline and the length is 139 NM long.

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- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: SR 224
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
Complete
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

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- I.2.E.10 Description of the volume or area of the Airspace:**
The average width is 5 NM either side of centerline and the length is 155 NM long.
- I.2.E.11 100.00 percent of the airspace is usable.**
Airspace: SR 225
- I.2.E.2 An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a Status of the environmental analysis and supplement:**
Complete
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 There are No restrictions currently acting on this airspace**
- I.2.E.7 Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled:**
- I.2.E.7.b Hours used:**

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- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
The average width is 5 NM either side of centerline and the length is 299 NM long.
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: SR 226
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
Complete
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
24 Hours
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:

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- I.2.E.8 Utilization of the airspace can be increased.**
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10 Description of the volume or area of the Airspace:**
The average width is 5 NM either side of centerline and the length is 112 NM long.
- I.2.E.11 100.00 percent of the airspace is usable.**
Airspace: SR 227
- I.2.E.2 An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a Status of the environmental analysis and supplement:**
Complete
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 There are No restrictions currently acting on this airspace**
- I.2.E.7 Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.

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I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

The average width is 5 NM either side of centerline and the length is 219 NM long.

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: SR 229

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

Complete

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

I.2.E.7 Published availability of the airspace:

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24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

The averag width is 5 NM either side from centerline and the length is 181 NM long.

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: SR 230

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

Complete

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

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- I.2.E.7** **Published availability of the airspace:**
 24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:**
- I.2.E.7.b** **Hours used:**
-
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The average width is 5 NM either side of centerline and the length is 147 NM long.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 231
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 Complete
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
-
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
-
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:**
- I.2.E.7.b** **Hours used:**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The average width is 5 NM either side of centerline and the length is 160 NM long.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 232
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 Complete
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:**
- I.2.E.7.b** **Hours used:**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The average width is 5 NM either side of centerline and the length is 174 NM long.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 237
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 Complete
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
 24 Hours
- I.2.E.7.a Range scheduling statistics (yearly average from 1990 to 93.
Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
 The average width is 5 NM either side of centerline and the length is 125 NM long.
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: **SR 238**
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
Complete
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

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I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 125 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 239

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

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Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

Unit or Activity:	Personnel Authorizations for FY93/4			
	Officer	Enlisted	Civilian	Total
I.1.A.1 1st Jacksonville Bank	-	-	10	10
I.1.A.2 BASE Exchange	-	-	240	240
I.1.A.3 Barber Shop	-	-	7	7
I.1.A.4 Beauty Shop	-	-	2	2
I.1.A.5 Car Rental	-	-	3	3
I.1.A.6 Cleaners	-	-	7	7
I.1.A.7 Corps of Engineers	-	-	9	9
I.1.A.8 DAO-DE	-	16	19	35
I.1.A.9 DECA	-	7	87	94
I.1.A.10 DRMO	-	-	10	10
I.1.A.11 Flower Shop	-	-	3	3
I.1.A.12 NAF Personnel	-	-	320	320
I.1.A.13 Optical Shop	-	-	3	3
I.1.A.14 Red Cross	-	-	2	2
I.1.A.15 SATO	-	-	4	4
I.1.A.16 Shoe Shop	-	-	1	1
I.1.A.17 US Postal Service	-	-	5	5
I.1.A.18 Veterinarian Office	1	1	1	3
I.1.A.19 Watch Repair	-	-	3	3
TOTAL:				761

I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:

I.1.B.1 **Supported Unit:** 122 ARCOM GSU **GSU - Geographically Separated Unit**
Location: Camp Robinson, AR **REM - Remote Unit**
Support provided: Library, Police, Morale & Fitness, Audiovisual, Clubs, Communications, Family Support Center, Education, Engineering, Equip Op. Maint, Repair, Finance, Health, Housing, Supply, Legal, Mil Pers Spt, Training, and Weather

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I.1.B.2	Supported Unit: 123 RTS (Mob)	GSU	GSU - Geographically Separated Unit
	Location: Hot Springs, AR		REM - Remote Unit
	Support provided: Chapel, PA, Morale and Fitness, Safety, Admin, Command Post, Maintenance, Health, Contacting, Mortuary		
I.1.B.3	Supported Unit: 223 CCS	GSU	GSU - Geographically Separated Unit
	Location: Hot Springs, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		
I.1.B.4	Supported Unit: 917 TFW, AF Reserve	GSU	GSU - Geographically Separated Unit
	Location: Little Rock, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		
I.1.B.5	Supported Unit: AF ROTC	GSU	GSU - Geographically Separated Unit
	Location: Fayetteville Ar, Memphis, TN		REM - Remote Unit
	Support provided: See Installation Worksheet I.1.B		
I.1.B.6	Supported Unit: Det 4, 99 ECR	GSU	GSU - Geographically Separated Unit
	Location: Harrison, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		
I.1.B.7	Supported Unit: MEPS, Little Rock, AR	GSU	GSU - Geographically Separated Unit
	Location: Little Rock, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		
I.1.B.8	Supported Unit: Navy Recruiting District	GSU	GSU - Geographically Separated Unit
	Location: Little Rock, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		
I.1.B.9	Supported Unit: US Army Reserve	GSU	GSU - Geographically Separated Unit
	Location: Little Rock & Arkadelphia, AR		REM - Remote Unit
	Support provided: Chapel, PA, Social Actions, Common Use Facility, DW, Fire, Library, Morale & Fitness, Police, Safety, Shuttle Svc, Clubs, Communications, Family Spt Ctr, Finance, Food, Health Svc, Supply, Legal, Mil Pers Spt, and Transportation.		
I.1.B.10	Supported Unit: USA Corps of Engineers	GSU	GSU - Geographically Separated Unit
	Location: Little Rock, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		
I.1.B.11	Supported Unit: USMC Reserve	GSU	GSU - Geographically Separated Unit
	Location: North Little Rock, AR		REM - Remote Unit
	Support provided: Chapel, Fire, Library, MWR, Police, Finance, Family Support, Health, Housing, Safety, Laundry		
I.1.B.12	Supported Unit: USN/MC Reserve Center	GSU	GSU - Geographically Separated Unit
	Location: North Little Rock, AR		REM - Remote Unit
	Support provided: See Installation Wk Sheet I.1.B		

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2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems

NAS - National Airspace System

I.2.A.1 None of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
GCA	3	35985	786	35199	6113	4958	740
Tower	3	130409	179	130230	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 25

130409 operations were conducted this runway during calendar year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

None

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: RED RIVER ARMY DEPOT distance 138 NM

Nearest major primary airdrop customer: FORT CAMPBELL distance 250 NM

I.2.B.2 Distance to forward deployment Air Bases:

Lajes AB: 3130 NM

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Rota AB: 4177 NM
 Hickam AFB: 3551 NM
 RAF Mildenhall: 4091 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	ROBINSON AAF	9
I.2.B.4	Military airfield, runway \geq 8,000ft	MEMPHIS INTL	107
I.2.B.5	Military airfield, runway \geq 10,000ft	BARKSDALE AFB	163
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft	Adams Field	13
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft	Memphis Int'l	108
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft	Barksdale AFB	165
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations	Memphis Int'l	108
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations	Tulsa Int'l	200

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

Adams Field, Little Rock, AR

12 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.

I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-155 A,B	404 NM	W-151A	416 NM	W-155B	418 NM
W-151 A,B,C,D	454 NM	W-92	456 NM	W-151B	465 NM
W-602	472 NM	W-151D	499 NM	O'NEILL	513 NM
W-228C	525 NM	W-470 A,B,C,D,E	525 NM	W-228 A,B,C,D	526 NM

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W-228D	551 NM		
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I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
RAZORBACK	97 NM	CANNON	163 NM	CLAIBORNE	216 NM
SHELBY WEST	276 NM	SHELBY EAST	278 NM	FALCON	323 NM
SMOKEY HILL	356 NM	ATTERBURY	391 NM	EGLIN C52	393 NM
EGLIN C62	393 NM	JEFFERSON PROVING G	405 NM	GRAND BAY	511 NM
McMULLEN	525 NM	HARDWOOD	567 NM	TOWNSEND	569 NM
MELROSE	577 NM	POINSETT	581 NM	PINECASTLE	633 NM
AIRBURST	648 NM	GRAYLING	691 NM	AVON PARK BRAVO/FO	704 NM
OSCURA	708 NM	AVON PARK CHARLIE/E	712 NM	CHERRY POINT BT-11	772 NM
USAF DARE COUNTY	798 NM	NAVY DARE COUNTY	799 NM		

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

RAZORBACK	97 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	364 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

RAZORBACK	97 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	2	5	10	49	102	159
SR	16	19	20	58	106	136
VR	2	5	10	78	143	203
Total Routes:	20	29	40	185	351	498

Identify Routes:

SR-218 26 NM	SR-219 26 NM	SR-220 26 NM	SR-222 26 NM	SR-229 26 NM	SR-231 26 NM
SR-237 26 NM	SR-232 26 NM	SR-227 26 NM	SR-226 26 NM	SR-221 26 NM	SR-230 26 NM
IR-120 58 NM	VR-1102 58 NM	SR-239 72 NM	SR-238 78 NM	SR-073 86 NM	SR-074 86 NM
IR-121 88 NM	VR-1103 88 NM				
SR-223 104 NM	SR-224 104 NM	VR-1182 108 NM	IR-068 118 NM	SR-075 120 NM	IR-164 135 NM
VR-1104 135 NM	IR-070 148 NM	VR-1032 149 NM			
VR-1546 152 NM	VR-189 153 NM	VR-1130 156 NM	VR-1016 165 NM	IR-078 174 NM	IR-592 174 NM

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IR-091	176 NM	SR-137	180 NM	IR-157	188 NM	IR-174	188 NM	VR-1072	199 NM		
IR-129	202 NM	IR-044	203 NM	IR-160	205 NM	IR-161	205 NM	IR-502	216 NM	IR-504	216 NM
VR-1014	218 NM	VR-1033	220 NM	VR-1031	222 NM	VR-1196	223 NM	VR-106	241 NM	SR-225	244 NM
SR-228	245 NM	SR-059	248 NM	SR-060	248 NM	SR-062	248 NM	SR-061	248 NM	IR-117	250 NM
VR-188	250 NM	VR-1525	250 NM	VR-1113	250 NM	VR-1128	250 NM	VR-1137	250 NM	VR-152	254 NM
VR-1030	262 NM	IR-066	267 NM	VR-1051	267 NM	VR-1050	267 NM	IR-067	267 NM	SR-296	268 NM
SR-031	276 NM	VR-533	279 NM	VR-535	279 NM	VR-534	279 NM	VR-119	280 NM	IR-127	282 NM
VR-187	282 NM	IR-069	287 NM	IR-077	290 NM	IR-527	290 NM	VR-138	291 NM	VR-1083	292 NM
VR-104	293 NM	SR-294	294 NM	SR-295	294 NM	VR-1054	295 NM	VR-1146	297 NM	VR-615	298 NM
IR-145	299 NM	IR-146	299 NM	VR-060	306 NM	IR-105	310 NM	SR-270	310 NM	IR-103	311 NM
IR-171	311 NM	IR-182	311 NM	VR-1145	312 NM	SR-616	313 NM	SR-617	313 NM	SR-029	314 NM
SR-030	314 NM	VR-1020	314 NM	VR-092	315 NM	VR-179	316 NM	IR-037	317 NM	VR-1139	318 NM
VR-532	318 NM	VR-158	320 NM	IR-181	321 NM	IR-183	321 NM	VR-1110	323 NM	VR-163	323 NM
IR-041	324 NM	VR-1067	324 NM	IR-063	324 NM	VR-162	325 NM	VR-531	325 NM	IR-175	326 NM
IR-185	326 NM	SR-619	326 NM	SR-618	326 NM	VR-1140	328 NM	SR-069	329 NM	IR-089	330 NM
VR-1022	330 NM	SR-072	330 NM	SR-071	330 NM	SR-070	330 NM	VR-1143	332 NM	IR-614	334 NM
VR-1635	334 NM	IR-038	335 NM	VR-1024	335 NM	VR-1679	335 NM	IR-040	335 NM	VR-1023	335 NM
VR-1021	335 NM	VR-159	337 NM	VR-1138	338 NM	VR-1056	339 NM	IR-139	340 NM	VR-1070	343 NM
VR-1142	343 NM	VR-1144	343 NM	VR-1124	345 NM	VR-1052	346 NM	SR-205	350 NM	IR-618	354 NM
VR-619	354 NM	SR-261	354 NM	VR-544	354 NM	VR-118	355 NM	IR-021	360 NM	VR-511	360 NM
VR-1141	361 NM	VR-1082	364 NM	VR-1084	364 NM	VR-1085	364 NM	VR-552	365 NM	IR-017	368 NM
SR-292	368 NM	VR-1017	368 NM	SR-290	368 NM	IR-057	369 NM	SR-103	369 NM	SR-106	369 NM
SR-104	369 NM	SR-101	369 NM	IR-059	369 NM	SR-039	371 NM	IR-142	372 NM	IR-002	373 NM
SR-217	373 NM	SR-208	373 NM	VR-541	374 NM	SR-035	375 NM	SR-036	375 NM	SR-037	375 NM
SR-040	375 NM	SR-038	377 NM	VR-512	382 NM	SR-206	387 NM	VR-1055	387 NM	VR-1667	390 NM
IR-505	395 NM										
IR-030	403 NM	IR-031	403 NM	VR-545	404 NM	VR-1668	405 NM	VR-101	406 NM	VR-1120	406 NM
SR-286	407 NM	VR-1005	407 NM	IR-075	408 NM	SR-102	408 NM	IR-042	410 NM	IR-506	410 NM
VR-1068	410 NM	VR-1522	410 NM	IR-524	413 NM	VR-143	413 NM	VR-536	413 NM	SR-216	415 NM
IR-503	416 NM	IR-123	417 NM	SR-233	419 NM	SR-236	419 NM	SR-243	419 NM	SR-245	419 NM
SR-250	419 NM	SR-255	419 NM	SR-267	419 NM	SR-258	419 NM	SR-273	419 NM	SR-251	419 NM
SR-249	419 NM	SR-242	419 NM	SR-240	419 NM	SR-234	419 NM	SR-244	419 NM	SR-105	422 NM
VR-1642	422 NM	VR-1641	422 NM	VR-1122	424 NM	SR-293	429 NM	VR-1574	431 NM	IR-083	434 NM
VR-1520	434 NM	VR-1515	434 NM	IR-517	434 NM	IR-172	443 NM	SR-280	443 NM	IR-173	443 NM
VR-151	444 NM	VR-1523	445 NM	VR-1116	447 NM	IR-124	449 NM	VR-186	449 NM	VR-058	450 NM
SR-774	452 NM	VR-540	454 NM	IR-155	457 NM	IR-079	458 NM	IR-080	458 NM	IR-154	460 NM

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VR-510	460 NM	IR-507	463 NM	SR-773	464 NM	VR-1640	464 NM	VR-097	468 NM	IR-128	480 NM
IR-149	480 NM	VR-1105	483 NM	VR-156	483 NM	VR-1152	483 NM	IR-016	484 NM	IR-148	484 NM
IR-518	485 NM	IR-015	489 NM	IR-136	489 NM	VR-1065	491 NM	VR-168	491 NM	VR-095	492 NM
IR-090	495 NM	IR-180	497 NM	VR-094	502 NM	IR-074	503 NM	IR-147	505 NM	IR-081	507 NM
SR-771	509 NM	VR-1049	514 NM	VR-1059	517 NM	SR-732	522 NM	SR-734	522 NM	SR-735	522 NM
VR-1106	522 NM	VR-1066	522 NM	VR-1121	523 NM	VR-1631	523 NM	VR-1632	524 NM	VR-1633	524 NM
IR-032	526 NM	IR-509	526 NM	IR-508	526 NM	VR-1174	526 NM	SR-733	527 NM	VR-1123	527 NM
IR-023	530 NM	VR-114	530 NM	VR-088	531 NM	IR-166	533 NM	VR-1521	534 NM	IR-743	539 NM
VR-1743	539 NM	VR-1617	539 NM	VR-1638	539 NM	SR-738	541 NM	IR-169	542 NM	SR-737	542 NM
IR-409	545 NM	VR-1616	545 NM	IR-107	547 NM	IR-135	547 NM	VR-1726	547 NM	SR-776	547 NM
IR-726	547 NM	SR-785	548 NM	IR-608	549 NM	VR-1001	549 NM	IR-723	550 NM	IR-514	554 NM
SR-709	554 NM	SR-715	554 NM	SR-712	554 NM	SR-166	554 NM	IR-036	555 NM	SR-872	555 NM
SR-874	555 NM	SR-873	555 NM	SR-871	555 NM	SR-707	558 NM	SR-714	558 NM	SR-708	558 NM
SR-710	558 NM	SR-711	558 NM	SR-713	558 NM	IR-170	559 NM	VR-093	559 NM	VR-1002	561 NM
IR-019	566 NM	IR-167	566 NM	VR-1117	567 NM	VR-125	568 NM	VR-108	569 NM	VR-1008	571 NM
IR-177	572 NM	IR-150	573 NM	VR-1004	575 NM	SR-728	577 NM	SR-729	577 NM	VR-100	578 NM
VR-1003	582 NM	VR-1650	583 NM	IR-113	584 NM	VR-087	585 NM	VR-1011	586 NM	IR-082	588 NM
VR-1006	590 NM	VR-1007	590 NM	IR-414	594 NM	VR-1010	594 NM				
IR-018	601 NM	VR-1721	601 NM	IR-721	603 NM	SR-731	603 NM	SR-730	603 NM	SR-727	604 NM
IR-046	605 NM	VR-1041	607 NM	IR-500	611 NM	IR-501	611 NM	IR-022	617 NM	VR-196	617 NM
VR-1097	623 NM	VR-1039	625 NM	SR-701	633 NM	SR-816	633 NM	SR-822	633 NM	SR-815	633 NM
SR-703	633 NM	IR-033	634 NM	SR-702	635 NM	VR-1009	636 NM	VR-634	638 NM	VR-1722	639 NM
IR-415	640 NM	IR-110	642 NM	IR-020	645 NM	IR-609	649 NM	VR-1626	650 NM	IR-111	652 NM
IR-116	653 NM	IR-130	653 NM	IR-047	655 NM	VR-664	655 NM	VR-1060	655 NM	IR-761	656 NM
VR-1751	656 NM	IR-762	657 NM	VR-1756	657 NM	VR-1013	658 NM	VR-412	661 NM	VR-413	661 NM
IR-133	665 NM	VR-1624	665 NM	VR-1625	665 NM	SR-817	667 NM	VR-1758	668 NM	IR-049	670 NM
VR-1098	670 NM	IR-051	670 NM	IR-050	670 NM	SR-213	672 NM	VR-607	672 NM	VR-1195	674 NM
IR-134	675 NM	SR-818	675 NM	IR-613	678 NM	SR-214	678 NM	VR-1107	678 NM	VR-1108	678 NM
VR-1109	678 NM	IR-122	681 NM	IR-429	683 NM	IR-476	683 NM	IR-499	683 NM	IR-476A	683 NM
IR-473	683 NM	IR-102	684 NM	IR-131	684 NM	IR-141	684 NM	IR-012	685 NM	VR-1040	685 NM
VR-085	686 NM	VR-086	686 NM	VR-1645	686 NM	IR-035	688 NM	VR-1069	688 NM	VR-073	688 NM
VR-1644	691 NM	VR-1647	691 NM	VR-1636	694 NM	VR-096	696 NM	VR-1061	701 NM	IR-048	702 NM
SR-540	705 NM	SR-542	705 NM	SR-541	705 NM	VR-1074	706 NM	IR-144	708 NM	IR-178	708 NM
IR-165	708 NM	VR-1648	712 NM	IR-115	714 NM	IR-132	715 NM	IR-416	716 NM	IR-492	716 NM
IR-490	716 NM	IR-430	716 NM	SR-781	717 NM	VR-1629	719 NM	VR-1666	720 NM	SR-802	724 NM
SR-807	724 NM	SR-806	724 NM	SR-804	724 NM	SR-803	724 NM	SR-808	724 NM	IR-055	726 NM

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VR-1627 727 NM	VR-1628 727 NM	VR-1759 729 NM	IR-606 731 NM	SR-782 732 NM	IR-126 733 NM
SR-212 733 NM	IR-720 734 NM	IR-719 735 NM	IR-109 737 NM	VR-1046 738 NM	VR-1043 742 NM
IR-715 749 NM	IR-718 749 NM	SR-867 751 NM	SR-823 754 NM	VR-1757 756 NM	SR-820 758 NM
SR-821 758 NM	SR-835 758 NM	VR-1752 759 NM	VR-708 759 NM	IR-112 761 NM	VR-1088 761 NM
VR-1087 761 NM	VR-1639 762 NM	VR-1089 763 NM	VR-176 763 NM	IR-062 766 NM	VR-704 772 NM
VR-705 772 NM	VR-604 773 NM	IR-605 775 NM	VR-1711 788 NM	VR-1712 788 NM	VR-1713 788 NM
IR-714 796 NM	VR-1754 796 NM	IR-760 796 NM			

I.2.C.9 IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 683 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
8	15	49

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-101 SOUTH	96 NM	AR-112 WEST	121 NM	AR-313 NORTH	130 NM	AR-111 EAST	149 NM
AR-313 SOUTH	150 NM	AR-637	153 NM	AR-110 EAST	169 NM	AR-112 EAST	198 NM
AR-110 WEST	204 NM	AR-111 WEST	218 NM	AR-203 NORTHEAST	236 NM	AR-615	238 NM
AR-302 EAST	247 NM	AR-302 WEST	254 NM	AR-330 WEST	254 NM		
AR-309 WEST	306 NM	AR-102A EAST	307 NM	AR-103	310 NM	AR-016 NORTHEAST	316 NM
AR-101 NORTH	322 NM	AR-318 EAST	327 NM	AR-318 WEST	329 NM	AR-315 EAST	330 NM
AR-116 WEST	335 NM	AR-016 SOUTHWEST	344 NM	AR-216 NORTHEAST	350 NM	AR-330 EAST	352 NM
AR-633B	376 NM	AR-455 EAST	381 NM	AR-013 WEST	391 NM	AR-653	398 NM
AR-113 WEST	409 NM	AR-315 WEST	410 NM	AR-108 EAST	415 NM	AR-203 SOUTHWEST	415 NM
AR-104 WEST	416 NM	AR-200	417 NM	AR-116 EAST	418 NM	AR-461	418 NM
AR-108 WEST	425 NM	AR-216 SOUTHWEST	426 NM	AR-309 EAST	426 NM	AR-633A	429 NM
AR-646	449 NM	AR-455 WEST	472 NM	AR-312	473 NM	AR-013 EAST	486 NM
AR-105 EAST	488 NM	AR-105 WEST	488 NM				

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
4330	8610

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
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AR-101	96 NM	217	AR-112	121 NM	360	AR-111	149 NM	303	AR-110	169 NM	596
AR-203	236 NM	223	AR-302	247 NM	445	AR-309	306 NM	138	AR-102	307 NM	10
AR-016	316 NM	157	AR-116	335 NM	541	AR-216	350 NM	64	AR-455	381 NM	372
AR-013	391 NM	329	AR-113	409 NM	27	AR-108	415 NM	140	AR-104	416 NM	123
AR-105	488 NM	285			0			0			0
AR-114	507 NM	566	AR-024	524 NM	149	AR-017	534 NM	186	AR-314	553 NM	256
Racoon	644 NM	1829	AR-109	654 NM	213	AR-218	673 NM	359	AR-011	684 NM	87

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 169NM from the base."

I.2.C.10d Percentage of tanker demand in region: 19.0

Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	8 NM	✓	✓	✓	0	0
ARDMORE(CIR)	243 NM	✓	✓	✓	0	0
ARROWHEAD	105 NM	✓	✓	✓	3	2
BASTOGNE	246 NM	✓	✓	✓	0	0
BIG SANDY (WTR)	218 NM	✓	✓		0	0
BLACKJACK R+CIR	18 NM	✓	✓	✓	0	0
BRUSHY	233 NM	✓	✓	✓	0	0
CENTRAL CITY NO	280 NM	✓			0	0
CENTRAL CITY SO	280 NM	✓			0	0
CORREGIDOR	243 NM		✓	✓	0	0
EAGLE MOUNTAIN	289 NM	✓	✓	✓	0	1
FT SILL CIRCULA	303 NM	✓	✓	✓	2	3
GERONIMO NORTH	232 NM		✓	✓	0	0
GERONIMO SOUTH	232 NM		✓	✓	0	0
GRAHAM	317 NM	✓	✓	✓	4	6
JD (CIR, water)	58 NM				0	1
KAREN EAST	250 NM			✓	0	0
KAREN WEST	250 NM			✓	0	0
LOS BANOS	243 NM	✓	✓	✓	0	0
MINERAL WELLS	318 NM		✓	✓	0	2

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MINERAL WLS CAT	318 NM		✓	✓	0	2
MINERAL WLS CIR	318 NM		✓	✓	0	2
MINERAL WLS SKE	318 NM		✓	✓	0	2
PAYNE	178 NM	✓	✓		0	0
RATTLESNAKE	95 NM		✓	✓	3	2
SHARON	235 NM	✓	✓	✓	0	0
SHAW, JOHN	95 NM	✓	✓		0	0
SHEILA	235 NM		✓	✓	0	0
SHELBY	272 NM	✓	✓	✓	0	3
SOUTH POLK	239 NM	✓	✓	✓	0	0
WESTERN KENTUCK	279 NM	✓	✓	✓	0	0

I.2.C.11.a Drop Zone Servicing Instrument and Slow Routes (IRs and SRs)

ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
EAGLE MOUNTAIN	SR-228								
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
JD (CIR, water)	SR-224								
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				
SHELBY	SR-029	SR-030	SR-031						

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

LITTLE ROCK AFB NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	8 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM):

FORT CHAFFEE 109 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base does Not uses ranges on a regular basis**

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

Document Separator

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- III.1.D.3** Based on the Fuels Logistical Area Summary (FLAS), there is no excess fuel storage capacity. Our maximum authorized comprise of our normal requirements (storage objective) and storage for others.
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4** Other receipt modes available: Tank truck and off-load header
Number of offload headers: 6
4 tank trucks can be simultaneously offloaded
- III.1.D.5** 5 refueling unit fillstands are available.
- III.1.D.5.a** 5 refuelers can be filled simultaneously.
- III.1.D.6** Current dispensing capabilities as defined in AFR 144-1 sustained: 270000
 maximum: 648000
- III.1.D.7** The base is Not directly supported by an intermediate Defense Fuels Supply Point.
- III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.
- | | Cat 1.1 | Cat 1.2 |
|---|---------|---------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 1573070 | 73862 |
| Square footage available (including physical capacity limit): | 36096 | 73862 |
| III.1.E.2 Normal installation mission storage requirement: | 1066 | 2076 |
- Physical Limits for Cat 1.2 Munitions:**
Combined 1.2 (04) and (18) physical capacity limits
- III.1.F** The base has a dedicated hot cargo pad.
- III.1.F.1** Access to the hot cargo pad is not limited.
- III.1.F.2** The size of the hot cargo pad is 195,500 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 8,000
- III.1.F.4** The hot pad access is taxi-on/taxi-off.
- III.1.F.5** The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 91.

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III.1.F.6 Aircraft using pad over the last 5 years:

C-141 and C-130

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is over 150 NM from a ground force installation.

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Flagstaff - Bellemont	106 NM
Tuscon - Wilmot	115 NM
Yuma	122 NM
Yuma - Blaisdell	114 NM

III.1.G.3 The base is over 150 NM from a port.

III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.L Unique missions performed by the base medical facility:

Demo site for USAF Managed Care/MEDEXCEL. Federal Coordinating Center for local area for National Disaster Medical System, expa

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

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\$7M MCP to Exapnd Lab/Xray/ER, LSC/Utilities Upgrade. Approximately \$1.2M O&M projects submitted for approval, no funds award

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.M.1 The project has been approved.

III.1.M.2 No major MCP has been completed since 1989.

III.1.N Base facilities have a total excess storage capacity of 17,022 sq ft.

III.1.N.1 Base facilities have a total covered storage capacity of 172,861 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipmen: Unit, Tool Issue, Base Service Store):	128,071 sq ft
Mobility storage:	20,996 sq ft
War Readiness Support Kits (WRSK) storage:	4,000 sq ft

III.1.O 262 light military vehicles are on base.

III.1.P 376 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A xxx56		Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91		Appropriation	Direct	Reimbursable				
	6429		3,272.31 \$sK	0.00 \$sK	3,272.31 \$sK			
FY-92		Appropriation	Direct	Reimbursable				
	6429		1,654.00 \$sK	0.00 \$sK		1,654.00 \$sK		
FY-93		Appropriation	Direct	Reimbursable				
	6429		1,554.77 \$sK	2.95 \$sK			1,557.72 \$sK	
FY-94		Appropriation	Direct	Reimbursable				
	6429		932.00 \$sK	0.00 \$sK				932.00 \$sK
xxx56 TOTALS:					3,272.31 \$sK	1,654.00 \$sK	1,557.72 \$sK	932.00 \$sK
IV.1.B xxx76		Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91		Appropriation	Direct	Reimbursable				
	6429		0.00 \$sK	0.00 \$sK	0.00 \$sK			
FY-92		Appropriation	Direct	Reimbursable				
	6429		572.40 \$sK	0.00 \$sK		572.40 \$sK		
FY-93		Appropriation	Direct	Reimbursable				
	6429		4,154.19 \$sK	19.76 \$sK			4,173.95 \$sK	
FY-94		Appropriation	Direct	Reimbursable				
	6429		0.00 \$sK	0.00 \$sK				0.00 \$sK
xxx76 TOTALS:					0.00 \$sK	572.40 \$sK	4,173.95 \$sK	0.00 \$sK
IV.1.C xxx78		Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91		Appropriation	Direct	Reimbursable				
	6429		0.00 \$sK	0.00 \$sK	0.00 \$sK			
FY-92		Appropriation	Direct	Reimbursable				
	6429		0.00 \$sK	0.00 \$sK		0.00 \$sK		
FY-93		Appropriation	Direct	Reimbursable				
	6429		10,172.16 \$sK	183.62 \$sK			10,355.78 \$sK	
FY-94		Appropriation	Direct	Reimbursable				
	6429		3,214.11 \$sK	54.39 \$sK				3,268.50 \$sK
xxx78 TOTALS:					0.00 \$sK	0.00 \$sK	10,355.78 \$sK	3,268.50 \$sK
IV.1.D xxx90		Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91		Appropriation	Direct	Reimbursable				

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	6429	Appropriation	101.05 \$sK	0.00 \$sK	101.05 \$sK				
FY-92		Direct		Reimbursable					
	6429	Appropriation	98.68 \$sK	0.00 \$sK	98.68 \$sK				
FY-93		Direct		Reimbursable					
	6429	Appropriation	86.39 \$sK	0.00 \$sK	86.39 \$sK				
FY-94		Direct		Reimbursable					
	6429	Appropriation	46.00 \$sK	0.00 \$sK				46.00 \$sK	
IV.1.E	xxx95	x:xx90 TOTALS:							101.05 \$sK
FY-91		Direct		Reimbursable				46.00 \$sK	
FY-92		Direct		Reimbursable				46.00 \$sK	
FY-93		Direct		Reimbursable					
FY-94		Direct		Reimbursable					
	6429	Appropriation	1,746.21 \$sK	7.89 \$sK	1,754.09 \$sK				
	6429	Appropriation	1,640.04 \$sK	10.36 \$sK	1,650.40 \$sK				
	6429	Appropriation	2,214.75 \$sK	6.67 \$sK	2,221.42 \$sK				
	6429	Appropriation	1,375.30 \$sK	2.74 \$sK					
IV.1.F	xxx96	x:xx95 TOTALS:							1,754.09 \$sK
FY-91		Direct		Reimbursable				1,378.04 \$sK	
FY-92		Direct		Reimbursable				1,378.04 \$sK	
FY-93		Direct		Reimbursable					
FY-94		Direct		Reimbursable					
	6429	Appropriation	6,145.68 \$sK	38.07 \$sK	6,183.75 \$sK				
	6429	Appropriation	4,561.41 \$sK	27.25 \$sK	4,588.67 \$sK				
	6429	Appropriation	9,091.75 \$sK	703.05 \$sK					
	6429	Appropriation	10,845.38 \$sK	185.88 \$sK					
IV.1.G	MFH	xxx96 TOTALS:							6,183.75 \$sK
FY-91		Direct		Reimbursable				11,031.26 \$sK	
FY-92		Direct		Reimbursable				11,031.26 \$sK	
FY-93		Direct		Reimbursable					
FY-94		Direct		Reimbursable					
	6429	Appropriation	4,395.81 \$sK	11.28 \$sK	4,407.09 \$sK				
	6429	Appropriation	4,445.77 \$sK	22.72 \$sK	4,468.49 \$sK				
	6429	Appropriation	5,904.04 \$sK	23.23 \$sK					
	6429	Appropriation		Reimbursable				5,927.27 \$sK	

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6429	3,255.50 \$sK	0.00 \$sK				3,255.50 \$sK
MFH TOTALS:		4,407.09 \$sK	4,468.49 \$sK	5,927.27 \$sK		3,255.50 \$sK

2. Relocation Costs

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

Total relocation costs: \$ 4,583.20 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 180\$sM

Twenty year Net Present Value (343)\$sM

Steady state savings 37\$sM per year

Manpower savings associated with closure 1,043

Return on Investment (years): 5

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Section VI Economic Impact**Economic Area Statistics:****Phoenix - Mesa, AZ MSA****Total population: 2,329,000 (FY 92)****Total employment: 1,296,646 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****5.1% / 5.5% / 5.1%****Average annual job growth: 24,778****Average annual per capita income: \$19,020****Average annual increase in per capita income: \$4.4%****Projected economic impact:**

Direct Job Loss:	6,558	
Indirect Job Loss:	<u>3,473</u>	
Closure Impact:	10,031	(0.8% of employment total)
Other BRAC Losses:	<u>0</u>	
Cumulative Impact:	10,031	(0.8% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 7.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$756

Describe the transportation systems.

- VII.1.B.1 The base is NOT served by REGULARLY SCHEDULED, public transportation.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 28 miles
- VII.1.B.2 Airport name: PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 13
- VII.1.B.4 Average round trip commuting time to work: 41 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	LITCHFIELD POOL	4	Hrs.	07	Min.
VII.1.C.2 Movie theater	AVONDALE/GOODYEAR	8	Hrs.	15	Min.
VII.1.C.3 Public golf course	WIGWAM (LITCHFIELD PARK)	3	Hrs.	05	Min.
VII.1.C.4 Bowling lane	GLENDALE	15	Hrs.	20	Min.
VII.1.C.5 Boating	LAKE PLEASANT	30	Hrs.	50	Min.
VII.1.C.6 Fishing	LAKE PLEASANT	30	Hrs.	50	Min.
VII.1.C.7 Zoo	WILD LIFE WORLD ZOO	6	Hrs.	10	Min.
VII.1.C.8 Aquarium	PHOENIX ZOO	35	Hrs.	50	Min.
VII.1.C.9 Family theme park	CASTLES & COASTERS	15	Hrs.	35	Min.
VII.1.C.10 Professional sports	AMERICA WEST ARENA	25	Hrs.	30	Min.
VII.1.C.11 Collegiate sports	ASU STADIUM, TEMPE	35	Hrs.	48	Min.

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VII.1.C.12	Camping facilities	WHITE TANK MOUNTAIN	10		Hrs.	15	Min.
VII.1.C.13	Beaches (lake or ocean)	LAKE PLEASANT	30		Hrs.	50	Min.
VII.1.C.14	Outdoor winter sports	SNOW BOWL	142	2	Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):
ARROWHEAD SHOPPING MALL 20 min (13 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):
CITY OF PHOENIX 35 min (28 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1091

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 8167

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 27 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 47.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Arizona Institute of Business & Technology

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

Arizona State University - West Campus

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

American Graduate School of International Management

3. Spousal Employment

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- VII.3.A** 54.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B** 71.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 5.1 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D** 11.0 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A** Current ratio of active, non-federal physicians in the community: 2.4 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 3.6 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: MARICOPA COUNTY AIR POLLUTION CONTROL DISTRICT

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 No pollutants in maintenance

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Moderate
Ozone	Moderate
PM-10	Moderate

VIII.1.C There are NO critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has been required to implement emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.D.2 The following actions have been implemented:

TRAVEL REDUCTION PROGRAM

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d The state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionally exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

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E.2.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c The state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is On-base and the source is:
AQUIFER

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is Not known to be contaminated.

VIII.3.B The base is Not actively involved in groundwater remediation activities.

VIII.3.C 35 water wells exist at the base.

VIII.3.D 2 wells have been abandoned for the following reasons:

Wells are non-serviceable.

4. Water - Surface Water

VIII.4.A There No perennial bodies of water located on base.

VIII.4.A.2 These bodies do Not receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is Not located within a specified drainage basin.

VIII.4.B Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is No known contamination to the base or local community surface water

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5. Wastewater

VIII.5.A Base wastewater is treated by On-Base facilities.

VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:

LUKE WASTEWATER TREATMENT PLANT

VIII.5.C There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.

VIII.5.C.1	Violation date	Nature of violation	Current status of violation	Compliance attainment date
	Jan 93	Aeration deficiency	Currently under repair.	Oct 94

6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

NPDES PERMIT # AZ 0110221

VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:

AGUA FRIA RIVER BED (DRY RIVER)

VIII.6.C The base has discharge impoundments.

VIII.6.C.1 There are 2 water/wastewater treatment impoundments.

VIII.6.C.2 There are 2 industrial wastewater treatment impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 85.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 65.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 2 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

VIII.8.A Ecological or wildlife management areas ON the base:

Aqua Fria riverbed adjacent to Luke wastewater treatment plant
Cabeza National Wildlife Refuge adjacent to Goldwater Range.

Ecological or wildlife management areas ADJACENT TO the base:

Adjacent to Goldwater Range: Cabeza National Wildlife Refuge, Mohawk Mtns and Sand Dunes, Crater Range, Tinajas Atlas, Sentinal Plain Lava Flow, Kearney Sumae, Antelope Flat, Pinicate, Sierra Pinta, and Yuma Sand Dunes/Gran Desierte
Wastewater Treatment Plant Effluent Pond (Agua Fria River Bed)

VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.

VIII.8.B No critical/sensitive habitats have been identified on base .

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D The presence of these resources constrains CURENT construction activities/operations:

The presence of these resources constrains FUTURE construction activities/operations:

Presence of threatened or endangered species may constrain construction or operations.

9. Biological - Threatened and Endangered Species

VIII.9.A Threatened and/or endangered species identified on the base:

Species	Kingdom				Remarks
CACTUS FERUGINOUS PYGMY OWL	Animal	Federa	Candidate	Endangered	GOLDWATER RANGE
CALIFORNIA BLACK RAIL	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
CALIFORNIA LEAF NOSED BAT	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
CAVE MYOTIS	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
CHUCKWALLA	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
COWLES FRINGE TOED LIZARD	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
DESERT TORTOISE	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
DUNE SPURGE	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
DUNE SUNFLOWER	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
FERUGINOUS HAWK	Animal	State	Listed	Endangered	
FLAT TAILED HORN LIZARD	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
GIANT SPANISH NEEDLE	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE

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GREATER WESTERN MASTIFF BAT	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
LESSER LONG NOSED BAT	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
LOGGERHEAD SHRIKE	Animal	Federa	Candidate	Endangered	
LOGGERHEAD SHRIKE	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
MOUNTAIN PLOVER	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
PEREGRINE FALCON	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
PIMA INDIAN MALLOW	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
PINICATE MOUSE	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
ROSY BOA	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
SAND FOOD	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
SONORAN PRONGHORN ANTELOPE	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
SPOTTED BAT	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
SPOTTED WHIPTAIL	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
YELLOW BAT	Animal	State	Candidate	Threatened	GOLDWATER RANGE
YUMA CLAPPER RAIL	Plant	Federa	Candidate	Endangered	GOLDWATER RANGE
YUMA PUMA	Animal	Federa	Candidate	Endangered	GOLDWATER RANGE

VIII.9.B There are No Special Concern species identified on the base.

VIII.9.C The presence of these species constrains current or future construction activities or operations as follows:

Presence of threatened or endangered species may impact construction/operations depending on species, status, habitat, and activity involved.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1 Identification and type of wetland: Approximate acreage:

Wastewater plant outfall created large non-jurisdictional wetland.	10
--	----

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Jan 93

VIII.10.B.2 100 percent of the base was included in the survey.

VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

Corps of Engineers & Fish & Wildlife Delineation Manual

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VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding constrains base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites:

Significant status:

Bldg 1150	Cold War facility eligible for nomination to the National Register of Historic Places
World War II structures	Eligible for nomination to the National Register of Historic Places

VIII.12.B 5 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 75 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 77 IRP sites have been identified

VIII.13.A.2 4 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1997

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 27 sites are being investigated and remediated.

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$240.000 K	\$110.000 K	\$100.000 K	\$100.000 K	\$100.000 K
IRP	\$0.000 K	\$74.000 K	\$8,392.000 K	\$688.000 K	\$0.000 K
Natural Resources	\$230.000 K	\$2,000.000 K	\$3,000.000 K	\$3,000.000 K	\$2,000.000 K
Other(s) Specify: RCRA/CWA Compliance	\$1,847.000 K	\$5,298.000 K	\$5,000.000 K	\$5,000.000 K	\$5,000.000 K
Other(s) Specify: Level 1&2 reqs	\$2,592.000 K	\$1,350.000 K	\$1,500.000 K	\$1,500.000 K	\$1,500.000 K
Permits	\$60.000 K	\$75.000 K	\$100.000 K	\$100.000 K	\$100.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

- VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**
Maricopa County, Arizona
- VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Maricopa County Department of Air Pollution Control
- VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**
Ms Jo Crumbaker (602)506-6705
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:**
- | | |
|---|--|
| VIII.16.C.1 In Non-Attainment for Ozone | VIII.16.C.2 In Non-Attainment for Carbon Monoxide |
| VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10) | VIII.16.C.4 In Attainment for Sulfur Dioxide |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) | VIII.16.C.6 In Attainment for Lead |
- VIII.16.C.7** The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.14 ppm
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 12.6 ppm
- VIII.16.D.3** Ozone Design value is 117.5% of NAAQS
- VIII.16.D.4** Carbon monoxide Design value is 140.0% of NAAQS
- VIII.16.E.1** The EPA-designated severity of nonattainment for OZONE is Moderate
- VIII.16.E.2** Maricopa County, Arizona
- VIII.16.E.3**
- VIII.16.E.4** The base is Not in a rural transport area
- VIII.16.E.5** The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated
- VIII.16.E.5.** The EPA has proposed a designation of Serious in the Federal Register
- VIII.16.G.** Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:
based on the AQCA 1990 baseline AND in the required attainment year
inventory.
- | | | | |
|------|-----|------|-----|
| VOCs | NOx | VOCs | NOx |
|------|-----|------|-----|

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Mobile Source Including Aircraft	G.1.a	59	G.1.d	534	G.2.a	59	G.2.d	534
Military Aircraft Associated with the Base	G.1.b	20	G.1.e	501	G.2.b	20	G.2.e	501
Stationary Source	G.1.c	70	G.1.f	69	G.2.c	70	G.2.f	69

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

	VOCs	NOx		
Mobile Source Including Aircraft	G.3.a	11	G.3.c	105
Stationary Source	G.3.b	12	G.3.d	4

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth	VOCs	NOx		
Mobile Source Including Aircraft	G.5.a	18.64%	G.5.c	19.66%
Stationary Source	G.5.b	17.14%	G.5.d	5.80%
TOTAL	G.5.e	17.83%	G.5.f	18.08%

VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is MODERATE

VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.

Measures include quantitative limits, projections, restrictions, or emissions budgets.

VIII.16.J The AQCA does not have VMT forecasts or they can not be obtained.

No increase is allowed.

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Section IX

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

MacDIII AFB - ACC

Section I

I. Force Structure

I.1A List of all on base NAF and non-Air Force activities:

Unit or Activity:	Personnel Authorizations for FY93/4		
	Officer	Enlisted	Civilian
I.1.A.1 AAFES	-	-	335
I.1.A.2 Barnett Bank	-	-	6
I.1.A.3 COMUSNAVCENT REAR	25	19	9
I.1.A.4 Cable Vision	-	-	2
I.1.A.5 DECA (AF Pop)	-	12	133
I.1.A.6 DFAS (AF Pop)	-	22	37
I.1.A.7 DRMO	-	-	9
I.1.A.8 Def Fuel Supply Point	-	-	1
I.1.A.9 JCSE	20	464	-
I.1.A.10 JCSE (AF Pop)	10	194	19
I.1.A.11 MacDIII Credit Union	-	-	10
I.1.A.12 NAF Employees	-	-	443
I.1.A.13 NOAA	28	-	62
I.1.A.14 Non-DoD Units DMA	1	2	3
I.1.A.15 PERSUPPET	-	5	1
I.1.A.16 Red Cross	-	-	2
I.1.A.17 SIID	8	66	-
I.1.A.18 Tinker Elem School	-	-	66
I.1.A.19 US Postal Service	-	-	7
I.1.A.20 USA Aviation	13	12	-
I.1.A.21 USA Corps of Engr	-	-	18
I.1.A.22 USAMEDDAC	1	3	-
I.1.A.23 USCENCOM	435	474	-
I.1.A.24 USCENCOM (AF Pop)	158	188	74
I.1.A.25 USSOCOM	300	237	-
I.1.A.26 USSOCOM (AF Pop)	99	122	264
I.1.A.27 Various Colleges	-	-	35

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TOTAL:

4454

- I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**
- I.1.B.1 Supported Unit:** 2ND ARMY RECRUIT BRIG GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: FIN,LAUNDRY,TRANS,TNG,A/V,ADMIN,SUPPLY,COMM,HEALTH,EDUC,POLICE,CIV PERS,LEGAL,HOUSING, PRINTING & REPROGRAPHICS
- I.1.B.2 Supported Unit:** 42ND ARMY RECRUIT BRI GSU **GSU - Geographically Separated Unit**
Location: MIAMI, FL **REM - Remote Unit**
Support provided: CIV PERS,CHAPEL,EDUC,HEALTH,SUPPLY,PRINTING,CONT,TRANS,LEGAL,FINANCE
- I.1.B.3 Supported Unit:** 4TH ASSAULT AMPHIB BA GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: HEALTH,FOOD,SUPPLY,TRANS,CALIB,A/V,FIN,ADMIN,EOD
- I.1.B.4 Supported Unit:** DEF PERS SPT DEF SUBSIS GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: HEALTH,COMM,SUPPLY
- I.1.B.5 Supported Unit:** NAVY RESIDENT SPVISOR GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: COMM,SUPPLY,HEALTH
- I.1.B.6 Supported Unit:** PERSONNEL SUPPORT AC GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: LEGAL,LODGING,HEALTH,MORTUARY,ADMIN,SAFETY,COMM,SUPPLY,COMMUNITY SERVICES
- I.1.B.7 Supported Unit:** TAMPA MEPS GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: FIN,CONT,MORT,CHAPEL,TNG,HEALTH,EDUC,SOC ACT,SUPPLY,LEGAL,TRANS,MWR,CIV PERS
- I.1.B.8 Supported Unit:** U.S. Marshall Middle District GSU **GSU - Geographically Separated Unit**
Location: Tampa FL. **REM - Remote Unit**
Support provided: Supply
- I.1.B.9 Supported Unit:** US GEO SURV, WATER RE GSU **GSU - Geographically Separated Unit**
Location: TAMPA, FL **REM - Remote Unit**
Support provided: SUPPLY
- I.1.B.10 Supported Unit:** US PROPERTY & FISCAL O GSU **GSU - Geographically Separated Unit**
Location: ST AUGUSTINE, FL **REM - Remote Unit**
Support provided: LODGING,HEALTH,TRANS,FOOD,TRAIN,FUELS,COMM

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2. Operational Effectiveness**A. Air Traffic Control**

ATCALs - Air Traffic Control and Landing Systems
NAS - National Airspace System

- I.2.A.1 None of the base ATCALs are officially part of the NAS.
- I.2.A.2 Base has No ATC facilities.
- I.2.A.4 The base does not have a runway.

B. Geographic Location

- | | | | | |
|---------|---|--------------|----------|--------|
| I.2.B.1 | Nearest major primary airlift customer: | FORT STEWART | distance | 247 NM |
| | Nearest major primary airdrop customer: | MACDILL AFB | distance | NM |
| I.2.B.2 | Distance to forward deployment Air Bases: | | | |
| | Lajes AB: | 2843 NM | | |
| | Rota AB: | 3890 NM | | |
| | Hickam AFB: | 4126 NM | | |
| | RAF Mildenhall: | 3982 NM | | |

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	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MACDILL AUX	63
I.2.B.4	Military airfield, runway >= 8,000ft	MACDILL AUX	63
I.2.B.5	Military airfield, runway >= 10,000ft	CECIL FLD NAS	146
I.2.B.6	Military or civilian airfield, runway >= 3,000ft		
I.2.B.7	Military or civilian airfield, runway >= 8,000ft		
I.2.B.8	Military or civilian airfield, runway >= 10,000ft		
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-168 A,B,C	86 NM	W-168A	92 NM	W-470 A,B,C,D,E	126 NM
W-158A	174 NM	W-174 A,B,C,D,F,G	182 NM	W-174B	198 NM
W-497 A,B	203 NM	W-151 A,B,C,D	205 NM	W-497B	218 NM
W-157A	248 NM	W-155 A,B	276 NM	W-132A,B/W-134/W-157A	278 NM

I.2.C.2 **MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-168 A,B,C	86 NM	W-168A	92 NM	W-470 A,B,C,D,E	126 NM
W-497A	141 NM	W-174A	151 NM	W-151D	168 NM
W-158A	174 NM	W-174 A,B,C,D,F,G	182 NM	W-151B	189 NM
W-174B	198 NM				

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-168 A,B,C	86 NM	W-168A	92 NM	W-470 A,B,C,D,E	126 NM

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W-497A	141 NM	W-174A	151 NM	W-151D	168 NM
W-158A	174 NM	W-174 A,B,C,D,F,G	182 NM	W-151B	189 NM
W-174B	198 NM	W-497 A,B	203 NM	W-151 A,B,C,D	205 NM
W-158B	213 NM	W-497B	218 NM	W-151A	240 NM
W-174D	247 NM	W-157A	248 NM	W-465 A,B,C,	248 NM
W-155B	271 NM	W-155 A,B	276 NM	W-132A,B/W-134/W-157A	278 NM
W-157B	291 NM	W-157C	307 NM	W-132 A,B	318 NM
W-161A,B/W-177A,B	374 NM	W-177A	379 NM	W-122J	417 NM
W-92	429 NM	W-122I	447 NM	W-122 A,B,C,D,E,F,G,H,I,	491 NM
W-122G	491 NM	W-122F	498 NM	W-122 D	506 NM
W-122 E	506 NM	W-122C	554 NM	W-122 A,B,C,F,G,H,I,J	557 NM

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
AVON PARK BRAVO/FO	65 NM	AVON PARK CHARLIE/E	72 NM	PINECASTLE	88 NM
GRAND BAY	190 NM	TOWNSEND	225 NM	EGLIN C62	257 NM
EGLIN C52	258 NM	POINSETT	373 NM	SHELBY EAST	390 NM
SHELBY WEST	393 NM	CHERRY POINT BT-11	529 NM	USAF DARE COUNTY	579 NM
NAVY DARE COUNTY	582 NM	CLAIBORNE	583 NM	JEFFERSON PROVING G	685 NM
ATTERBURY	708 NM	RAZORBACK	739 NM	CANNON	763 NM

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

TOWNSEND	225 NM
----------	--------

I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

TYNDALL ACMI	147 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

AVON PARK BRAVO/	65 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	8	10	15	31	59	83
SR	0	0	0	18	25	88
VR	3	10	15	41	77	114
Total Routes:	11	20	30	90	161	285

Identify Routes:

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IR-020 14 NM	IR-047 14 NM	IR-049 23 NM	IR-050 23 NM	VR-1098 23 NM	IR-051 23 NM
VR-1097 27 NM	IR-046 48 NM	IR-048 61 NM	IR-055 82 NM	VR-1039 96 NM	
VR-1089 114 NM	VR-1087 117 NM	VR-1088 117 NM	VR-1010 118 NM	IR-032 126 NM	IR-019 142 NM
VR-1008 143 NM	VR-1006 146 NM	VR-1007 146 NM			
VR-1009 152 NM	IR-033 156 NM	IR-015 178 NM	IR-034 181 NM	IR-056 181 NM	VR-1065 184 NM
VR-1002 185 NM	VR-1066 189 NM	VR-1004 191 NM	IR-053 200 NM		
VR-1001 220 NM	VR-094 221 NM	IR-016 230 NM	VR-1011 238 NM	IR-030 248 NM	IR-031 248 NM
VR-1003 252 NM	VR-1005 262 NM	IR-018 264 NM	IR-023 277 NM	IR-057 281 NM	IR-059 281 NM
SR-103 281 NM	SR-106 281 NM	SR-104 281 NM	SR-101 281 NM	VR-1082 286 NM	VR-1084 286 NM
VR-1085 286 NM	IR-021 292 NM	VR-1041 294 NM	IR-017 303 NM	VR-1017 303 NM	VR-1049 306 NM
SR-038 309 NM	SR-039 309 NM	VR-1070 317 NM	VR-1056 333 NM	IR-038 337 NM	IR-040 339 NM
SR-070 339 NM	VR-1021 339 NM	SR-071 339 NM	SR-072 339 NM	VR-1023 339 NM	VR-1024 339 NM
SR-069 340 NM	SR-166 340 NM	VR-1020 343 NM	IR-041 345 NM	IR-063 345 NM	VR-1067 345 NM
VR-060 347 NM	IR-037 349 NM	IR-036 353 NM	VR-1022 354 NM	SR-029 360 NM	VR-1013 366 NM
VR-1083 374 NM	VR-1059 375 NM	SR-035 382 NM	SR-036 382 NM	SR-037 382 NM	SR-040 382 NM
VR-1054 384 NM	IR-090 385 NM	VR-1030 388 NM	VR-179 388 NM	SR-031 390 NM	SR-030 393 NM
VR-095 405 NM	IR-077 409 NM	IR-083 412 NM	SR-102 414 NM	VR-088 417 NM	IR-069 419 NM
VR-1040 421 NM	IR-042 423 NM	VR-1068 423 NM	IR-035 424 NM	VR-058 424 NM	VR-1069 424 NM
VR-1052 425 NM	IR-089 427 NM	IR-066 428 NM	VR-1051 428 NM	VR-1050 428 NM	IR-067 428 NM
VR-097 428 NM	VR-1031 429 NM	VR-1033 430 NM	VR-1074 430 NM	IR-074 432 NM	VR-087 432 NM
VR-1060 432 NM	VR-1014 444 NM	IR-012 446 NM	IR-044 447 NM	IR-082 453 NM	VR-092 453 NM
SR-105 455 NM	IR-079 461 NM	IR-080 461 NM	IR-022 467 NM	VR-1072 469 NM	SR-137 474 NM
IR-081 475 NM	IR-091 480 NM	VR-1055 482 NM	IR-075 488 NM	VR-1046 497 NM	IR-002 505 NM
VR-1043 505 NM	VR-085 508 NM	VR-086 508 NM	IR-070 513 NM	VR-1016 513 NM	VR-1032 514 NM
VR-093 521 NM	IR-068 532 NM	VR-1196 541 NM	IR-062 546 NM	IR-743 550 NM	VR-1743 550 NM
IR-078 553 NM	VR-1726 553 NM	IR-726 553 NM	VR-1058 556 NM	SR-075 559 NM	VR-096 561 NM
IR-160 564 NM	IR-161 564 NM	VR-1721 566 NM	VR-073 568 NM	VR-1057 580 NM	SR-073 581 NM
SR-074 581 NM	IR-721 583 NM	VR-1061 583 NM	SR-238 584 NM	VR-1752 586 NM	
IR-715 601 NM	IR-718 601 NM	SR-060 601 NM	SR-062 601 NM	SR-061 601 NM	SR-059 601 NM
SR-225 602 NM	IR-762 606 NM	VR-1756 606 NM	IR-761 617 NM	VR-1751 617 NM	SR-871 625 NM
SR-872 625 NM	SR-874 625 NM	SR-873 625 NM	IR-719 626 NM	VR-1722 626 NM	IR-157 632 NM
IR-174 632 NM	IR-720 636 NM	SR-867 637 NM	IR-121 646 NM	VR-1103 646 NM	VR-106 647 NM
IR-714 658 NM	VR-1759 658 NM	IR-760 658 NM	VR-1754 658 NM	VR-1753 661 NM	VR-1755 661 NM
IR-723 665 NM	SR-218 672 NM	SR-222 672 NM	SR-221 672 NM	SR-237 672 NM	SR-232 672 NM
SR-231 672 NM	SR-230 672 NM	SR-229 672 NM	SR-227 672 NM	SR-226 672 NM	SR-219 672 NM
SR-220 672 NM	VR-1668 684 NM	IR-608 689 NM	SR-820 695 NM	SR-835 695 NM	SR-821 695 NM

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VR-1758 700 NM	VR-1631 701 NM	IR-592 705 NM	VR-1632 706 NM	VR-1667 706 NM	VR-1633 706 NM
IR-120 708 NM	VR-187 708 NM	VR-1102 708 NM	IR-127 708 NM	SR-732 713 NM	SR-734 713 NM
SR-735 713 NM	SR-733 717 NM	SR-239 721 NM	VR-1709 721 NM	IR-618 722 NM	VR-619 722 NM
SR-738 723 NM	VR-1711 723 NM	VR-1713 723 NM	VR-1712 723 NM	SR-737 725 NM	VR-1679 728 NM
VR-151 731 NM	IR-164 734 NM	VR-1104 734 NM	SR-802 735 NM	SR-806 735 NM	SR-808 735 NM
SR-807 735 NM	SR-804 735 NM	SR-803 735 NM	SR-223 745 NM	SR-224 745 NM	VR-189 747 NM
VR-188 748 NM	VR-1182 755 NM	IR-716 757 NM	SR-711 757 NM	SR-714 757 NM	SR-713 757 NM
SR-710 757 NM	SR-707 757 NM	SR-708 757 NM	SR-815 760 NM	SR-816 760 NM	SR-822 760 NM
VR-708 761 NM	SR-228 763 NM	VR-615 765 NM	IR-136 769 NM	SR-709 770 NM	SR-712 770 NM
VR-1642 770 NM	VR-1641 770 NM	SR-715 770 NM	SR-290 771 NM	SR-292 771 NM	VR-1757 776 NM
IR-129 777 NM	VR-705 777 NM	VR-704 777 NM	SR-844 781 NM	SR-846 781 NM	SR-845 781 NM
IR-142 784 NM	SR-817 787 NM	SR-800 788 NM	SR-801 788 NM	SR-805 788 NM	IR-167 791 NM
IR-166 794 NM	VR-1120 794 NM	SR-818 796 NM	VR-1640 798 NM		

I.2.C.9 IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1325 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
5	9	26

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-620	57 NM	AR-716	85 NM	AR-655	90 NM	AR-618	113 NM
AR-627	188 NM						
AR-617	204 NM	AR-638	206 NM	AR-200	248 NM	AR-202N NORTH	270 NM
AR-202AN ALTERNA	326 NM	Racoon MOA	332 NM	AR-207NE NORTHEA	336 NM	AR-601	348 NM
AR-646	365 NM	AR-202S SOUTH	377 NM	AR-600	401 NM	AR-216 NORTHEAST	402 NM
AR-108 WEST	412 NM	AR-103	422 NM	AR-302 WEST	446 NM	AR-207SW SOUTHWEST	450 NM
AR-101 NORTH	451 NM	AR-302 EAST	462 NM	AR-216 SOUTHWEST	479 NM	AR-108 EAST	482 NM
AR-615	487 NM						

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
2695	3593

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
-------	----------	--------	-------	----------	--------	-------	----------	--------	-------	----------	--------

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Racoon 332 NM	1829	AR-216 402 NM	64	AR-108 412 NM	140	AR-302 446 NM	445
AR-101 451 NM	217		0		0		0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 332NM from the base."

I.2.C.10d Percentage of tanker demand in region: 27.0

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APPOLLO (WATER)	175 NM	✓	✓		0	0
BIFF	212 NM	✓	✓		0	0
BILL BAG	211 NM	✓	✓		0	0
BRAVO	66 NM	✓	✓	✓	6	0
BURMA SPECIAL N	278 NM				3	4
BURMA SPECIAL S	277 NM				3	4
CANE	134 NM	✓	✓		0	0
CAVALIER NORTH	278 NM	✓	✓	✓	3	4
CAVALIER SOUTH	278 NM	✓	✓		3	4
CLERKIN	222 NM	✓	✓		0	0
ECHO CHARLIE	70 NM	✓	✓	✓	10	0
ELIZABETH WEST	273 NM	✓	✓	✓	3	4
FRYAR	294 NM	✓	✓	✓	4	6
GALLAHAD #1	256 NM				0	1
HARD LUCK	64 NM	✓	✓		8	0
HUNTER	260 NM		✓		0	0
JONES	93 NM	✓	✓	✓	6	0
KAREN	65 NM	✓	✓	✓	8	0
LOWRY LAKE	123 NM	✓	✓		2	0
MACE	135 NM	✓	✓		1	0
MALLON	207 NM	✓	✓		0	0
MCKENNA	296 NM	✓	✓	✓	4	6
MITCHELL	317 NM	✓	✓	✓	0	0
OSCAR NOVEMBER	66 NM	✓	✓	✓	8	0
OSCAR QUEBEC	65 NM	✓	✓	✓	8	0

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OSCAR QUEBEC REV	65 NM	✓	✓	✓	6	0
PRESTON	330 NM		✓	✓	0	0
QUICK	228 NM	✓			0	0
REMAGEN	257 NM	✓	✓	✓	1	1
REMAGEN REVERSE	257 NM	✓	✓		1	1
RIM	65 NM	✓	✓	✓	8	0
SANDY DOG	278 NM	✓	✓	✓	3	4
TAYLORS CREEK	249 NM	✓	✓	✓	1	1
THUNDERBOLT	260 NM	✓	✓		0	0
WHITE FALCON	282 NM	✓	✓		3	4

I.2.C.11.a

Drop Zone

Servicing Instrument and Slow Routes (IRs and SRs)

BRAVO	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ECHO CHARLIE	IR-034	IR-036	IR-037	IR-038	IR-046	IR-047	IR-049	IR-050	IR-055
	IR-056								
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
HARD LUCK	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
KAREN	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
LOWRY LAKE	IR-032	IR-033							
MACE	IR-034								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
OSCAR NOVEMBER	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC REV	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
RIM	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

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TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

ANDERSON-BARTLETT 133 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
HARD LUCK	64 NM	✓	✓		0	0
RIM	65 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT STEWART 247 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base does Not uses ranges on a regular basis**

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.

I.2.E.1.a The base does Not use airspace.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 There are No airfields within a 50 mile radius of the base.

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.3	98.9	95.3	93.0	91.5

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 98.3 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 0 Days have freezing participation (mean per year).

**1995 AIR FORCE BASE QUESTIONNAIRE
MacDIII AFB - ACC**

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Section II

1. Installation Capacity & Condition

A. Land

Site	Description	Total	Acreage	
			Presently Developed	Suitable for New Development
MACDIII AFB	MAIN BASE		2,564	1,745
TOTALS:			2,564	1,745
				120

B. Facilities

II.1.B.1 From real property records:

Facility Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)	Excess Capacity (C)
II.1.B.1.a.i	121-122 Hydrant Fueling System Pits	EA	0	0	0.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a Consolidated Aircraft Support System	EA	0	0	0.0	0.0	0.0	0
II.1.B.1.b	131 Communications-Buildings	SF	N/A	37,675	87.0	13.0	0.0	N/A
II.1.B.1.c	141 Operations-Buildings	SF	N/A	23,701	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232 Aerial Delivery Facility	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.c.ii	141-753 Squadron Operations	SF	13,567	13,567	100.0	0.0	0.0	0
II.1.B.1.c.iii	141-782 Air Freight Terminal	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.c.iv	141-784 Air Passenger Terminal	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.c.v	141-785 Fleet Service Terminal	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.d	171 Training Buildings	SF	N/A	60,946	55.0	44.0	1.0	N/A
II.1.B.1.d.i	171-211 Flight Training	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a Combat Crew Tmg Squadron Facility	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.d.iii	171-212 Flight Simulator Training (High Bay)	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a Companion Tmg Program	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.d.v	171-618 Field Training Facility	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.e	211 Maintenance Aircraft	SF	N/A	8,446	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111 Maintenance Hanger	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.e.ii	211-152 General Purpose Aircraft Maintenance	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a DASH 21	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.e.iv	211-153 Non-Destructive Inspection (NDI) Lab	SF	0	0	0.0	0.0	0.0	0
II.1.B.1.e.v	211-154 Aircraft Maintenance Unit	SF	0	0	0.0	0.0	0.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	8,446	0.0	0.0	100.0	8,446
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	78,319	95.0	5.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	72,901	72,901	95.0	5.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	120	120	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	5,120	5,120	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	24,688	3.0	97.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	18,615	18,615	4.0	96.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	19,259	19,259	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,897	8,897	1.0	99.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	86,108	59.0	17.0	24.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	14,490	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
II.1.B.1.iii	Igloo Magazine	SF	11,662	100.0	100.0	0.0
II.1.B.1.iv	Spare Inert Storage (Alternate Mission Equipmen	SF	2,828	2,828	100.0	0.0
II.1.B.1.v	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0
II.1.B.1.u	Storage-Covered Depot & Arsenal	SF	N/A	0	0.0	0.0
II.1.B.1.v	Storage-Covered-Installation & Organ	SF	N/A	340,739	88.0	11.0
II.1.B.1.vi	Hydrazine Storage	SF	3,653	0	0.0	0.0
II.1.B.1.vii	LOX Storage	GA	448	448	100.0	0.0
II.1.B.1.viii	Base Warehousing Supplies and Equipment	SF	331,357	275,509	99.0	1.0
II.1.B.1.viiv	Base Warehousing Supplies and Equipment (W	SF	0	0	0.0	0.0
II.1.B.1.vv	Warehousing Supplies and Equipment (AGS Par	SF	0	0	0.0	0.0
II.1.B.1.w	Medical Center and/or Hospital	SF	N/A	206,982	14.0	82.0
II.1.B.1.x	Medical Laboratories	SF	N/A	0	0.0	0.0
II.1.B.1.y	Dental Clinics	SF	N/A	12,552	0.0	100.0
II.1.B.1.z	Dispensaries and/or Clinics	SF	N/A	0	0.0	0.0
II.1.B.1.aa	Administrative Buildings	SF	N/A	800,626	80.0	20.0
II.1.B.1.aai	Munitions Maintenance Administration	SF	2,000	0	0.0	0.0
II.1.B.1.aaii	Munitions Line Delivery/Storage Section	SF	0	0	0.0	0.0
II.1.B.1.abb	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,618	40.0	60.0
II.1.B.1.abbj	Unaccompanied Enlisted Dorm	PN	1,373	1,373	40.0	60.0
II.1.B.1.cci	Dining Hall	SF	N/A	19,813	24.0	76.0
II.1.B.1.ccij	Airman Dining Hall	SF	17,200	15,093	0.0	100.0
II.1.B.1.dd	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	161	100.0	0.0
II.1.B.1.ee	Personnel Support and Services Facilities	SF	N/A	71,026	36.0	47.0
II.1.B.1.ffi	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	630,618	87.0	11.0
II.1.B.1.gg	Act Support Equipment Storage	SY	0	0	0.0	0.0

II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
II.1.B.1.a	Aircraft Pavement-Runway(s)	SY	0	0	0.0	0.0
II.1.B.1.b	Airfield Pavements-Taxiways	SY	0	0	0.0	0.0
II.1.B.1.c	Airfield Pavement-Apron(s)	SY	0	0	0.0	0.0
II.1.B.1.d	Dangerous Cargo Pad	SY	0	0	0.0	0.0
II.1.B.1.e	Elec Power-Trans & Distr Lines	LF	387,443	63.0	37.0	0.0
II.1.B.1.f	Heat-Trans & Distr Lines	LF	121	100.0	0.0	0.0

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	351,000	65.0	35.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	221,220	40.0	50.0	10.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	4,712	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	728,381	60.0	40.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	521,203	100.0	0.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

804

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-452

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-317

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

27

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

777

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

300

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 20.0 percent of officer families live on base.

II.1.C.3.b 21.3 percent of enlisted families live on base.

II.1.C.3.a 20.1 percent of all military families live on base.

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	1.092 MG/D	MG/D - million gallons per day	62 %
II.3.A.2 Sewage:	1.0 MG/D		70 %
II.3.A.3 Electrical distribution:	45.0 MW	MW - million watts	42 %
II.3.A.4 Natural Gas:	2.20 MCF/D	MCF/D - million cubic feet per day	11 %
II.3.A.5 High temperature water/steam generation/distribution:		- MBTUH - million British thermal units per hour	

II.3.B Characteristics regarding the utility system that should be considered:

MACDILL HAS NO CENTRAL HEAT PLANTS.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

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Section III**1. Contingency and Deployment Requirements**

Full mobilization, 24 hour capability assumed.

III.1.A.1 No C-141s or equivalent aircraft can be loaded or unloaded.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.2 No C-141s or equivalent aircraft can be refueled.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can not land, taxi, park, and refuel any widebody aircraft (C-5, KC-10, or 747).

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is Not available to transient aircraft.

III.1.C.2

III.1.C.3

III.1.C.4

III.1.C.5

III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 Other receipt modes available:

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III.1.D.5**III.1.D.5.a** Refuelers can Not be filled simultaneously.

III.1.D.6 Current despending capabilities as defined in AFR 144-1 sustained: 0
 maximum: 0

III.1.D.7 The base is Not directly supported by an intermediate Defense Fuels Supply Point.**III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:
 Square footage available (including physical capacity limit):

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	499	0
Square footage available (including physical capacity limit):	11440	0
Normal installation mission storage requirement:	499	0

III.1.E.2 Normal installation mission storage requirement:**III.1.F** The base does not have a dedicated hot cargo pad.**III.1.G** Proximity (within 150 NM) to mobilization elements.**III.1.G.1** The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

CAMP BLANDING	128 NM
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III.1.G.2 The base is proximate to a railhead.

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Railheads within 150 NM:

Jay Jay - Wiley	111 NM
Patrick AFB - Cocoa-Rockledge	106 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Cape Canaveral	111 NM
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III.1.H The base does Not have a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.L Unique missions performed by the base medical facility:

PEACETIME: 142 BED HOSP EXP, 132 BED MIN CARE FAC, BLOOD DONOR CENTER, NDMS FED COORD CTR. WARTIME:

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities have No facilities projects planned to begin before to 1999.

Facilities projects include military construction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.N Base facilities have a total excess storage capacity of 8,446 sq ft.

III.1.N.1 Base facilities have a total covered storage capacity of 275,509 sq ft.

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III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	237,449 sq ft
Mobility storage:	38,060 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O 187 light military vehicles are on base.

III.1.P 378 heavy military and special vehicles are on base.

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Section IV**1. Base Budget****IV.1 Non-payroll portion of the base budget for prior years:**

IV.1.A xxx56		Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					
	3400	725.39 \$sK	0.00 \$sK		725.39 \$sK			
FY-92	Appropriation	Direct	Reimbursable					
	3400	1,966.57 \$sK	0.00 \$sK			1,966.57 \$sK		
FY-93	Appropriation	Direct	Reimbursable					
	3400	2,882.34 \$sK	0.00 \$sK				2,882.34 \$sK	
FY-94	Appropriation	Direct	Reimbursable					
	3400	372.00 \$sK	0.00 \$sK					372.00 \$sK
xxx56 TOTALS:					725.39 \$sK	1,966.57 \$sK	2,882.34 \$sK	372.00 \$sK
IV.1.B xxx76		Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					
	3400	797.74 \$sK	0.00 \$sK		797.74 \$sK			
FY-92	Appropriation	Direct	Reimbursable					
	3400	493.42 \$sK	0.00 \$sK			493.42 \$sK		
FY-93	Appropriation	Direct	Reimbursable					
	3400	271.56 \$sK	216.66 \$sK				488.23 \$sK	
FY-94	Appropriation	Direct	Reimbursable					
	3400	140.00 \$sK	0.00 \$sK					140.00 \$sK
xxx76 TOTALS:					797.74 \$sK	493.42 \$sK	488.23 \$sK	140.00 \$sK
IV.1.C xxx78		Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					
	3400	4,751.61 \$sK	0.00 \$sK		4,751.61 \$sK			
FY-92	Appropriation	Direct	Reimbursable					
	3400	2,482.74 \$sK	0.00 \$sK			2,482.74 \$sK		
FY-93	Appropriation	Direct	Reimbursable					
	3400	8,073.82 \$sK	951.77 \$sK				9,025.59 \$sK	
FY-94	Appropriation	Direct	Reimbursable					
	3400	2,485.00 \$sK	0.00 \$sK					2,485.00 \$sK
xxx78 TOTALS:					4,751.61 \$sK	2,482.74 \$sK	9,025.59 \$sK	2,485.00 \$sK
IV.1.D xxx90		Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					

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		3400	86.58 \$sK	0.00 \$sK	86.58 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	56.74 \$sK	0.00 \$sK		56.74 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	172.59 \$sK	0.00 \$sK			172.59 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	660.00 \$sK	0.00 \$sK				660.00 \$sK
		xxx90 TOTALS:			86.58 \$sK	56.74 \$sK	172.59 \$sK	660.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,227.55 \$sK	23.46 \$sK	2,251.01 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,485.15 \$sK	55.31 \$sK		1,540.45 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,525.30 \$sK	82.65 \$sK			1,607.94 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,132.00 \$sK	0.00 \$sK				1,132.00 \$sK
		xxx95 TOTALS:			2,251.01 \$sK	1,540.45 \$sK	1,607.94 \$sK	1,132.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	13,080.70 \$sK	128.77 \$sK	13,209.48 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	10,248.11 \$sK	590.76 \$sK		10,838.88 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	16,439.19 \$sK	3,290.08 \$sK			19,729.27 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	9,176.00 \$sK	0.00 \$sK				9,176.00 \$sK
		xxx96 TOTALS:			13,209.48 \$sK	10,838.88 \$sK	19,729.27 \$sK	9,176.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	4,499.20 \$sK	209.46 \$sK	4,708.66 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,459.30 \$sK	224.20 \$sK		4,683.50 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	7,190.60 \$sK	216.30 \$sK			7,406.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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3400	4,652.97 \$sK	210.00 \$sK				4,862.97 \$sK
	MFH TOTALS:		4,708.66 \$sK	4,683.50 \$sK	7,406.90 \$sK	4,862.97 \$sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Unemployment Rates (FY93/3 Year Average/10 Year Average)

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Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is NOT affordable
- VII.1.A.2 Units are NOT available for families
- VII.1.A.2 Units are NOT available for single members.
- VII.1.A.3 9.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$792

Describe the transportation systems.

- VII.1.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:

HILLSBOROUGH AREA RAPID TRANSIT

- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 12 miles
- VII.1.B.2 Airport name: TAMPA INTERNATIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 18
- VII.1.B.4 Average round trip commuting time to work: 51 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1	Swimming pool	JIMMY HICKS POOL	1	0 Hrs.	03	Min.
VII.1.C.2	Movie theater	BRITTON PLAZA	3	0 Hrs.	09	Min.
VII.1.C.3	Public golf course	HALL OF FAME	8	0 Hrs.	25	Min.
VII.1.C.4	Bowling lane	CROWN LANES	12	0 Hrs.	35	Min.
VII.1.C.5	Boating	GANDY RAMP	4	0 Hrs.	10	Min.
VII.1.C.6	Fishing	GANDY BRIDGE	4	0 Hrs.	10	Min.
VII.1.C.7	Zoo	LOWRY PARK	12	0 Hrs.	35	Min.
VII.1.C.8	Aquarium	SEA WORLD	65	1 Hrs.	00	Min.
VII.1.C.9	Family theme park	BUSCH GARDENS	15	0 Hrs.	45	Min.
VII.1.C.10	Professional sports	TAMPA STADIUM	7	0 Hrs.	20	Min.
VII.1.C.11	Collegiate sports	UNIVERSITY OF TAMPA	7	0 Hrs.	20	Min.

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VII.1.C.12	Camping facilities	HILLSBOROUGH STATE PARK	30	0 Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	ST PETE BEACH	20	0 Hrs.	25	Min.
VII.1.C.14	Outdoor winter sports	GATLINGBERG SKI RESORT	655	13 Hrs.	00	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):
TAMPA BAY MALL 0 hrs 24 min (8 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):
TAMPA 0 hrs 25 min (7 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 3379

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 6671

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 35 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 75.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

ROBINSON ADULT & COMMUNITY SCHOOL

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

HILLSBOROUGH COMMUNITY COLLEGE

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

UNIVERSITY OF SOUTH FLORIDA

3. Spousal Employment

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- VII.3.A 57.0 percent of spouses are able to find employment (within 3 months) in the local community.
VII.3.B 69.0 percent of spouses find employment commensurate with job skills, work experience, and education.
VII.3.C 6.5 percent unemployment in the local area (Department of Labor Statistics)
VII.3.D 2.0 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 2.0 physicians/1000 people
VII.4.B Current ratio of hospital beds in the community: 6.1 beds/1000 people

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Section VIII**1. Air Quality - Clean Air Act**

VIII.1.A Air Quality Management District for the base: WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 Maintenance area regulated pollutant(s):

Ozone

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Ozone	Marginal
-------	----------

VIII.1.C There are critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionally exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

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E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is **Local Community** and the source is:
 WELL FIELDS & HILLSBOROUGH RIVER

VIII.2.B There are constraints to the base water supply. Type constraints include:
 Quantity constraints

VIII.2.C The base potable water supply does not constrain operations
 (Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

- VIII.3.A** Base or local community groundwater is contaminated.
VIII.3.A.1 Nature of contamination. PETROLEUM, PETROLEUM PRODUCTS, SOLVENTS
VIII.3.A.2 The contaminated groundwater is **Not a potable water source.**
VIII.3.B The base is actively involved in groundwater remediation activities.
VIII.3.C No water wells exist on the base.
VIII.3.D No wells have been abandoned.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	LAKE MCCLELLAND	4.60 Acres
	LEWIS LAKE	5.70 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is **Not located within a specified drainage basin.**

VIII.4.B Special permits are required as follows:
 STORMWATER PERMITS

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(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

- VIII.4.C There is known contamination to the base or local community surface water
- VIII.4.C.1 Nature of the contamination: BASE: SUSPENDED SOLIDS, COMMUNITY: NUMEROUS
- VIII.4.C.2 The contaminated surface water is a potable water source.

5. Wastewater

- VIII.5.A Base wastewater is treated by On-Base facilities.
- VIII.5.B The following 3 wastewater treatment facilities (industrial/domestic) are located on-base:

BLDG 66
DRMO PACKAGE PLANT
FACILITY 1106

- VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

- VIII.6.A Describe the National Pollutant Elimination System permits in effect:
US EPA NPDES PERMIT #FL0002704, US EPA NPDES PERMIT #FL00035149
- VIII.6.B The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:
TWO GOLF COURSES AND FOUR PERMITTED SPRAY FIELDS
- VIII.6.C The base has discharge impoundments.
- VIII.6.C.1 There are 1 water/wastewater treatment impoundments.
- VIII.6.C.2 There are No industrial wastewater treatment impoundments.
- VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

- VIII.7.A 89.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1 40.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

- VIII.9.A Threatened and/or endangered species identified on the base:

Species	Kingdom			Remarks	
AMER OYSTERCATCHER	Animal	State	Candidate	Threatened	
AMERICAN ALLIGATOR	Animal	Federa	Listed	Threatened	
BALD EAGLE	Animal	Federa	Listed	Endangered	
BLACK MANGROVE	Plant	State	Listed	Threatened	
BROWN PELICAN	Animal	State	Candidate	Threatened	
COMMON SNOOK	Animal	State	Candidate	Threatened	
FLA. SANDHILL CRANE	Animal	State	Candidate	Threatened	
LITTLE BLUE/ TRICOLOR HERON	Animal	State	Candidate	Threatened	
REDDISH/SNOWY EGRET	Animal	State	Candidate	Threatened	
ROSEATE SPOONBILL	Animal	State	Listed	Threatened	
SE AMER KESTREL	Animal	State	Candidate	Threatened	
URROWING OWL	Animal	State	Listed	Threatened	
WHITE MANGROVE	Plant	State	Listed	Threatened	
WOOD STORK	Animal	State	Candidate	Threatened	

- VIII.9.B There are No Special Concern species identified on the base.
- VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

10. Biological - Wetlands

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VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1 Identification and type of wetland:	Approximate acreage:
MANGROVE SWAMP	544

VIII.10.A.2 The base is involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Apr 94

VIII.10.B.2 100 percent of the base was included in the survey.

VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

COE MANUAL, FOER RULES, HILLSBOROUGH ENV PROT COMM RULE, SOUTHWEST FL WATER MGT DISTRICT RULES

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

ALL CONSTRUCTION MUST COMPLY WITH E.O. 11988, in addition construction is restricted by Florida Statue 17320 and would require Florida and Corps of Engineer permits.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding constrains base operations.

12. Cultural

VIII.12.A No historic, prehistoric, archaeological sites or other cultural resources are located on the base.

VIII.12.B 9 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

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VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 38 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 12 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$160.000 K	\$165.000 K	\$150.000 K	\$145.000 K	\$140.000 K
IRP	\$987.000 K	\$13,500.000 K	\$5,900.000 K	\$4,700.000 K	\$3,900.000 K
Natural Resources	\$274.000 K	\$87.000 K	\$37.000 K	\$47.000 K	\$47.000 K
P2, UST/AST, WATER	\$500.000 K	\$1,000.000 K	\$250.000 K	\$250.000 K	\$250.000 K
Permits	\$50.000 K	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

- VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**
HILLSBOROUGH COUNTY PORTION OF WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION
- VIII.16.B Air quality regulatory agency responsible for the AQCA.:** ENVIRONMENTAL PROTECTION COMMISSION OF HILLSBOROUGH COUNTY
- VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**
MR JERRY CAMPBELL (813) 272-5530
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- | | |
|---|---|
| VIII.16.C.1 In Non-Attainment for Ozone | VIII.16.C.2 In Attainment for Carbon Monoxide |
| VIII.16.C.3 In Attainment for Particulate matter (PM-10) | VIII.16.C.4 In Non-Classifiable for Sulfur Dioxide |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) | VIII.16.C.6 In Non-Classifiable for Lead |
- VIII.16.C.7** The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.13 ppm
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
- VIII.16.D.3** Ozone Design value is 107.5% of NAAQS
- VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed
- VIII.16.E.1** The EPA-designated severity of nonattainment for OZONE is Marginal
- VIII.16.E.2** HILLSBOROUGH COUNTY PORTION OF WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION
- VIII.16.E.3**
- VIII.16.E.4** The base is Not in a rural transport area
- VIII.16.E.5** The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated
- VIII.16.E.5.** The EPA has proposed a designation of ATTAINMENT in the Federal Register
- VIII.16.F.1** The EPA has not requested an extension to the ozone attainment deadline
- VIII.16.F.2** The AQCA expects EPA to conclude that the AQCA has fulfilled the 15 Nov 93 attainment date
- VIII.16.F.3** The AQCA does Not expect the EPA to redesignate the area to a worse classification of ozone nonattainment

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VIII.16.F.3a

16-Feb-95

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VIII.40

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Section IX

16-Feb-95

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IX.41

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REVISED QUESTIONNAIRE
INCLUDES AIRFIELD DATA

Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

Unit or Activity:	Personnel Authorizations for FY93/4			
	Officer	Enlisted	Civilian	Total
I.1.A.1 AAFES	-	-	335	335
I.1.A.2 Barnett Bank	-	-	6	6
I.1.A.3 COMUSNAVCENT REAR	25	19	9	53
I.1.A.4 Cable Vision	-	-	2	2
I.1.A.5 DECA (AF Pop)	-	12	133	145
I.1.A.6 DFAS (AF Pop)	-	22	37	59
I.1.A.7 DRMO	-	-	9	9
I.1.A.8 Def Fuel Supply Point	-	-	1	1
I.1.A.9 JCSE	20	464	-	484
I.1.A.10 JCSE (AF Pop)	10	194	19	223
I.1.A.11 Macdill Credit Union	-	-	10	10
I.1.A.12 NAF Employees	-	-	443	443
I.1.A.13 NOAA	28	-	62	90
I.1.A.14 Non-DoD Units DMA	1	2	3	6
I.1.A.15 PERSUPPDET	-	5	1	6
I.1.A.16 Red Cross	-	-	2	2
I.1.A.17 SIID	8	66	-	74
I.1.A.18 Tinker Elem School	-	-	66	66
I.1.A.19 US Postal Service	-	-	7	7
I.1.A.20 USA Aviation	13	12	-	25
I.1.A.21 USA Corps of Engr	-	-	18	18
I.1.A.22 USAMEDDAC	1	3	-	4
I.1.A.23 USCENCOM	435	474	-	909
I.1.A.24 USCENCOM (AF Pop)	158	188	74	420
I.1.A.25 USSOCOM	300	237	-	537
I.1.A.26 USSOCOM (AF Pop)	99	122	264	485
I.1.A.27 Various Colleges	-	-	35	35

UNCERTIFIED DATA (20 Mar 95)

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**1995 AIR FORCE BASE QUESTIONNAIRE
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**REVISED QUESTIONNAIRE
INCLUDES AIRFIELD DATA**

TOTAL:

4454

- I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:**
- I.1.B.1 **Supported Unit:** 2ND ARMY RECRUIT BRIG GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: FIN,LAUNDRY,TRANS,TNG,A/V,ADMIN,SUPPLY,COMM,HEALTH,EDUC,POLICE,CIV PERS,LEGAL,HOUSING, PRINTING & REPROGRAPHICS
 - I.1.B.2 **Supported Unit:** 42ND ARMY RECRUIT BRI GSU GSU - Geographically Separated Unit
Location: MIAMI, FL REM - Remote Unit
Support provided: CIV PERS,CHAPEL,EDUC,HEALTH,SUPPLY,PRINTING,CONT,TRANS,LEGAL,FINANCE
 - I.1.B.3 **Supported Unit:** 4TH ASSAULT AMPHIB BA GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: HEALTH,FOOD,SUPPLY,TRANS,CALIB,A/V,FIN,ADMIN,EOD
 - I.1.B.4 **Supported Unit:** DEF PERS SPT DEF SUBSIS GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: HEALTH,COMM,SUPPLY
 - I.1.B.5 **Supported Unit:** NAVY RESIDENT SPVISOR GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: COMM,SUPPLY,HEALTH
 - I.1.B.6 **Supported Unit:** PERSONNEL SUPPORT AC GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: LEGAL,LODGING,HEALTH,MORTUARY,ADMIN,SAFETY,COMM,SUPPLY,COMMUNITY SERVICES
 - I.1.B.7 **Supported Unit:** TAMPA MEPS GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: FIN,CONT,MORT,CHAPEL,TNG,HEALTH,EDUC,SOC ACT,SUPPLY,LEGAL,TRANS,MWR,CIV PERS
 - I.1.B.8 **Supported Unit:** U.S. Marshall Middle District GSU GSU - Geographically Separated Unit
Location: Tampa FL. REM - Remote Unit
Support provided: Supply
 - I.1.B.9 **Supported Unit:** US GEO SURV, WATER RE GSU GSU - Geographically Separated Unit
Location: TAMPA, FL REM - Remote Unit
Support provided: SUPPLY
 - I.1.B.10 **Supported Unit:** US PROPERTY & FISCAL O GSU GSU - Geographically Separated Unit
Location: ST AUGUSTINE, FL REM - Remote Unit
Support provided: LODGING,HEALTH,TRANS,FOOD,TRAIN,FUELS,COMM

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**1995 AIR FORCE BASE QUESTIONNAIRE
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**REVISED QUESTIONNAIRE
INCLUDES AIRFIELD DATA**

2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 None of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

		(A.2) ATC Summary:		(A.3) Detailed traffic counts:			
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	3	56450	8118	39448	8884	0	0

I.2.A.4 The primary instrument runway is designated 04
44800 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:
none

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT STEWART distance 247 NM
Nearest major primary airdrop customer: MACDILL AFB distance NM

I.2.B.2 Distance to foward deployment Air Bases:
Lajes AB: 2843 NM
Rota AB: 3890 NM

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Hickam AFB: 4126 NM
RAF Mildenhall: 3982 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MACDILL AUX	63
I.2.B.4	Military airfield, runway >= 8,000ft	MACDILL AUX	63
I.2.B.5	Military airfield, runway >= 10,000ft	CECIL FLD NAS	146
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Tampa Int	6
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Tampa Int	6
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Tampa Int	6
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Tampa Int	6
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Tampa Int	6
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		
	Tampa Int		6 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-168 A,B,C	86 NM	W-168A	92 NM	W-470 A,B,C,D,E	126 NM
W-158A	174 NM	W-174 A,B,C,D,F,G	182 NM	W-174B	198 NM
W-497 A,B	203 NM	W-151 A,B,C,D	205 NM	W-497B	218 NM
W-157A	248 NM	W-155 A,B	276 NM	W-132A,B/W-134/W-157A	278 NM

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-168 A,B,C	86 NM	W-168A	92 NM	W-470 A,B,C,D,E	126 NM
W-497A	141 NM	W-174A	151 NM	W-151D	168 NM
W-158A	174 NM	W-174 A,B,C,D,F,G	182 NM	W-151B	189 NM
W-174B	198 NM				

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

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Area Name	Distance	Area Name	Distance	Area Name	Distance
W-168 A,B,C	86 NM	W-168A	92 NM	W-470 A,B,C,D,E	126 NM
W-497A	141 NM	W-174A	151 NM	W-151D	168 NM
W-158A	174 NM	W-174 A,B,C,D,F,G	182 NM	W-151B	189 NM
W-174B	198 NM	W-497 A,B	203 NM	W-151 A,B,C,D	205 NM
W-158B	213 NM	W-497B	218 NM	W-151A	240 NM
W-174D	247 NM	W-157A	248 NM	W-465 A,B,C,	248 NM
W-155B	271 NM	W-155 A,B	276 NM	W-132A,B/W-134/W-157A	278 NM
W-157B	291 NM	W-157C	307 NM	W-132 A,B	318 NM
W-161A,B/W-177A,B	374 NM	W-177A	379 NM	W-122J	417 NM
W-92	429 NM	W-122I	447 NM	W-122 A,B,C,D,E,F,G,H,I,J	491 NM
W-122G	491 NM	W-122F	498 NM	W-122 D	506 NM
W-122 E	506 NM	W-122C	554 NM	W-122 A,B,C,F,G,H,I,J	557 NM

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
AVON PARK BRAVO/FO	65 NM	AVON PARK CHARLIE/E	72 NM	PINECASTLE	88 NM
GRAND BAY	190 NM	TOWNSEND	225 NM	EGLIN C62	257 NM
EGLIN C52	258 NM	POINSETT	373 NM	SHELBY EAST	390 NM
SHELBY WEST	393 NM	CHERRY POINT BT-11	529 NM	USAF DARE COUNTY	579 NM
NAVY DARE COUNTY	582 NM	CLAIBORNE	583 NM	JEFFERSON PROVING G	685 NM
ATTERBURY	708 NM	RAZORBACK	739 NM	CANNON	763 NM

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

TOWNSEND	225 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

TYNDALL ACMI	147 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

AVON PARK BRAVO/	65 NM
------------------	-------

I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	8	10	15	31	59	83
SR	0	0	0	18	25	88
VR	3	10	15	41	77	114
Total Routes:	11	20	30	90	161	285

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Identify Routes:

IR-020 14 NM	IR-047 14 NM	IR-049 23 NM	IR-050 23 NM	VR-1098 23 NM	IR-051 23 NM
VR-1097 27 NM	IR-046 48 NM	IR-048 61 NM	IR-055 82 NM	VR-1039 96 NM	
VR-1089 114 NM	VR-1087 117 NM	VR-1088 117 NM	VR-1010 118 NM	IR-032 126 NM	IR-019 142 NM
VR-1008 143 NM	VR-1006 146 NM	VR-1007 146 NM			
VR-1009 152 NM	IR-033 156 NM	IR-015 178 NM	IR-034 181 NM	IR-056 181 NM	VR-1065 184 NM
VR-1002 185 NM	VR-1066 189 NM	VR-1004 191 NM	IR-053 200 NM		
VR-1001 220 NM	VR-094 221 NM	IR-016 230 NM	VR-1011 238 NM	IR-030 248 NM	IR-031 248 NM
VR-1003 252 NM	VR-1005 262 NM	IR-018 264 NM	IR-023 277 NM	IR-057 281 NM	IR-059 281 NM
SR-103 281 NM	SR-106 281 NM	SR-104 281 NM	SR-101 281 NM	VR-1082 286 NM	VR-1084 286 NM
VR-1085 286 NM	IR-021 292 NM	VR-1041 294 NM	IR-017 303 NM	VR-1017 303 NM	VR-1049 306 NM
SR-038 309 NM	SR-039 309 NM	VR-1070 317 NM	VR-1056 333 NM	IR-038 337 NM	IR-040 339 NM
SR-070 339 NM	VR-1021 339 NM	SR-071 339 NM	SR-072 339 NM	VR-1023 339 NM	VR-1024 339 NM
SR-069 340 NM	SR-166 340 NM	VR-1020 343 NM	IR-041 345 NM	IR-063 345 NM	VR-1067 345 NM
VR-060 347 NM	IR-037 349 NM	IR-036 353 NM	VR-1022 354 NM	SR-029 360 NM	VR-1013 366 NM
VR-1083 374 NM	VR-1059 375 NM	SR-035 382 NM	SR-036 382 NM	SR-037 382 NM	SR-040 382 NM
VR-1054 384 NM	IR-090 385 NM	VR-1030 388 NM	VR-179 388 NM	SR-031 390 NM	SR-030 393 NM
VR-095 405 NM	IR-077 409 NM	IR-083 412 NM	SR-102 414 NM	VR-088 417 NM	IR-069 419 NM
VR-1040 421 NM	IR-042 423 NM	VR-1068 423 NM	IR-035 424 NM	VR-058 424 NM	VR-1069 424 NM
VR-1052 425 NM	IR-089 427 NM	IR-066 428 NM	VR-1051 428 NM	VR-1050 428 NM	IR-067 428 NM
VR-097 428 NM	VR-1031 429 NM	VR-1033 430 NM	VR-1074 430 NM	IR-074 432 NM	VR-087 432 NM
VR-1060 432 NM	VR-1014 444 NM	IR-012 446 NM	IR-044 447 NM	IR-082 453 NM	VR-092 453 NM
SR-105 455 NM	IR-079 461 NM	IR-080 461 NM	IR-022 467 NM	VR-1072 469 NM	SR-137 474 NM
IR-081 475 NM	IR-091 480 NM	VR-1055 482 NM	IR-075 488 NM	VR-1046 497 NM	IR-002 505 NM
VR-1043 505 NM	VR-085 508 NM	VR-086 508 NM	IR-070 513 NM	VR-1016 513 NM	VR-1032 514 NM
VR-093 521 NM	IR-068 532 NM	VR-1196 541 NM	IR-062 546 NM	IR-743 550 NM	VR-1743 550 NM
IR-078 553 NM	VR-1726 553 NM	IR-726 553 NM	VR-1058 556 NM	SR-075 559 NM	VR-096 561 NM
IR-160 564 NM	IR-161 564 NM	VR-1721 566 NM	VR-073 568 NM	VR-1057 580 NM	SR-073 581 NM
SR-074 581 NM	IR-721 583 NM	VR-1061 583 NM	SR-238 584 NM	VR-1752 586 NM	
IR-715 601 NM	IR-718 601 NM	SR-060 601 NM	SR-062 601 NM	SR-061 601 NM	SR-059 601 NM
SR-225 602 NM	IR-762 606 NM	VR-1756 606 NM	IR-761 617 NM	VR-1751 617 NM	SR-871 625 NM
SR-872 625 NM	SR-874 625 NM	SR-873 625 NM	IR-719 626 NM	VR-1722 626 NM	IR-157 632 NM
IR-174 632 NM	IR-720 636 NM	SR-867 637 NM	IR-121 646 NM	VR-1103 646 NM	VR-106 647 NM
IR-714 658 NM	VR-1759 658 NM	IR-760 658 NM	VR-1754 658 NM	VR-1753 661 NM	VR-1755 661 NM
IR-723 665 NM	SR-218 672 NM	SR-222 672 NM	SR-221 672 NM	SR-237 672 NM	SR-232 672 NM

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SR-231	672 NM	SR-230	672 NM	SR-229	672 NM	SR-227	672 NM	SR-226	672 NM	SR-219	672 NM
SR-220	672 NM	VR-1668	684 NM	IR-608	689 NM	SR-820	695 NM	SR-835	695 NM	SR-821	695 NM
VR-1758	700 NM	VR-1631	701 NM	IR-592	705 NM	VR-1632	706 NM	VR-1667	706 NM	VR-1633	706 NM
IR-120	708 NM	VR-187	708 NM	VR-1102	708 NM	IR-127	708 NM	SR-732	713 NM	SR-734	713 NM
SR-735	713 NM	SR-733	717 NM	SR-239	721 NM	VR-1709	721 NM	IR-618	722 NM	VR-619	722 NM
SR-738	723 NM	VR-1711	723 NM	VR-1713	723 NM	VR-1712	723 NM	SR-737	725 NM	VR-1679	728 NM
VR-151	731 NM	IR-164	734 NM	VR-1104	734 NM	SR-802	735 NM	SR-806	735 NM	SR-808	735 NM
SR-807	735 NM	SR-804	735 NM	SR-803	735 NM	SR-223	745 NM	SR-224	745 NM	VR-189	747 NM
VR-188	748 NM	VR-1182	755 NM	IR-716	757 NM	SR-711	757 NM	SR-714	757 NM	SR-713	757 NM
SR-710	757 NM	SR-707	757 NM	SR-708	757 NM	SR-815	760 NM	SR-816	760 NM	SR-822	760 NM
VR-708	761 NM	SR-228	763 NM	VR-615	765 NM	IR-136	769 NM	SR-709	770 NM	SR-712	770 NM
VR-1642	770 NM	VR-1641	770 NM	SR-715	770 NM	SR-290	771 NM	SR-292	771 NM	VR-1757	776 NM
IR-129	777 NM	VR-705	777 NM	VR-704	777 NM	SR-844	781 NM	SR-846	781 NM	SR-845	781 NM
IR-142	784 NM	SR-817	787 NM	SR-800	788 NM	SR-801	788 NM	SR-805	788 NM	IR-167	791 NM
IR-166	794 NM	VR-1120	794 NM	SR-818	796 NM	VR-1640	798 NM				

I.2.C.9 IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1325 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
5	9	26

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-620	57 NM	AR-716	85 NM	AR-655	90 NM	AR-618	113 NM
AR-627	188 NM						
AR-617	204 NM	AR-638	206 NM	AR-200	248 NM	AR-202N NORTH	270 NM
AR-202AN ALTERNA	326 NM	Racoon MOA	332 NM	AR-207NE NORTHEA	336 NM	AR-601	348 NM
AR-646	365 NM	AR-202S SOUTH	377 NM	AR-600	401 NM	AR-216 NORTHEAST	402 NM
AR-108 WEST	412 NM	AR-103	422 NM	AR-302 WEST	446 NM	AR-207SW SOUTHWEST	450 NM
AR-101 NORTH	451 NM	AR-302 EAST	462 NM	AR-216 SOUTHWEST	479 NM	AR-108 EAST	482 NM
AR-615	487 NM						

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
2695	3593

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Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
Racoon	332 NM	1829	AR-216	402 NM	64	AR-108	412 NM	140	AR-302	446 NM	445
AR-101	451 NM	217			0			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 332NM from the base.

I.2.C.10d Percentage of tanker demand in region: 27.0
Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APPOLLO (WATER)	175 NM	✓	✓		0	0
BIFF	212 NM	✓	✓		0	0
BILL BAG	211 NM	✓	✓		0	0
BRAVO	66 NM	✓	✓	✓	6	0
BURMA SPECIAL N	278 NM				3	4
BURMA SPECIAL S	277 NM				3	4
CANE	134 NM	✓	✓		0	0
CAVALIER NORTH	278 NM	✓	✓	✓	3	4
CAVALIER SOUTH	278 NM	✓	✓		3	4
CLERKIN	222 NM	✓	✓		0	0
ECHO CHARLIE	70 NM	✓	✓	✓	10	0
ELIZABETH WEST	273 NM	✓	✓	✓	3	4
FRYAR	294 NM	✓	✓	✓	4	6
GALLAHAD #1	256 NM				0	1
HARD LUCK	64 NM	✓	✓		8	0
HUNTER	260 NM		✓		0	0
JONES	93 NM	✓	✓	✓	6	0
KAREN	65 NM	✓	✓	✓	8	0
LOWRY LAKE	123 NM	✓	✓		2	0
MACE	135 NM	✓	✓		1	0
MALLON	207 NM	✓	✓		0	0
MCKENNA	296 NM	✓	✓	✓	4	6
MITCHELL	317 NM	✓	✓	✓	0	0

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OSCAR NOVEMBER	66 NM	✓	✓	✓	8	0
OSCAR QUEBEC	65 NM	✓	✓	✓	8	0
OSCAR QUEBEC REV	65 NM	✓	✓	✓	6	0
PRESTON	330 NM		✓	✓	0	0
QUICK	228 NM	✓			0	0
REMAGEN	257 NM	✓	✓	✓	1	1
REMAGEN REVERSE	257 NM	✓	✓		1	1
RIM	65 NM	✓	✓	✓	8	0
SANDY DOG	278 NM	✓	✓	✓	3	4
TAYLORS CREEK	249 NM	✓	✓	✓	1	1
THUNDERBOLT	260 NM	✓	✓		0	0
WHITE FALCON	282 NM	✓	✓		3	4

I.2.C.11.a

Drop Zone

Servicing Instruement and Slow Routes (IRs and SRs)

BRAVO	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ECHO CHARLIE	IR-034	IR-036	IR-037	IR-038	IR-046	IR-047	IR-049	IR-050	IR-055
	IR-056								
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
HARD LUCK	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
KAREN	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
LOWRY LAKE	IR-032	IR-033							
MACE	IR-034								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
OSCAR NOVEMBER	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC REV	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							

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RIM	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:
ANDERSON-BARTLETT 133 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
HARD LUCK	64 NM	✓	✓		0	0
RIM	65 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,000 ft AGL, minimum area 2500 sq NM):
FORT STEWART 247 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 Ranges controlled or managed by the base:
Avon Park

Information relative to each range:

RANGE: Avon Park

I.2.D.2 Type of any associated airspace: Avon MOAs, R2901, Lake Placid

I.2.D.3 Distance from the base to the range: 62 NM

I.2.D.4 Overall size of the range: 106,110 Acres

I.2.D.4.a Size of the impact area(s): 19,000 Acres

I.2.D.4.b Size of the restricted area in which the range lies: 156 Sq Mi

I.2.D.4.c Altitude ceiling of this restricted area: 18,000 ft

I.2.D.5 The range shape or location DOES NOT prohibit efficient training

I.2.D.6 Other types of restrictions that exist (i.e. limited hours, exercise only, etc):

None

I.2.D.7 Regular users (20 or more times /year) of the range:

1/111AHB
1/132AHB
1/151AH
104 FG
149 FG
20 BS
3/A60AHC
301 RQS
307 FS
308 FS
334 FS
336FS
363FS
41 ARS
63FW
68 FS

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69 FS
 6SS
 70 FS
 71RQS
 757ASQ
 84 FS
 89 FS
 910AS
 910AT
 919SOW
 93 FS
 96 BS
 97BW
 MAG24
 MAG42
 VFA105
 VFA124
 VFA24
 VFA32
 VFA37
 VFA87
 VMA223

- I.2.D.8 Published availability of the range:**
 SUNRISE TOSUNSET, OTHER TIMES BY NOTAM
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.D.8.a Hours scheduled:** 13,500 hrs
- I.2.D.8.b Hours used:** 13,300 hrs
- I.2.D.8.c Percent utilized:** 98.5
- I.2.D.8.d Reasons for non-use:**
 80% of non-use is due to weather, restATC and maintenance
- I.2.D.9 The range has a full-scale weapons delivery capability as follows:**
 Inert ordance, IR targets, leggo block targets, toss scoring. Runway operations up to C-5, Barrier & BAK-12, VFR only, Conventional Range, LAS/HAS, tactical ranges with fullsize airfieldss with targets, CAS operations, FAC operations, AC-130
- I.2.D.9.a Associated restrictions:**

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I.2.D.10 The range has a special weapons delivery capability as follows:

Laser guided and complete NVG training

I.2.D.10.a Associated restrictions:

I.2.D.11 The range does Not have a electronic warfare capability.

I.2.D.12 List of Noise Sensitive Areas (NSAs) associated with the range:

I.2.D.12.a Indian Lakes

Does not affect or threaten quality of training.)

I.2.D.13 There are no commercial / civilian encroachment problems associated with the range

I.2.D.14 The range has No problems with hazardous material / waste/ ordinance disposal

I.2.D.15 MOUs, MOAs or LOAs associated with the range:

All

Current status: Meet mission requirements. All under review

I.2.D.15.a There is no prospect of a diminished capacity when this MOA is renewed.

I.2.D.16 It is possible to expand hours to increase the range utilization, volume can Not be expanded.

I.2.D.17 There are No planned range real property expansions.

Ranges (Used by the base)

I.2.D.18 The base does Not use other ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

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The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Airspaces scheduled or managed by the base:

Avon East MOA	MOA
Avon Park North MOA	MOA
Avon Park South MOA	MOA
Basinger MOA	MOA
IR-034	MTA
IR-046	MTA
IR-047	MTA
IR-048	MTA
IR-049	MTA
IR-050	MTA
IR-051	MTA
IR-053	MTA
IR-055	MTA
Lake Placid MOA	MOA
Marion MOA	MOA
R-2901 A-I	Restricted Area
VR-1087	MTA
VR-1088	MTA
VR-1089	MTA
VR-1097	MTA
VR-1098	MTA

Details for airspace scheduled or managed by the base:

Airspace: Avon East MOA

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.

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Explanation for any lack of reports:

- I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 **There are No restrictions currently acting on this airspace**
- I.2.E.7 **Published availability of the airspace:**
 Intermittent daylight hours M-F, Occasionally S-S
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled: 7,188 hrs**
- I.2.E.7.b **Hours used: 7,178 hrs**
- I.2.E.7.c **Reasons for non-use:**
 Weather
- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
 32.5 Sq NM
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: Avon Park North MOA
- I.2.E.2 **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a **Status of the environmental analysis and supplement:**
 The EA is current.
- I.2.E.2.b **There are problems No associated with the environmental analysis.**

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- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
Intermittent daylight hours M-F, Occasionally S-S
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled: 7,188 hrs
- I.2.E.7.b Hours used: 143 hrs
- I.2.E.7.c Reasons for non-use:
Used for holding
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
150 Sq NM
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: Avon Park South MOA
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.

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- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatiyes (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
Intermittent daylight hours M-F, Occasionally S-S
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled: 7,188 hrs
- I.2.E.7.b Hours used: 143 hrs
- I.2.E.7.c Reasons for non-use:
Used for holding
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
140 Sq NM
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: Basinger MOA
- I.2.E.2 An environmental analysis has been conducted for this airspace.

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- I.2.E.2.a **Status of the environmental analysis and supplement:**
The EA is current.
- I.2.E.2.b **There are problems No associated with the environmental analysis.**
- I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 **There are No restrictions currently acting on this airspace**
- I.2.E.7 **Published availability of the airspace:**
Intermittent daylight hours M-F, Occasionally S-S
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled:** 7,188 hrs
- I.2.E.7.b **Hours used:** 1,797 hrs
- I.2.E.7.c **Reasons for non-use:**
Used for holding
- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
39 Sq NM
- I.2.E.11 **100.00 percent of the airspace is usable.**

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Airspace: IR-034

- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a Hardy Correctional Complex
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

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- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: IR-046
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.3.a Mabel
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Pine Island
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.

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I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: IR-047

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

The EA is current.

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

No supersonic

I.2.E.7 Published availability of the airspace:

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: IR-048

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

The EA is current.

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

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- No supersonic
- I.2.E.7 Published availability of the airspace:
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: IR-049
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a Hospital (27'12" N 81'41" W)
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

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- I.2.E.6 **Restrictions currently acting on this airspace:**
 No supersonic
- I.2.E.7 **Published availability of the airspace:**

 Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled:**
- I.2.E.7.b **Hours used:**
- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: IR-050
- I.2.E.2 **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a **Status of the environmental analysis and supplement:**
 The EA is current.
- I.2.E.2.b **There are problems No associated with the environmental analysis.**
- I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a **Brighton**
- I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

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- I.2.E.3.a Hospital (27'12" N 81'41" W)
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:
Range scheduling statistics (yearly average from 1990 to 93.)
I.2.E.7.a Hours scheduled:
I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: IR-051
- I.2.E.2 An environmental analysis has been conducted for this airspace.
I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
I.2.E.2.b There are problems No associated with the environmental analysis.
I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
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Explanation for any lack of reports:

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a Hospital (27'12" N 81'41" W)

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

No supersonic

I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: IR-053

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

The EA is current.

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- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
I.2.E.3.a Variable Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:
Range scheduling statistics (yearly average from 1990 to 93).
I.2.E.7.a Hours scheduled:
I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: IR-055

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- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a Everglades NP, Big Cypress
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:

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- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: Lake Placid MOA
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
Intermittent daylight hours M-F, Occasionally S-S
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 66 hrs
- I.2.E.7.b Hours used: 66 hrs
- I.2.E.8 Utilization of the airspace can be increased.

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- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
1100 Sq NM
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: Marion MOA
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
Intermittent daylight hours M-F, Occasionally S-S
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 174 hrs
- I.2.E.7.b Hours used: 174 hrs

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- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
305 Sq NM
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: R-2901 A-I
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a Indian Lakes Estates
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:
11-0500 M-F, 13-2300 S-S, other times by NOTAM

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Range scheduling statistics (yearly average from 1990 to 93.)

I.2.E.7.a Hours scheduled: 7,188 hrs

I.2.E.7.b Hours used: 7,178 hrs

I.2.E.7.c Reasons for non-use:

Weather

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

210 Sq NM

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: VR-1087

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

The EA is current.

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a Everglades NP, Big Cypress

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

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- I.2.E.6 **Restrictions currently acting on this airspace:**
 No supersonic
- I.2.E.7 **Published availability of the airspace:**

 Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled:**
- I.2.E.7.b **Hours used:**
- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
- I.2.E.11 **100.00 percent of the airspace is usable.
Airspace: VR-1088**
- I.2.E.2 **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a **Status of the environmental analysis and supplement:**
 The EA is current.
- I.2.E.2.b **There are problems No associated with the environmental analysis.**
- I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:**
- I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a **Everglades NP, Big Cypress**
- I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: VR-1089
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a Hardy Correctional Complex
- I.2.E.3.b No affect on or threat to the quality of training or the mission.

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- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.)
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: VR-1097
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:
No supersonic
- I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:
- I.2.E.7.b Hours used:
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
Airspace: VR-1098
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
The EA is current.
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

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The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a Hospital (27'12" N 81'41" W)

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

No supersonic

I.2.E.7 Published availability of the airspace:

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

I.2.E.11 100.00 percent of the airspace is usable.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

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Airfield:	Airfield:
Albert Whitted	Commercial
Barton	General Aviation
Blackwater	Uncontrolled
Brooksville	Uncontrolled
Carlton Ranch	Uncontrolled
Chalet Suzanne	Uncontrolled
Clearwater	Uncontrolled
Egmont Key	Uncontrolled
Ellenton	Uncontrolled
Frostproof	Uncontrolled
Gator Creek	Uncontrolled
Griffins Ranch	Uncontrolled
Hidden Lake	Uncontrolled
Hidden Ranch	Uncontrolled
Lake Clinch	Uncontrolled
Lake Wales	Uncontrolled
Lakeland	General Aviation
Langford	Uncontrolled
Lewis	Uncontrolled
Lowe	Uncontrolled
Manatee	Uncontrolled
Market World	Uncontrolled
Maxair Park	Uncontrolled
McDonalds Farm	Uncontrolled
Oak Harbor	Uncontrolled
Peter O'Knight	Uncontrolled
Pilot Country	Uncontrolled
Plant City	Uncontrolled
Ruskin	Uncontrolled
Sarasota/Bradenton	Commercial
Schwartz Farm 1	Uncontrolled
Schwartz Farm 2	Uncontrolled
South Lakeland	Uncontrolled

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St Pete/Clearwater	Commercial
Tampa Bay Exec	Uncontrolled
Tampa Intl	Commercial
Tampa North	Uncontrolled
Tarpon Springs	Uncontrolled
Vandenburg	Uncontrolled
Venice	Uncontrolled
Wimauma	Uncontrolled
Winter Haven	Uncontrolled
Zephyrhills	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1 Expansion of training airspace is possible.
- I.2.F.1.a Estimated expansion potential is 0.0 percent. Rationale for estimate:
Add additional MTR's
- I.2.F.2 Current access will remain the same.
- I.2.F.3 No reductions in training airspace are expected.

- I.2.F.4 Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1 Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
AVON PARK AFS
54 NM from the base.
- I.2.G.2 DELETED
- I.2.G.3 Nearest Naval unit where joint training can be accomplished:
NAS Cecil Field, Dallas TX
150 mi from the base.
- I.2.G.4 Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
482 FW Homestead AFB FL
140 mi from the base.
- I.2.G.5 DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / 1/2 mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.3	98.9	95.3	93.0	91.5

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 98.3 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 0 Days have freezing participation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Avon Park AFR	Range	106.110	1.015	10.000
II.1.A.2	MACDILL AFB	MAIN BASE	5.630	1.967	150
		TOTALS:	111,740	2,982	10,150

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity (Col-B Col-A)
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	47,739	83.0	17.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	89,712	67.6	30.2	2.2	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	13,567	47,472	64.3	35.7	0.0	33,905
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	2,360	0.0	100.0	0.0	2,360
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	71,216	47.1	52.1	0.9	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	241,335	18.9	81.1	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	228,232	3.0	96.0	1.0	228,232
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	33,825	3.0	96.0	1.0	33,825
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	3,990	100.0	0.0	0.0	3,990

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	36,851	34.0	66.0	0.0	36,851
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	32,898	0.0	100.0	0.0	32,898
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	26,936	68.6	0.0	31.4	26,936
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	16,417	100.0	0.0	0.0	16,417
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	87,422	95.5	4.5	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	72,901	74,431	95.1	4.9	0.0	1,530
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	3,657	100.0	0.0	0.0	3,657
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	120	400	65.0	35.0	0.0	280
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	5,120	9,920	100.0	0.0	0.0	4,800
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	30,396	17.6	82.4	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	18,615	22,898	22.0	78.0	0.0	4,283
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	19,259	19,259	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,897	8,897	1.0	99.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	105,556	55.7	20.7	23.6	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	302,000	100.0	0.0	0.0	302,000
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	52,141	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	11,662	33,779	100.0	0.0	0.0	22,117
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	2,828	17,962	100.0	0.0	0.0	15,134
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	404,662	87.2	11.9	0.8	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	3,653	3,818	100.0	0.0	0.0	3,818
II.1.B.1.v.ii	442-258	LOX Storage	GA	448	10,347	100.0	0.0	0.0	9,899
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	331,357	315,715	95.7	3.4	0.9	40,206
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	206,982	14.0	82.0	4.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	12,552	0.0	100.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	895,416	75.6	21.7	2.8	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	2,000	7,264	43.0	57.0	0.0	7,264
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,618	40.0	60.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,373	1,373	40.0	60.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	19,813	24.0	76.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	17,200	15,093	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	161	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	72,227	35.4	47.9	16.7	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	631,770	86.8	11.2	2.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	366,666	13.0	87.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	454,719	0.0	100.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	712,676	13.0	87.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	170,034	85.0	0.0	15.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	121	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	390,127	65.0	35.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	368,900	52.0	42.0	6.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	6,210	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	758,762	59.0	40.0	1.0
II.1.B.1.k	852	Veh/Equip Parking	SY	559,070	100.0	0.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

804

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-452

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-317

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

27

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

777

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

300

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 20.0 percent of officer families live on base.

II.1.C.3.b 21.3 percent of enlisted families live on base.

II.1.C.3.a 20.1 percent of all military families live on base.

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2. Airfield Characteristics

II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
04 Primary	11420 ft	250 ft		6	1 ea end BAK-9, BAK-14, MA1A,

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (04).

II.2.C.1 Length: 11,420 ft

II.2.C.2 Width: 250 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 50 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

Procedures in AFM 88-24 were used to perform calculations for this section.

				Primary Pavements			
Aircraft Group		Criteria		Runways	Taxiways	Aprons	
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	170,000	9" Partially bonded PCC overlay needed to support B-1 criteria
Runway	B-1B	SY	90,000	6" Partially bonded PCC overlay needed to support B-1 criteria
Taxiway	B-52	sy	170,000	14" Partially bonded PCC overlay needed to support B52 criteria

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Runway	B-52	sy	90,000	10.8 partially bonded PCC overlay needed to support b52 criteria
--------	------	----	--------	--

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 670,690 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
11	1,240 ft	1,000 ft	Neither	none
12	1,717 ft	359 ft	Neither	none
13	530 ft	450 ft	Neither	none
14	100 ft	450 ft	Neither	none
17	550 ft	450 ft	Neither	none
19	400 ft	146 ft	Neither	none
2	2,150 ft	200 ft	Neither	none
20	345 ft	266 ft	Neither	none
25	850 ft	374 ft	Neither	none
29	600 ft	525 ft	Neither	none
31	1,400 ft	438 ft	Neither	none
32	1,050 ft	150 ft	Neither	none
38	1,935 ft	500 ft	Neither	none
43	900 ft	575 ft	Neither	none
9	450 ft	400 ft	Neither	none
Transient parking	800 ft	525 ft	Transient Aircraft	transients

II.2.G.2 Permanently assigned aircraft currently require 0 Sq Yds of parking space.

II.2.G.3 670,690 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

NOAA A/C at MacDill are hangared in Hangar 5 no parking req SAC apron is located away from most airfield facilities near 04 end of Rwy

II.2.H The dimensions of the (largest) transient parking area:

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J Critical features relative to the airfield pavement system that limit its capacity:
see attached waivers

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:
Utility System

	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water: 1.092 MG/D	MG/D - million gallons per day	62 %
II.3.A.2	Sewage: 1.0 MG/D		70 %
II.3.A.3	Electrical distribution: 45.0 MW	MW - million watts	42 %
II.3.A.4	Natural Gas: 2.20 MCF/D	MCF/D - million cubic feet per day	11 %
II.3.A.5	High temperature water/steam generation/distribution:	MBTUH - million British thermal units per hour	

II.3.B Characteristics regarding the utility system that should be considered:

MACDILL HAS NO CENTRAL HEAT PLANTS.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 1 Hanger

Current Use:

II.4.A.2 Size (SF): 71,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: B52

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	200 ft	38 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	38 ft	225 ft

II.4.A.1 Facility number: 2 Hanger

Current Use:

II.4.A.2 Size (SF): 71,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: B52

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	200 ft	38 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	38 ft	225 ft

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II.4.A.1	Facility number: 3	Hanger		
	Current Use:			
II.4.A.2	Size (SF): 71,000 SF			
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose: B52			
	DIMENSIONS:			
		Width	Height	Length
II.4.A.5	Door Opening:	200 ft	38 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	38 ft	225 ft
II.4.A.1	Facility number: 4	Hanger		
	Current Use:			
II.4.A.2	Size (SF): 71,000 SF			
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose: B52			
	DIMENSIONS:			
		Width	Height	Length
II.4.A.5	Door Opening:	200 ft	38 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	38 ft	225 ft
II.4.A.1	Facility number: 5	Hanger		
	Current Use:			
II.4.A.2	Size (SF): 71,000 SF			
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose: B52			
	DIMENSIONS:			
		Width	Height	Length
II.4.A.5	Door Opening:	200 ft	38 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	38 ft	225 ft
II.4.A.1	Facility number: 533	Hanger		
	Current Use: Washrack			
II.4.A.2	Size (SF): 8,446 SF			
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A10			
	DIMENSIONS:			
		Width	Height	Length
II.4.A.5	Door Opening:	130 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	130 ft	23 ft	61 ft

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II.4.A.1 Facility number: 1065 Hanger
Current Use: Corrosion Control

II.4.A.2 Size (SF): 18,490 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	63 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	28 ft	63 ft	78 ft

II.4.A.1 Facility number: 1071 Hanger
Current Use:

II.4.A.2 Size (SF): 16,400 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	112 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	112 ft	21 ft	89 ft

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	04	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.2	04	APZ 1										
	22	APZ 1	0	0	98.0	Sig Incompat	0.0	0.0	2.0	0.0	0.0	3.0
II.6.A.3	04	APZ 2	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22	APZ 2	0	0	0.0	Gen Compat	47.0	0.0	0.0	3.0	1.0	40.0
DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES							
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN		
II.6.A.4	65-70											

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II.6.A.5	70-75										
II.6.A.6	75-80										
II.6.A.7	80+										

II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	04	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	04	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22	APZ 1	0	0	99	Sig Incompat	93.5	0.0	2.0	0.0	0.0	3.0
II.6.B.3	04	APZ 2	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22	APZ 2	0	0	0	Gen Compat	48.0	0.0	0.0	3.0	0.0	49.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70										
II.6.B.5	70-75										
II.6.B.6	75-80										
II.6.B.7	80+										

II.6.C The most recent, publicly released AICUZ study is dated Dec 79

II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

Explanation of areas where the current AICUZ study does not reflect the current situation:

II.6.E The AICUZ study was last updated on Dec 79

The study is no longer valid. Milestones for updating the study:

II.6.E.1

II.6.F Local governments have Not incorporated AICUZ recommendations into land use controls

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

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No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H Population figures and projections:

II.6.I All clear zone acquisition has been completed.

II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 2.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has implemented noise abatement procedures as follows:

II.6.L.1 Direct avoidance of major population areas near the base, along military training routes, and near the Avon Park Bombing Range. Quiet hrs 2200-0600. 90% of arrivals go to runway 04, an overwater approach. Sensitive areas are routinely briefed.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 1 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE:

III.1.A.2 13 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
Type I Panero Hydrant Systems	600	27	27	27	27

III.1.C.3

Storage tank Capacity:	Tanks with this capacity
50000	60

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III.1.C.4

III.1.C.5 5 pits are certified for hot pit operations.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3 No excess storage for FD-2 and JP-4, 295 barrels excess storage for MUR.

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).
Storage for others is excluded.

III.1.D.4 Other receipt modes available: portable offloading headers to connect to hydrant.

Number of offload headers: 2

2 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5

III.1.D.5.a 1 refuelers can be filled simultaneously.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1 sustained: 817
 maximum: 1546

III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).

III.1.D.7.a Supporting DFSP: The base is directly supported by DFSP. DFSP has the storage capacity for 14,000,000 gallons

III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:

Square footage available (including physical capacity limit):

III.1.E.2 Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	499	0
Square footage available (including physical capacity limit):	11440	0
Normal installation mission storage requirement:	499	0

III.1.F The base has a dedicated hot cargo pad.

III.1.F.1 Access to the hot cargo pad is not limited.

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- III.1.F.2 The size of the hot cargo pad is 0 sq feet.
- III.1.F.3 The sited explosive capacity of the hot cargo pad is 0
- III.1.F.4
- III.1.F.5 The taxiway servicing the hot pad is 0 ft wide and has a pavement classification number (PCN) of 0.
- III.1.F.6 Aircraft using pad over the last 5 years:

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

CAMP BLANDING	128 NM
---------------	--------

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Jay Jay - Wiley	111 NM
Patrick AFB - Cocoa-Rockledge	106 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Cape Canaveral	111 NM
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III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.L Unique missions performed by the base medical facility:

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PEACETIME: 142 BED HOSP EXP, 132 BED MIN CARE FAC, BLOOD DONOR CENTER, NDMS FED COORD CTR. WARTIME:

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities have No facilities projects planned to begin before to 1999.

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.N Base facilities have a total excess storage capacity of 8,446 sq ft.

III.1.N.1 Base facilities have a total covered storage capacity of 275,509 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	237,449 sq ft
Mobility storage:	38,060 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O 187 light military vehicles are on base.

III.1.P 378 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	725.39 \$sK	0.00 \$sK	725.39 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,966.57 \$sK	0.00 \$sK		1,966.57 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,882.34 \$sK	0.00 \$sK			2,882.34 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	372.00 \$sK	0.00 \$sK				372.00 \$sK
		xxx56 TOTALS:			725.39 \$sK	1,966.57 \$sK	2,882.34 \$sK	372.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	797.74 \$sK	0.00 \$sK	797.74 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	493.42 \$sK	0.00 \$sK		493.42 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	271.56 \$sK	216.66 \$sK			488.23 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	140.00 \$sK	0.00 \$sK				140.00 \$sK
		xxx76 TOTALS:			797.74 \$sK	493.42 \$sK	488.23 \$sK	140.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	4,751.61 \$sK	0.00 \$sK	4,751.61 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,482.74 \$sK	0.00 \$sK		2,482.74 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,073.82 \$sK	951.77 \$sK			9,025.59 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,485.00 \$sK	0.00 \$sK				2,485.00 \$sK
		xxx78 TOTALS:			4,751.61 \$sK	2,482.74 \$sK	9,025.59 \$sK	2,485.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	86.58 \$sK	0.00 \$sK	86.58 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	56.74 \$sK	0.00 \$sK		56.74 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	172.59 \$sK	0.00 \$sK			172.59 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	660.00 \$sK	0.00 \$sK				660.00 \$sK
		xxx90 TOTALS:			86.58 \$sK	56.74 \$sK	172.59 \$sK	660.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,227.55 \$sK	23.46 \$sK	2,251.01 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,485.15 \$sK	55.31 \$sK		1,540.45 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,525.30 \$sK	82.65 \$sK			1,607.94 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,132.00 \$sK	0.00 \$sK				1,132.00 \$sK
		xxx95 TOTALS:			2,251.01 \$sK	1,540.45 \$sK	1,607.94 \$sK	1,132.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	13,080.70 \$sK	128.77 \$sK	13,209.48 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	10,248.11 \$sK	590.76 \$sK		10,838.88 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	16,439.19 \$sK	3,290.08 \$sK			19,729.27 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	9,176.00 \$sK	0.00 \$sK				9,176.00 \$sK
		xxx96 TOTALS:			13,209.48 \$sK	10,838.88 \$sK	19,729.27 \$sK	9,176.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	4,499.20 \$sK	209.46 \$sK	4,708.66 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,459.30 \$sK	224.20 \$sK		4,683.50 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	7,190.60 \$sK	216.30 \$sK			7,406.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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3400	4,652.97 \$sK	210.00 \$sK				4,862.97 \$sK
MFH TOTALS:			4,708.66 \$sK	4,683.50 \$sK	7,406.90 \$sK	4,862.97 \$sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Unemployment Rates (FY93/3 Year Average/10 Year Average)

//

Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is NOT affordable
- VII.1.A.2 Units are NOT available for families
- VII.1.A.2 Units are NOT available for single members.
- VII.1.A.3 9.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$792

Describe the transportation systems.

- VII.1.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:
HILLSBOROUGH AREA RAPID TRANSIT
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 12 miles
- VII.1.B.2 Airport name: TAMPA INTERNATIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 18
- VII.1.B.4 Average round trip commuting time to work: 51 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time
VII.1.C.1 Swimming pool	JIMMY HICKS POOL	1	0 Hrs. 03 Min.
VII.1.C.2 Movie theater	BRITTON PLAZA	3	0 Hrs. 09 Min.
VII.1.C.3 Public golf course	HALL OF FAME	8	0 Hrs. 25 Min.
VII.1.C.4 Bowling lane	CROWN LANES	12	0 Hrs. 35 Min.
VII.1.C.5 Boating	GANDY RAMP	4	0 Hrs. 10 Min.
VII.1.C.6 Fishing	GANDY BRIDGE	4	0 Hrs. 10 Min.
VII.1.C.7 Zoo	LOWRY PARK	12	0 Hrs. 35 Min.
VII.1.C.8 Aquarium	SEA WORLD	65	1 Hrs. 00 Min.
VII.1.C.9 Family theme park	BUSCH GARDENS	15	0 Hrs. 45 Min.
VII.1.C.9 Professional sports	TAMPA STADIUM	7	0 Hrs. 20 Min.
VII.1.C.11 Collegiate sports	UNIVERSITY OF TAMPA	7	0 Hrs. 20 Min.

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VII.1.C.12	Camping facilities	HILLSBOROUGH STATE PARK	30	0 Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	ST PETE BEACH	20	0 Hrs.	25	Min.
VII.1.C.14	Outdoor winter sports	GATLINGBERG SKI RESORT	655	13 Hrs.	00	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):
TAMPA BAY MALL 0 hrs 24 min (8 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):
TAMPA 0 hrs 25 min (7 Miles)

Local area crime rate:

- VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 3379
- VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 6671

2. Education

- VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 35 to 1
- VII.2.B Local high schools offer a four-year English program.
- VII.2.B Local high schools offer a four-year Math program.
- VII.2.B Local high schools offer four-year Foreign Language programs.
- VII.2.C Local high schools offer an Honors program.
- VII.2.D 75.0 percent of high school students go on to either a two- or four-year college
- VII.2.E There are opportunities for off-base education within 25 miles of the base.
- VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:
ROBINSON ADULT & COMMUNITY SCHOOL
- VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:
HILLSBOROUGH COMMUNITY COLLEGE
- VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:
UNIVERSITY OF SOUTH FLORIDA

3. Spousal Employment

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- VII.3.A 57.0 percent of spouses are able to find employment (within 3 months) in the local community.
VII.3.B 69.0 percent of spouses find employment commensurate with job skills, work experience, and education.
VII.3.C 6.5 percent unemployment in the local area (Department of Labor Statistics)
VII.3.D 2.0 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 2.0 physicians/1000 people
VII.4.B Current ratio of hospital beds in the community: 6.1 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 Maintenance area regulated pollutant(s):

Ozone

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Ozone Marginal

VIII.1.C There are critical air quality regions within 100 kilometers of the base
(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions
(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

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E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d1 No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is Local Community and the source is:
WELL FIELDS & HILLSBOROUGH RIVER

VIII.2.B There are constraints to the base water supply. Type constraints include:
Quantity constraints

VIII.2.C The base potable water supply does not constrain operations.
(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

- VIII.3.A Base or local community groundwater is contaminated.
- VIII.3.A.1 Nature of contamination. PETROLEUM, PETROLEUM PRODUCTS, SOLVENTS
- VIII.3.A.2 The contaminated groundwater is Not a potable water source.
- VIII.3.B The base is actively involved in groundwater remediation activities.
- VIII.3.C No water wells exist on the base.
- VIII.3.D No wells have been abandoned.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

Location	Surface area size
LAKE MCCLELLAND	4.60 Acres
LEWIS LAKE	5.70 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is Not located within a specified drainage basin.

VIII.4.B Special permits are required as follows:
STORMWATER PERMITS

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(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

- VIII.4.C There is known contamination to the base or local community surface water
- VIII.4.C.1 Nature of the contamination: BASE: SUSPENDED SOLIDS, COMMUNITY: NUMEROUS
- VIII.4.C.2 The contaminated surface water is a potable water source.

5. Wastewater

- VIII.5.A Base wastewater is treated by On-Base facilities.
- VIII.5.B The following 3 wastewater treatment facilities (industrial/domestic) are located on-base:

BLDG 66
DRMO PACKAGE PLANT
FACILITY 1106
- VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

- VIII.6.A Describe the National Pollutant Elimination System permits in effect:
US EPA NPDES PERMIT #FL0002704, US EPA NPDES PERMIT #FL00035149
- VIII.6.B The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:
TWO GOLF COURSES AND FOUR PERMITTED SPRAY FIELDS
- VIII.6.C The base has discharge impoundments.
- VIII.6.C.1 There are 1 water/wastewater treatment impoundments.
- VIII.6.C.2 There are No industrial wastewater treatment impoundments.
- VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

- VIII.7.A 89.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1 40.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A **There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.**
- VIII.8.A.1 **Natural areas on or adjacent to the base are not recognized as important ecological sites.**
- VIII.8.B **No critical/sensitive habitats have been identified on base .**
- VIII.8.C **The base does not have a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.**

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
AMER OYSTERCATCHER	Animal	State	Candidate	Threatened	
AMERICAN ALLIGATOR	Animal	Federal	Listed	Threatened	
BALD EAGLE	Animal	Federal	Listed	Endangered	
BLACK MANGROVE	Plant	State	Listed	Threatened	
BROWN PELICAN	Animal	State	Candidate	Threatened	
COMMON SNOOK	Animal	State	Candidate	Threatened	
FLA. SANDHILL CRANE	Animal	State	Candidate	Threatened	
LITTLE BLUE/ TRICOLOR HERON	Animal	State	Candidate	Threatened	
REDDISH/SNOWY EGRET	Animal	State	Candidate	Threatened	
ROSEATE SPOONBILL	Animal	State	Listed	Threatened	
SE AMER KESTREL	Animal	State	Candidate	Threatened	
URROWING OWL	Animal	State	Listed	Threatened	
WHITE MANGROVE	Plant	State	Listed	Threatened	
WOOD STORK	Animal	State	Candidate	Threatened	

- VIII.9.B **There are No Special Concern species identified on the base.**
- VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

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VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1	Identification and type of wetland:	Approximate acreage:
	MANGROVE SWAMP	544

VIII.10.A.2 The base is involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Apr 94

VIII.10.B.2 100 percent of the base was included in the survey.

VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

COE MANUAL, FOER RULES, HILLSBOROUGH ENV PROT COMM RULE, SOUTHWEST FL WATER MGT DISTRICT RULES

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

ALL CONSTRUCTION MUST COMPLY WITH E.O. 11988, in addition construction is restricted by Florida Statue 17320 and would require Florida and Corps of Engineer permits.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding constrains base operations.

12. Cultural

VIII.12.A No historic, prehistoric, archaeological sites or other cultural resources are located on the base.

VIII.12.B 9 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

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VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 38 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 12 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$160.000 K	\$165.000 K	\$150.000 K	\$145.000 K	\$140.000 K
IRP	\$987.000 K	\$13,500.000 K	\$5,900.000 K	\$4,700.000 K	\$3,900.000 K
Natural Resources	\$274.000 K	\$87.000 K	\$37.000 K	\$47.000 K	\$47.000 K
P2, UST/AST, WATER	\$500.000 K	\$1,000.000 K	\$250.000 K	\$250.000 K	\$250.000 K
Permits	\$50.000 K	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

- VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
HILLSBOROUGH COUNTY PORTION OF WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION
- VIII.16.B Air quality regulatory agency responsible for the AQCA.: ENVIRONMENTAL PROTECTION COMMISSION OF HILLSBOROUGH COUNTY
- VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:
MR JERRY CAMPBELL (813) 272-5530
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- VIII.16.C.1 In Non-Attainment for Ozone VIII.16.C.2 In Attainment for Carbon Monoxide
VIII.16.C.3 In Attainment for Particulate matter (PM-10) VIII.16.C.4 In Non-Classifiable for Sulfur Dioxide
VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) VIII.16.C.6 In Non-Classifiable for Lead
VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
- VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.13 ppm
VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
VIII.16.D.3 Ozone Design value is 107.5% of NAAQS
VIII.16.D.4 Carbon monoxide % of NAAQS can not be computed
- VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Marginal
VIII.16.E.2 HILLSBOROUGH COUNTY PORTION OF WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION
VIII.16.E.3
VIII.16.E.4 The base is Not in a rural transport area
VIII.16.E.5 The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated
VIII.16.E.5. The EPA has proposed a designation of ATTAINMENT in the Federal Register
- VIII.16.F.1 The EPA has not requested an extension to the ozone attainment deadline
VIII.16.F.2 The AQCA expects EPA to conclude that the AQCA has fulfilled the 15 Nov 93 attainment date
VIII.16.F.3 The AQCA does Not expect the EPA to redesignate the area to a worse classification of ozone nonattainment

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VIII.16.F.3a

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Section IX

Document Separator

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Malmstrom AFB - AFSPC

Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity;	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	1st Liberty Federal Credit Union	-	-	37	37
I.1.A.2	1st National Bank	-	-	2	2
I.1.A.3	Administration	-	-	3	3
I.1.A.4	Army Veterinary Clinic	-	1	-	1
I.1.A.5	Auto Hobby	-	-	5	5
I.1.A.6	BX	-	-	71	71
I.1.A.7	Barber Shop	-	-	4	4
I.1.A.8	Beauty Shop	-	-	3	3
I.1.A.9	Bowling Center	-	-	23	23
I.1.A.10	Burger King	-	-	23	23
I.1.A.11	Child Dev Center	-	-	20	20
I.1.A.12	Civil Air Patrol	1	1	-	2
I.1.A.13	Community Activities	-	-	2	2
I.1.A.14	DECA	-	7	49	56
I.1.A.15	DFAS	-	12	10	22
I.1.A.16	DIS	-	-	4	4
I.1.A.17	DRMO	-	-	6	6
I.1.A.18	Education Counselors	-	-	9	9
I.1.A.19	Fed Aviation Administration - FAA	-	-	6	6
I.1.A.20	Flower Shop	-	-	2	2
I.1.A.21	HRO	-	-	1	1
I.1.A.22	Lodging	-	-	20	20
I.1.A.23	Malmstrom Museum (Volunteers)	-	-	20	20
I.1.A.24	Marketing/Publicity	-	-	2	2
I.1.A.25	Military Clothing Sales	-	-	4	4
I.1.A.26	NAFFMB	-	-	7	7
I.1.A.27	NCO Open Mess	-	-	33	33

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Malmstrom AFB - AFSPC

I.1.A.28	Officers Club	-	-	26	26
I.1.A.29	Outdoor Rec	-	-	5	5
I.1.A.30	Private Animal	-	-	2	2
I.1.A.31	Red Cross	-	-	1	1
I.1.A.32	Retiree Affairs Office (Volunteers)	-	-	21	21
I.1.A.33	SATO	-	-	3	3
I.1.A.34	Service Station	-	-	8	8
I.1.A.35	Skills Dev Center	-	-	3	3
I.1.A.36	Snack Bar	-	-	2	2
I.1.A.37	Sports/Fitness	-	-	10	10
I.1.A.38	Theater	-	-	5	5
I.1.A.39	US Corps of Engineers	-	-	4	4
I.1.A.40	US Post Office	-	-	2	2
I.1.A.41	Youth Activity	-	-	8	8
TOTAL:					488

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

- | | | | |
|---------|--|-----|--|
| I.1.B.1 | Supported Unit: AF RECRUITER
Location: GREAT FALLS MT
Support provided: MPF, MED, SPS, TRAN, AFO, MPF, MED, SPS, TRAN, AFO | GSU | GSU - Geographically Separated Unit
REM - Remote Unit |
| I.1.B.2 | Supported Unit: AFROTC, DET 450
Location: BOZEMAN
Support provided: MPF, MED, SPS, TRAN, AFO, SUPS | GSU | GSU - Geographically Separated Unit
REM - Remote Unit |
| I.1.B.3 | Supported Unit: ARMY RECRUITING/ISSA
Location: MULTIPLE LOCATIONS
Support provided: AFO, MED, SPS, TRAN | GSU | GSU - Geographically Separated Unit
REM - Remote Unit |
| I.1.B.4 | Supported Unit: ARMY RESERVES/ISSA
Location: GREAT FALLS, MT
Support provided: AFO, MED, SPS, SUPS, TRAN | GSU | GSU - Geographically Separated Unit
REM - Remote Unit |
| I.1.B.5 | Supported Unit: DEFENSE INVEST. SVS (DI
Location: GREAT FALLS, MT
Support provided: MED, SPS, TRAN, AFO, SUPS, COMM, CONTR | GSU | GSU - Geographically Separated Unit
REM - Remote Unit |

1995 AIR FORCE BASE QUESTIONNAIRE

Malmstrom AFB - AFSPC

Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	1st Liberty Federal Credit Union	-	-	37	37
I.1.A.2	1st National Bank	-	-	2	2
I.1.A.3	Administration	-	-	3	3
I.1.A.4	Army Veterinary Clinic	-	1	-	1
I.1.A.5	Auto Hobby	-	-	5	5
I.1.A.6	BX	-	-	71	71
I.1.A.7	Barber Shop	-	-	4	4
I.1.A.8	Beauty Shop	-	-	3	3
I.1.A.9	Bowling Center	-	-	23	23
I.1.A.10	Burger King	-	-	23	23
I.1.A.11	Child Dev Center	-	-	20	20
I.1.A.12	Civil Air Patrol	1	1	-	2
I.1.A.13	Community Activities	-	-	2	2
I.1.A.14	DECA	-	7	49	56
I.1.A.15	DFAS	-	12	10	22
I.1.A.16	DIS	-	-	4	4
I.1.A.17	DRMO	-	-	6	6
I.1.A.18	Education Counselors	-	-	9	9
I.1.A.19	Fed Aviation Administration - FAA	-	-	6	6
I.1.A.20	Flower Shop	-	-	2	2
I.1.A.21	HRO	-	-	1	1
I.1.A.22	Lodging	-	-	20	20
I.1.A.23	Malmstrom Museum (Volunteers)	-	-	20	20
I.1.A.24	Marketing/Publicity	-	-	2	2
I.1.A.25	Military Clothing Sales	-	-	4	4
I.1.A.26	NAFFMB	-	-	7	7
I.1.A.27	NCO Open Mess	-	-	33	33

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I.1.A.28	Officers Club	-	-	26	26
I.1.A.29	Outdoor Rec	-	-	5	5
I.1.A.30	Private Animal	-	-	2	2
I.1.A.31	Red Cross	-	-	1	1
I.1.A.32	Retiree Affairs Office (Volunteers)	-	-	21	21
I.1.A.33	SATO	-	-	3	3
I.1.A.34	Service Station	-	-	8	8
I.1.A.35	Skills Dev Center	-	-	3	3
I.1.A.36	Snack Bar	-	-	2	2
I.1.A.37	Sports/Fitness	-	-	10	10
I.1.A.38	Theater	-	-	5	5
I.1.A.39	US Corps of Engineers	-	-	4	4
I.1.A.40	US Post Office	-	-	2	2
I.1.A.41	Youth Activity	-	-	8	8
TOTAL:					488

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

- I.1.B.1 Supported Unit: AF RECRUITER GSU GSU - Geographically Separated Unit
 Location: GREAT FALLS MT REM - Remote Unit
 Support provided: MPF, MED, SPS, TRAN, AFO, MPF, MED, SPS, TRAN, AFO
- I.1.B.2 Supported Unit: AFROTC, DET 450 GSU GSU - Geographically Separated Unit
 Location: BOZEMAN REM - Remote Unit
 Support provided: MPF, MED, SPS, TRAN, AFO, SUPS
- I.1.B.3 Supported Unit: ARMY RECRUITING/ISSA GSU GSU - Geographically Separated Unit
 Location: MULTIPLE LOCATIONS REM - Remote Unit
 Support provided: AFO, MED, SPS, TRAN
- I.1.B.4 Supported Unit: ARMY RESERVES/ISSA GSU GSU - Geographically Separated Unit
 Location: GREAT FALLS, MT REM - Remote Unit
 Support provided: AFO, MED, SPS, SUPS, TRAN
- I.1.B.5 Supported Unit: DEFENSE INVEST. SVS (DI GSU GSU - Geographically Separated Unit
 Location: GREAT FALLS, MT REM - Remote Unit
 Support provided: MED, SPS, TRAN, AFO, SUPS, COMM, CONTR

1995 AIR FORCE BASE QUESTIONNAIRE
Malmstrom AFB - AFSPC

2. Operational Effectiveness**A. Air Traffic Control**

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	3	25968	446	25522	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 21

22281 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

MALMSTROM AFB HAS NO KNOWN OR PROJECTED AIRSPACE PROBLEMS

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT LEWIS **distance** 464 NM

Nearest major primary airdrop customer: CAMP W.G. WILLIAMS **distance** 425 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 3708 NM

Rota AB: 4693 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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Hickam AFB: 2747 NM
 RAF Mildenhall: 4300 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	GREAT FALLS INTL	8
I.2.B.4	Military airfield, runway >= 8,000ft	GREAT FALLS INTL	8
I.2.B.5	Military airfield, runway >= 10,000ft	GREAT FALLS INTL	8
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Great Falls International	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Great Falls International	8
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Great Falls International	8
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Great Falls International	8
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Great Falls International	8
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		
	GREAT FALLS INTERNATIONAL		8 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

- I.2.C.1 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.
- I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.
- I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
HAYS	103 NM	WILLISTON	268 NM	POWDER RIVER A	292 NM
OWYHEE/ PARADISE	383 NM	UTTR	452 NM	TIGER NORTH	487 NM
AUSTIN I	524 NM	AUSTIN/GABBS CN	534 NM	AUSTIN/GABBS N/C	534 NM
Austin1/GABBS N&C	534 NM	GABBS NORTH	555 NM	W-237 A,B	563 NM
W-570	587 NM				

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I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
SAYLOR CREEK	341 NM	EAGLE/UTTR	395 NM	KITTYCAT/UTTR	430 NM
HAG/UTTR	451 NM	FALLON B-17	584 NM	FALLON B-19	598 NM
AIRBURST	610 NM	NELLIS R65	679 NM	NELLIS R63	682 NM
CHINA LAKE	754 NM	SMOKEY HILL	786 NM		

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

SAYLOR CREEK	341 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

UTTR/ACMI	449 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

SAYLOR CREEK	341 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	0	5	24	60	90
SR	0	0	0	9	14	28
VR	0	0	0	11	19	58
Total Routes:	0	0	5	44	93	176

Identify Routes:

IR-478 164 NM	IR-478A 164 NM	IR-479 164 NM	IR-479A 164 NM	IR-484 191 NM	
IR-485 211 NM	IR-431 245 NM	IR-482 245 NM	IR-340 261 NM	IR-498 266 NM	IR-301 268 NM
IR-302 288 NM	VR-1304 288 NM	IR-307 293 NM	VR-1301 295 NM	IR-644 299 NM	IR-649 299 NM
IR-480 306 NM	IR-481 306 NM	SR-473 310 NM	SR-478 310 NM	SR-477 310 NM	VR-1300 312 NM
IR-678 317 NM	SR-472 317 NM	SR-474 317 NM	SR-470 318 NM	SR-471 318 NM	VR-1302 322 NM
SR-475 327 NM	SR-476 327 NM	IR-304 334 NM	VR-319 346 NM	VR-316 362 NM	VR-1354 364 NM
VR-1422 370 NM	VR-1423 370 NM	VR-1355 379 NM	IR-341 383 NM	IR-343 383 NM	VR-1352 388 NM
IR-418 391 NM	IR-420 391 NM	IR-342 394 NM			
VR-1446 409 NM	VR-1445 420 NM	IR-925 426 NM	IR-303 431 NM	IR-281 439 NM	IR-348 441 NM
VR-1350 441 NM	VR-1351 441 NM	IR-290 442 NM	IR-290A 442 NM	IR-293 442 NM	IR-429 459 NM
IR-476 459 NM	IR-473 459 NM	IR-476A 459 NM	IR-499 459 NM	IR-280 460 NM	IR-282 460 NM
IR-235 468 NM	SR-540 469 NM	SR-542 469 NM	SR-541 469 NM	SR-488 470 NM	IR-416 475 NM
IR-613 477 NM	SR-489 480 NM	IR-275 481 NM	VR-1353 494 NM	IR-300 496 NM	IR-425 496 NM

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IR-430	509 NM	IR-490	509 NM	IR-492	509 NM	IR-313	523 NM	IR-314	523 NM	IR-500	528 NM
IR-501	528 NM	IR-344	529 NM	IR-310	535 NM	IR-320	554 NM	VR-1254	557 NM	IR-415	563 NM
IR-346	564 NM	VR-412	573 NM	VR-413	573 NM	IR-279	577 NM	IR-514	585 NM	IR-400	591 NM
IR-285	600 NM										
IR-234	604 NM	IR-238	604 NM	SR-311	604 NM	IR-266	606 NM	VR-1406	611 NM	VR-1259	613 NM
VR-209	613 NM	VR-1260	614 NM	IR-264	621 NM	IR-237	627 NM	VR-1521	633 NM	IR-271	641 NM
IR-276	641 NM	IR-206	643 NM	IR-414	643 NM	IR-508	648 NM	VR-1205	648 NM	IR-509	648 NM
SR-381	660 NM	IR-518	661 NM	VR-1253	663 NM	VR-201	665 NM	IR-409	671 NM	VR-1264	671 NM
VR-1252	672 NM	IR-507	677 NM	IR-126	678 NM	IR-605	684 NM	VR-208	684 NM	IR-286	692 NM
SR-301	692 NM	VR-1250	692 NM	SR-353	695 NM	VR-1523	695 NM	SR-359	700 NM	VR-540	706 NM
IR-109	708 NM	VR-510	709 NM	SR-300	711 NM	IR-517	718 NM	VR-1515	718 NM	VR-1520	718 NM
VR-1574	724 NM	IR-524	726 NM	SR-398	729 NM	IR-506	730 NM	VR-1522	730 NM	IR-177	734 NM
IR-112	735 NM	IR-250	735 NM	SR-212	737 NM	VR-1251	738 NM	VR-545	738 NM	VR-1255	740 NM
SR-730	741 NM	SR-731	741 NM	VR-536	741 NM	IR-110	743 NM	VR-108	746 NM	IR-505	748 NM
VR-202	749 NM	VR-1261	751 NM	SR-728	762 NM	SR-729	762 NM	VR-512	764 NM	IR-910	774 NM
VR-289	775 NM	VR-296	775 NM	VR-1174	777 NM	VR-552	777 NM	VR-176	778 NM	IR-606	779 NM
VR-299	779 NM	SR-727	780 NM	IR-503	781 NM	SR-214	782 NM	VR-1616	782 NM	VR-1195	783 NM
VR-1225	786 NM	VR-541	786 NM	VR-544	788 NM	VR-511	790 NM	IR-150	797 NM		

I.2.C.9 IR-478 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 164 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
8	16	43

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-009 WEST	74 NM	AR-9A WEST	112 NM	AR-010 NORTHWEST	125 NM	AR-604	146 NM
AR-610	147 NM	AR-010 SOUTHEAST	184 NM	AR-009 EAST	200 NM	AR-9A EAST	200 NM
AR-4B SOUTH	214 NM	AR-012H EAST	219 NM	AR-012L EAST	219 NM	AR-605	233 NM
AR-4A SOUTH	245 NM	AR-717A	266 NM	AR-452 SOUTHWEST	271 NM	AR-002 WEST	285 NM
AR-012H WEST	309 NM	AR-012L WEST	309 NM	AR-106H EAST	317 NM	AR-106L EAST	317 NM
AR-654	328 NM	AR-717B	338 NM	AR-4B NORTH	359 NM	AR-011 EAST	377 NM
AR-014 EAST	377 NM	AR-4A NORTH	383 NM	AR-001 EAST	387 NM	AR-648A	413 NM

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AR-629	426 NM	AR-648B	439 NM	AR-606	444 NM	AR-106H WEST	445 NM
AR-106L WEST	445 NM	AR-452 NORTHEAST	446 NM	AR-011 WEST	459 NM	AR-014 WEST	459 NM
AR-611B	464 NM	AR-645	467 NM	AR-611A	483 NM	AR-642E EAST	490 NM
AR-642W WEST	494 NM	AR-453	499 NM	AR-622	499 NM		

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
2445	3270

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-010	125 NM	525	AR-004B	214 NM	86	AR-012H	219 NM	141	AR-012I	219 NM	107
AR-004A	245 NM	372	AR-002	285 NM	9	AR-106	317 NM	483	AR-011	377 NM	87
AR-014	377 NM	635			0			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 125NM from the base."

I.2.C.10d Percentage of tanker demand in region: 6.0

Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Rich

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BIG	79 NM	✓	✓		0	0
BLAIR	195 NM		✓		0	0
BRANDON	347 NM	✓	✓	✓	0	0
ELK PARK	96 NM	✓	✓		0	0
GRANT	331 NM	✓	✓		0	9
LARSON CIRCULAR	347 NM	✓	✓	✓	0	9
MICHAEL (A)	347 NM	✓	✓	✓	0	0
MICHAEL (B)	347 NM	✓	✓	✓	0	0
MOSES	331 NM	✓	✓		0	9

I.2.C.11.a Drop Zone Servicing Instrument and Slow Routes (IRs and SRs)

Drop Zone	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
GRANT									
LARSON CIRCULAR									
MOSES									

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

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SELAH CREEK

376 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BRANDON	347 NM	✓	✓	✓	0	0
ELK PARK	96 NM	✓	✓		0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 23000 sq NM>

ORCHARD RNGE TRNING SITE

311 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base does Not uses ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

1995 AIR FORCE BASE QUESTIONNAIRE
Malmstrom AFB - AFSPC

E. Airspace Used by Base

I.2.E.1 Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.

I.2.E.1.a The base does Not use airspace.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
AUGUSTA, MT	General Aviation
CHOTEAU, MT	General Aviation
DUTTON, MT	General Aviation
FORT BENTON, MT	General Aviation
GERALDINE, MT	General Aviation
GREAT FALLS, MT	Civilian
STANFORD, MT	General Aviation
TIBER DAM, MT	General Aviation

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

1995 AIR FORCE BASE QUESTIONNAIRE**Malmstrom AFB - AFSPC**

F. Potential for Growth in Training Airspace (Area)

- I.2.F.1 **Expansion of training airspace is Not possible.**
- I.2.F.2 **Current access will remain the same.**
- I.2.F.3 **No reductions in training airspace are expected.**
- I.2.F.4 **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

- I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**
 FORT WILLIAM H. HARRISON
 64 NM from the base.
- I.2.G.2 **DELETED**
- I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**
 NAS Whidbey Island/Ault Fld
 460 mi from the base.
- I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**
 MANG Great Falls A/P MT
 10 mi from the base.
- I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

1995 AIR FORCE BASE QUESTIONNAIRE
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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.6	99.0	94.1	90.9	90.3

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 95.2 percent of the time

I.2.J.2.b Is at or below 25 knots 99.3 percent of the time

I.2.J.3 69 Days have freezing participation (mean per year).

1995 AIR FORCE BASE QUESTIONNAIRE

Malmstrom AFB - AFSPC

Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	CPBS	CONRAD TRNG SITE DE	6	6	
II.1.A.2	DNSM	CHESTER MINI-MUTE	14	1	
II.1.A.3	DSON	CHOTEAU MINI-MUTE	14	1	
II.1.A.4	EHUK	CONRAD 20GJ1	9	1	
II.1.A.5	EHUU	CONRAD FAM HSG	42	42	
II.1.A.6	HAAV	HAVRE TRNG SITE DE	9	9	
II.1.A.7	HZNJ	GREAT FALLS RRL			
II.1.A.8	KHBJ	HAVRE MINI-MUTE	15	1	
II.1.A.9	KHBK	HAVRE RBS 17MM3	15	1	
II.1.A.10	KHBK-a	HAVRE RBS 17MM4	15	1	
II.1.A.11	KHEC	HAVRE PERSONNEL SITE	110	85	
II.1.A.12	LXTH	KALISPELL	176	1	
II.1.A.13	MALMSTROM AFB NZAS	MAIN BASE	3,608	1,800	422
II.1.A.14	NZAO	SOUTH PEAK COMM SITE			
II.1.A.15	NZAR	WEST PEAK COMM SITE			
II.1.A.16	NZAY	IOM GLIDESLOPE	1		
II.1.A.17	NZBL	MALMSTROM COMM ANNEX	22	1	21
II.1.A.18	NZBS	A01-LCF	309	6	
II.1.A.19	NZBT	A02-LF	104	2	
II.1.A.20	NZBU	A03-LF	105	2	
II.1.A.21	NZBV	A04-LF	98	2	
II.1.A.22	NZBW	A05-LF	104	2	
II.1.A.23	NZBX	A06-LF	100	3	
II.1.A.24	NZBY	A07-LF	100	3	
II.1.A.25	NZBZ	A08-LF	104	3	
II.1.A.26	NZCA	A09-LF	105	2	
II.1.A.27	NZCB	A10-LF	105	2	
II.1.A.28	NZCC	A11-LF	105	2	
II.1.A.29	NZCD	B01-LCF	243	5	
II.1.A.30	NZCE	B02-LF	97	2	
II.1.A.31	NZCF	B03-LF	104	2	
II.1.A.32	NZCG	B04-LF	105	2	

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II.1.A.33	NZCH	B05-LF	99	2
II.1.A.34	NZCJ	B06-LF	108	2
II.1.A.35	NZCK	B07-LF	100	2
II.1.A.36	NZCL	B08-LF	100	2
II.1.A.37	NZCM	B09-LF	104	2
II.1.A.38	NZCN	B10-LF	105	41
II.1.A.39	NZCP	B11-LF	105	2
II.1.A.40	NZCO	C01-LCF	212	8
II.1.A.41	NZCR	C02-LF	104	2
II.1.A.42	NZCS	C03-LF	105	2
II.1.A.43	NZCT	C04-LF	105	2
II.1.A.44	NZCU	C05-LF	105	2
II.1.A.45	NZCV	C06-LF	105	2
II.1.A.46	NZCW	C07-LF	105	2
II.1.A.47	NZCX	C08-LF	104	2
II.1.A.48	NZCY	C09-LF	108	92
II.1.A.49	NZCZ	C10-LF	105	2
II.1.A.50	NZDA	C11-LF	105	2
II.1.A.51	NZDB	D01-LCF	243	11
II.1.A.52	NZDC	D02-LF	105	2
II.1.A.53	NZDD	D03-LF	104	2
II.1.A.54	NZDE	D04-LF	105	2
II.1.A.55	NZDF	D05-LF	105	2
II.1.A.56	NZDG	D06-LF	104	2
II.1.A.57	NZDH	D07-LF	99	2
II.1.A.58	NZDJ	D08-LF	105	2
II.1.A.59	NZDK	D09-LF	105	2
II.1.A.60	NZDL	D10-LF	105	2
II.1.A.61	NZDM	D11-LF	105	2
II.1.A.62	NZDN	E01-LF	214	7
II.1.A.63	NZDP	E02-LF	105	2
II.1.A.64	NZDQ	E03-LF	103	10
II.1.A.65	NZDR	E04-LF	105	2
II.1.A.66	NZDS	E05-LF	107	2
II.1.A.67	NZDT	E06-LF	93	2
II.1.A.68	NZDU	E07-LF	100	2
II.1.A.69	NZDV	E08-LF	105	2
II.1.A.70	NZDW	E09-LF	106	3
II.1.A.71	NZDX	E10-LF	105	2
II.1.A.72	NZDY	E11-LF	105	2

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II.1.A.73	NZDZ	F01-LCF	225	12
II.1.A.74	NZEA	F02-LF	104	1
II.1.A.75	NZEB	F03-LF	104	2
II.1.A.76	NZEC	F04-LF	98	2
II.1.A.77	NZED	F05-LF	104	2
II.1.A.78	NZEE	F06-LF	105	2
II.1.A.79	NZEF	F07-LF	105	2
II.1.A.80	NZEG	F08-LF	105	3
II.1.A.81	NZEH	F09-LF	145	2
II.1.A.82	NZEI	F10-LF	105	2
II.1.A.83	NZEL	F11-LF	104	2
II.1.A.84	NZEM	G01-LCF	229	4
II.1.A.85	NZEN	G02-LF	104	2
II.1.A.86	NZEP	G03-LF	104	2
II.1.A.87	NZEO	G04-LF	105	2
II.1.A.88	NZER	G05-LF	105	3
II.1.A.89	NZES	G06-LF	105	2
II.1.A.90	NZET	G07-LF	101	3
II.1.A.91	NZEU	G08-LF	104	2
II.1.A.92	NZEV	G09-LF	104	2
II.1.A.93	NZEW	G10-LF	105	2
II.1.A.94	NZEX	G11-LF	109	2
II.1.A.95	NZEY	H01-LCF	274	6
II.1.A.96	NZEZ	H02-LF	105	2
II.1.A.97	NZFA	H03-LF	105	77
II.1.A.98	NZFB	H04-LF	105	2
II.1.A.99	NZFC	H05-LF	104	9
II.1.A.100	NZFD	H06-LF	104	2
II.1.A.101	NZFE	H07-LF	104	2
II.1.A.102	NZFF	H08-LF	104	2
II.1.A.103	NZFG	H09-LF	105	2
II.1.A.104	NZFH	H10-LF	105	2
II.1.A.105	NZFI	H11-LF	105	2
II.1.A.106	NZFK	I01-LCF	250	4
II.1.A.107	NZFL	I02-LF	105	2
II.1.A.108	NZFM	I03-LF	105	2
II.1.A.109	NZFN	I04-LF	105	2
II.1.A.110	NZFP	I05-LF	105	2
II.1.A.111	NZFO	I06-LF	105	2
II.1.A.112	NZFR	I07-LF	107	2

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II.1.A.113	NZFS	I08-LF	105	2
II.1.A.114	NZFT	I09-LF	105	2
II.1.A.115	NZFU	I10-LF	97	2
II.1.A.116	NZFV	I11-LF	108	2
II.1.A.117	NZFW	J01-LCF	240	6
II.1.A.118	NZFX	J02-LF	104	2
II.1.A.119	NZFY	J03-LF	105	2
II.1.A.120	NZFZ	J04-LF	123	3
II.1.A.121	NZGA	J05-LF	106	2
II.1.A.122	NZGB	J06-LF	105	2
II.1.A.123	NZGC	J07-LF	106	3
II.1.A.124	NZGD	J08-LF	105	2
II.1.A.125	NZGE	J09-LF	105	2
II.1.A.126	NZGF	J10-LF	105	2
II.1.A.127	NZGG	J11-LF	105	2
II.1.A.128	NZGH	K01-LCF	227	5
II.1.A.129	NZGJ	K02-LF	96	2
II.1.A.130	NZGK	K03-LF	106	3
II.1.A.131	NZGL	K04-LF	104	2
II.1.A.132	NZGM	K05-LF	98	2
II.1.A.133	NZGN	K06-LF	107	2
II.1.A.134	NZGP	K07-LF	104	2
II.1.A.135	NZGO	K08-LF	104	2
II.1.A.136	NZGR	K09-LF	104	2
II.1.A.137	NZGS	K10-LF	105	2
II.1.A.138	NZGT	K11-LF	105	2
II.1.A.139	NZGU	L01-LCF	240	4
II.1.A.140	NZGV	L02-LF	104	2
II.1.A.141	NZGW	L03-LF	106	2
II.1.A.142	NZGX	L04-LF	105	2
II.1.A.143	NZGY	L05-LF	105	2
II.1.A.144	NZGZ	L06-LF	105	2
II.1.A.145	NZHA	L07-LF	97	2
II.1.A.146	NZHB	L08-LF	104	2
II.1.A.147	NZHC	L09-LF	105	2
II.1.A.148	NZHD	L10-LF	105	2
II.1.A.149	NZHE	L11-LF	104	2
II.1.A.150	NZHF	M01-LCF	280	5
II.1.A.151	NZHG	M02-LF	107	2
II.1.A.152	NZHH	M03-LF	106	2

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II.1.A.153	NZHI	M04-LF	105	2
II.1.A.154	NZHK	M05-LF	105	2
II.1.A.155	NZHL	M06-LF	104	2
II.1.A.156	NZHM	M07-LF	105	2
II.1.A.157	NZHN	M08-LF	105	2
II.1.A.158	NZHP	M09-LF	105	2
II.1.A.159	NZHO	M10-LF	106	2
II.1.A.160	NZHR	M11-LF	105	2
II.1.A.161	NZHS	N01-LCF	223	17
II.1.A.162	NZHT	N02-LF	105	2
II.1.A.163	NZHU	N03-LF	101	2
II.1.A.164	NZHV	N04-LF	105	4
II.1.A.165	NZHW	N05-LF	105	2
II.1.A.166	NZHX	N06-LF	108	3
II.1.A.167	NZHY	N07-LF	105	2
II.1.A.168	NZHZ	N08-LF	105	2
II.1.A.169	NZIA	N09-LF	105	2
II.1.A.170	NZIB	N10-LF	106	3
II.1.A.171	NZIC	N11-LF	105	3
II.1.A.172	NZJD	O01-LCF	241	25
II.1.A.173	NZJE	O02-LF	104	2
II.1.A.174	NZJF	O03-LF	109	2
II.1.A.175	NZJG	O04-LF	104	2
II.1.A.176	NZJH	O05-LF	105	2
II.1.A.177	NZJI	O06-LF	131	101
II.1.A.178	NZJK	O07-LF	105	2
II.1.A.179	NZJL	O08-LF	100	3
II.1.A.180	NZJM	O09-LF	100	3
II.1.A.181	NZJN	O10-LF	105	2
II.1.A.182	NZJP	O11-LF	111	2
II.1.A.183	NZJQ	P00-LCF	155	14
II.1.A.184	NZJR	P01-LF	105	6
II.1.A.185	NZJS	P02-LF	105	6
II.1.A.186	NZJT	P03-LF	105	6
II.1.A.187	NZJU	P04-LF	105	6
II.1.A.188	NZJV	P05-LF	104	6
II.1.A.189	NZJW	P06-LF	106	6
II.1.A.190	NZJX	P07-LF	101	6
II.1.A.191	NZJY	P08-LF	103	6
II.1.A.192	NZJZ	P09-LF	101	6

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II.1.A.193	NZKA	P10-LF	105	6
II.1.A.194	NZKB	Q00-LCF	169	15
II.1.A.195	NZKC	Q11-LF	105	6
II.1.A.196	NZKD	Q12-LF	105	6
II.1.A.197	NZKE	Q13-LF	105	6
II.1.A.198	NZKF	Q14-LF	106	6
II.1.A.199	NZKG	Q15-LF	105	6
II.1.A.200	NZKH	Q16-LF	105	6
II.1.A.201	NZKJ	Q17-LF	105	6
II.1.A.202	NZKK	Q18-LF	100	6
II.1.A.203	NZKL	Q19-LF	100	6
II.1.A.204	NZKM	Q20-LF	93	6
II.1.A.205	NZKN	R00-LCF	146	14
II.1.A.206	NZKP	R21-LF	109	6
II.1.A.207	NZKO	R22-LF	107	6
II.1.A.208	NZKR	R23-LF	107	6
II.1.A.209	NZKS	R24-LF	108	6
II.1.A.210	NZKT	R25-LF	107	6
II.1.A.211	NZKU	R26-LF	107	6
II.1.A.212	NZKV	R27-LF	105	6
II.1.A.213	NZKW	R28-LF	107	6
II.1.A.214	NZKX	R29-LF	107	6
II.1.A.215	NZKY	R30-LF	103	6
II.1.A.216	NZKZ	S00-LCF	189	14
II.1.A.217	NZLA	S31-LF	103	6
II.1.A.218	NZLB	S32-LF	105	6
II.1.A.219	NZLC	S33-LF	105	6
II.1.A.220	NZLD	S34-LF	102	6
II.1.A.221	NZLE	S35-LF	105	6
II.1.A.222	NZLF	S36-LF	105	6
II.1.A.223	NZLG	S37-LF	105	6
II.1.A.224	NZLH	S38-LF	105	6
II.1.A.225	NZLI	S39-LF	105	6
II.1.A.226	NZLK	S40-LF	105	6
II.1.A.227	NZLL	T00-LCF	164	16
II.1.A.228	NZLM	T41-LF	105	6
II.1.A.229	NZLN	T42-LF	105	6
II.1.A.230	NZLP	T43-LF	99	6
II.1.A.231	NZLO	T44-LF	105	6
II.1.A.232	NZLR	T45-LF	105	6

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II.1.A.233	NZLS	T46-LF	104	6	
II.1.A.234	NZLT	T47-LF	105	6	
II.1.A.235	NZLU	T48-LF	105	6	
II.1.A.236	NZLV	T49-LF	101	6	
II.1.A.237	NZLW	T50-LF	105	6	
II.1.A.238	NZLX	Dorm Storage Lease	1		
II.1.A.239	NZLY	Rivet Mile	1		
II.1.A.240	NZOB	Malm Rec - St Mary's	9	9	
II.1.A.241	NZOH	Malm SWG	18	18	
II.1.A.242	NZRU	Malm RRL 01			
II.1.A.243	NZRV	Malm RRL 02	2	2	
II.1.A.244	NZRW	Malm RRL 03	2	2	
II.1.A.245	NZRZ	Malm RRL 06	1	1	
II.1.A.246	NZSA	Malm RRL 07	4	4	
II.1.A.247	NZSB	Malm RRL 08	5	5	
II.1.A.248	SROS	Pablo Com Site	10	1	9
II.1.A.249	TAKL	Pendroy Mini-Mute	14	1	
II.1.A.250	TLUZ	Pompey's Pillar Com	12	1	11
II.1.A.251	WHYJ	Stockett Com Site	11	1	10
II.1.A.252	WWJR	Tiber Dam Mini-Mute	14	1	
TOTALS:			29,574	3,128	473

B. Facilities**II.1.B.1 From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	12	21	100.0	0.0	0.0	9
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	20,174	90.0	10.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	212,459	71.0	23.0	6.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	34,572	48,722	65.0	35.0	0.0	14,150
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	12,421	76.0	24.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0

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II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	6,262	6,262	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	232,924	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	35,894	63,086	100.0	0.0	0.0	27,192
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	48,000	72,747	100.0	0.0	0.0	24,747
II.1.B.1.e.iii	211-152a	DASH 21	SF	800	800	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	2,839	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	9,160	2,990	100.0	0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	3,600	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	36,565	36,565	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	105,928	26,482	100.0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	38,000	28,215	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	77,570	35.0	65.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	148,230	71.0	26.0	3.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	73,635	68,195	37.0	56.0	7.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	6,394	100.0	0.0	0.0	3,694
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	4,163	4,163	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	24,670	98.0	0.0	2.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	17,250	23,173	100.0	0.0	0.0	5,923
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,135	8,957	82.0	18.0	0.0	1,822
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,591	8,591	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	163,868	53.0	6.0	41.0	N/A

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11.1.B.1.m	310	Science Labs	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.n	311	Aircraft RDTE&E Facilities	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.o	312	Missile and Space RDTE&E Facs	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.p	315	Weapons and Weapon Syst RDTE&E Facilities	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.q	317	Elect Comm & Elect Equip RDTE&E Facilities	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.r	318	Propulsion RDTE&E Facilities	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.s.i	411-135	Jet Fuel Storage	BL	40,000	61,496	100.0	0.0	0.0	21,496
11.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	47,061	86.0	14.0	0.0	N/A
11.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	28,445	28,445	100.0	0.0	0.0	0
11.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0	0.0	0.0	0.0	0
11.1.B.1.t.iii	422-264	Igloo Magazine	SF	9,766	9,766	100.0	0.0	0.0	0
11.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	6,565	6,565	0.0	100.0	0.0	0
11.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0	0.0	0
11.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0	0.0	0.0	0.0	N/A
11.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	171,335	51.0	46.0	3.0	N/A
11.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0	0.0	0.0	0.0	0
11.1.B.1.v.ii	442-258	LOX Storage	GA	400	400	0.0	100.0	0.0	0
11.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	129,447	145,656	46.0	54.0	0.0	16,209
11.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	2,250	4,900	100.0	0.0	0.0	2,650
11.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	14,700	14,700	100.0	0.0	0.0	0
11.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	68,726	100.0	0.0	0.0	N/A
11.1.B.1.x	530	Medical Laboratories	SF	N/A	2,727	100.0	0.0	0.0	N/A
11.1.B.1.y	540	Dental Clinics	SF	N/A	9,063	100.0	0.0	0.0	N/A
11.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	3,399	100.0	0.0	0.0	N/A
11.1.B.1.aa	610	Administrative Buildings	SF	N/A	373,883	80.0	10.0	10.0	N/A
11.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0	0.0	0.0	0.0	0
11.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0	0.0	0.0	0.0	0
11.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,433	100.0	0.0	0.0	N/A
11.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,408	1,408	100.0	0.0	0.0	0
11.1.B.1.cc	722	Dining Hall	SF	N/A	15,006	100.0	0.0	0.0	N/A
11.1.B.1.cc.i	722-351	Airman Dining Hall	SF	9,674	15,006	100.0	0.0	0.0	5,332
11.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	80	50.0	50.0	0.0	N/A
11.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	146,835	98.0	1.0	1.0	N/A
11.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	358,163	82.0	9.0	9.0	N/A
11.1.B.1.gg	852-273	Act Support Equipment Storage	SY	4,750	3,720	100.0	0.0	0.0	0

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II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	255,555	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	177,289	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	426,833	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	5,972	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	843,361	82.0	18.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	93,945	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	179,283	95.0	5.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	249,337	94.0	6.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	3,811	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	580,755	86.0	14.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	785,124	74.0	26.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

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- II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement: (Units meeting whole-house standards are those that were programmed/renovated after FY88).
- II.1.C.2.a Number of new housing units projected to meet current deficit.
- II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base
- II.1.C.3.a 36.0 percent of officer families live on base.
- II.1.C.3.b 31.0 percent of enlisted families live on base.
- II.1.C.3.a 31.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
21 Primary	11500 ft	200 ft	No	2	BAK-12

- II.2.A There are 1 active runways.
- II.2.A.1 There are NO cross runways
- II.2.B There are NO parallel runways.
- II.2.C Dimensions of the primary runway (321).
- II.2.C.1 Length: 11,500 ft
- II.2.C.2 Width: 200 ft
- II.2.D Dimensions of all secondary runways are in the runway table.
- II.2.E The primary taxiway is 125 ft wide.
- II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

Aircraft Group	Criteria	Primary Pavements				
		Runways	Taxiways	Aprons		
II.2.F.1 Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2 Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3 Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4 Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

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II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 321,111 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangles).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	A	500 ft	470 ft	Neither
B	500 ft	470 ft	Neither	Bldg 219
C	800 ft	425 ft	Neither	WW II Apron
D	1,175 ft	550 ft	Primary Aircraft	Mike Row
E	1,050 ft	500 ft	Transient Aircraft	Transient Ramp
F	775 ft	600 ft	Primary Aircraft	Mass Parking
F2	1,625 ft	950 ft	Primary Aircraft	Mass Parking

II.2.G.2 Permanently assigned aircraft currently require 223,195 Sq Yds of parking space.

II.2.G.3 97,916 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

Aircraft parking rows E and F currently maintain 95 ft from wing tip to edge of Bldg 1440. Aircraft parking spots B4, C4, D4, E2, F2, A3, B3, C3, D3, E3, F3, violate 7:1 transitional slope requirements.

II.2.H The dimensions of the (largest) transient parking area:

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J There are No critical features relative to the airfield pavement system that limit its capacity:

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3. Utility Systems

II.3.A	The overall system capacity and percent current usage for utility system categories:			
Utility System	Capacity	Unit of Measure	Percent Usage	
II.3.A.1	Water:	1.3 MG/D	MG/D - million gallons per day	74 %
II.3.A.2	Sewage:	1.5 MG/D		59 %
II.3.A.3	Electrical distribution:	16.84 MW	MW - million watts	56 %
II.3.A.4	Natural Gas:	3.913 MCF/D	MCF/D - million cubic feet per day	61 %
II.3.A.5	High temperature water/steam generation/distribution:	255.0 MBTUH	MBTUH - million British thermal units per hour	20 %

II.3.B Characteristics regarding the utility system that should be considered:

Utility max capacities based on utility agreements with suppliers. These are subject to renegotiation for higher capacities if need so dictates. Agreements set the max capacity as opposed to the delivery systems limiting capacities.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1	Facility number: 219	Hanger		
	Current Use:	C-12 Maint		
II.4.A.2	Size (SF):	33,840 SF		
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose:	C-12		
	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	98 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	98 ft	14 ft	90 ft
II.4.A.1	Facility number: 1440	Hanger		
	Current Use:	Maint. Hangar		
II.4.A.2	Size (SF):	92,000 SF		
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose:	KC135R		
	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	166 ft	49 ft	
II.4.A.6	Largest unobstructed space inside the facility:	166 ft	31 ft	178 ft

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II.4.A.1 Facility number: 1450 Hanger

Current Use: Maint. Hangar

II.4.A.2 Size (SF): 31,853 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: KC135R

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	162 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	162 ft	31 ft	179 ft

II.4.A.1 Facility number: 1460 Nose Dock

Current Use: Nose Dock Hangar

II.4.A.2 Size (SF): 25,600 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: KC135R

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	200 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	202 ft	24 ft	128 ft

II.4.A.1 Facility number: 1464 Nose Dock

Current Use: Nose Dock Hangar

II.4.A.2 Size (SF): 26,462 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: KC135R

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	161 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	161 ft	26 ft	131 ft

II.4.A.1 Facility number: 1700 Hanger

Current Use: Helicopter Maint.

II.4.A.2 Size (SF): 21,630 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: UH-1N

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	65 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	65 ft	18 ft	66 ft

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

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Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	21	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	50.0	0.0	50.0
	3	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	42.0	0.0	58.0
II.6.A.2	21	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	3	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	21	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	3	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	1	670	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.5	70-75	0	127	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.6	75-80	0	5	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	21	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	50.0	0.0	50.0
	3	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	42.0	0.0	58.0
II.6.B.2	21	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	3	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	21	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	3	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	1	670	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.5	70-75	0	127	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.6	75-80	0	5	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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II.6.C The most recent, publicly released AICUZ study is dated May 78

II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft
 Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map does Not reflect current flight tracks.
 Explanation of areas where the current AICUZ study does not reflect the current situation:

II.6.E The AICUZ study was last updated on Aug 93
 The study is still valid.

II.6.F Local governments have Not incorporated AICUZ recommendations into land use controls

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.
 No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Great Falls	55357	60091	56725	55097	57618

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Great Falls	55357	60091	56725	55097	57618

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Cascade County	73418	81804	80396	77691	81576

II.6.I All clear zone acquisition has been completed.

II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Approximate number of	Zone with

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Type of facility:	occupants	violation	Reason the incompatibility is necessary
Aircraft Logistics Center	60	80+	Ldn noise contours reflected in Draft AICUZ (1993) shows facility in compatible area
Base Mobility Admin	12	80+	Functions in this facility are scheduled to relocate in 1995
Missile Squadron Operations/Crew Dept Briefing	160	80+	Functions in this facility are scheduled to relocate in 1995
Mobile Home Park (Privately Owned Mobile Homes)	180	70-75	Ldn noise contours reflected in Draft AICUZ (1993) shows facility in compatible area
Mobility Processing	120	80+	Functions in this facility are scheduled to relocate in 1995
Total Quality Management Center	30	75-80	Ldn noise contours reflected in Draft AICUZ (1993) shows facility in compatible area
Wherry MFH - 4-plex (10)	180	75-80	Ldn noise contours reflected in Draft AICUZ (1993) shows facility in compatible area

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

- II.6.K** Noise complaints are received from off base residents.
- II.6.K.1** 1.0 noise complaints per month (average) are received from off base residents.
- II.6.L** The base has implemented noise abatement procedures as follows:
- II.6.L.1** Airfield traffic routed east of base over sparsely populated farm/ranch lands. Abatement Procedures specify no transition flying from 2200L to 0600L w/o Aircraft Wing Commander or Aircraft Op Group Commander approval published in the FLIP

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 1 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: One 25K-loader, two 9 ton Hi-lifts, One Hyster 10K forklift, Three Silent Hoist 10K forklifts.

III.1.A.2 6 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 21 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
Phillips	2400	6	21	4	4

III.1.C.3 No fuel storage tanks support the operational fuel hydrant system.

Storage tank Capacity:	Tanks with this capacity
199206	1

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- III.1.C.4 The hydrant system is 1.4 miles from the bulk storage area.
- III.1.C.5 No pits are certified for hot pit operations.
- III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3 1,071,714 gal

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).
Storage for others is excluded.

- III.1.D.4 Other receipt modes available: All fuel receipts are by tank truck.
Number of offload headers: 8
4 tank trucks can be simultaneously offloaded
Tank cars can Not be offloaded.

III.1.D.5 2 refueling unit fillstands are available.

III.1.D.5.a 2 refuelers can be filled simultaneously.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1 sustained: 483816
 maximum: 1748664

III.1.D.7 The base is Not directly supported by an intermediate Defense Fuels Supply Point.

- III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.
- III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:
Square footage available (including physical capacity limit):
- III.1.E.2 Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	352250	0
Square footage available (including physical capacity limit):	25080	
Normal installation mission storage requirement:	3845	269

Physical Limits for Cat 1.2 Munitions:

Storage requirements figured on physical capacity

- III.1.F The base has a dedicated hot cargo pad.
- III.1.F.1 Access to the hot cargo pad is not limited.

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- III.1.F.2 The size of the hot cargo pad is 53,748 sq feet.
- III.1.F.3 The sited explosive capacity of the hot cargo pad is 20,000
- III.1.F.4 The hot pad access is turn around.
- III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 99.
- III.1.F.6 Aircraft using pad over the last 5 years:
C-141, C-9, KC-135R, L-188, Boeing 727
- III.1.G Proximity (within 150 NM) to mobilization elements.
- III.1.G.1 The base is over 150 NM from a ground force installation.
- III.1.G.2 The base is proximate to a railhead.
Railheads within 150 NM:

Great Falls - Falls Yard	5 NM
--------------------------	------
- III.1.G.3 The base is over 150 NM from a port.
- III.1.H The base does Not have a dedicated passenger terminal.
- III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.
- III.1.J The base medical treatment facility routinely receives referral patients.
- III.1.J.1
- | Facilities Receiving Referrals: | Types of Patients Referred: |
|---------------------------------|--------------------------------|
| Montana Air National Guard | Various, Personal, All Clinics |
| Montana Army National Guard | Various, Personal, All Clinics |
- III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

- III.1.L Unique missions performed by the base medical facility:
Search and rescue, 40 bed expansion, 19 person decon, 48 person 2E Small unit, 13 person retrieval team, Aeromed flt surgeon Team. The o

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Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

*1. East door renovation *2. Waste oil tank replacement *3. Installation of sidewalk through berm 4. Renovation of Flight Medici

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.M.1 The project has been approved.

III.1.M.2 Major MCP completed since 1989:

Our current facility was completed in Feb 1990, at a cost of 16 million dollars.

III.1.N Base facilities have a total excess storage capacity of 22,632 sq ft.

III.1.N.1 Base facilities have a total covered storage capacity of 431,632 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	145,656 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	4,900 sq ft

III.1.O 456 light military vehicles are on base.

III.1.P 431 heavy military and special vehicles are on base.

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Section IV**1. Base Budget****IV.1 Non-payroll portion of the base budget for prior years:**

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		xx56	641.50 \$sK	0.00 \$sK	641.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		xx56	3,339.60 \$sK	0.00 \$sK		3,339.60 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		xx56	1,618.00 \$sK	72.40 \$sK			1,690.40 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		xx56	458.40 \$sK	76.30 \$sK				534.70 \$sK
		xxx56 TOTALS:			641.50 \$sK	3,339.60 \$sK	1,690.40 \$sK	534.70 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		xx76	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		xx76	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		xx76	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		xx76	447.00 \$sK	0.00 \$sK				447.00 \$sK
		xxx76 TOTALS:			0.00 \$sK	0.00 \$sK	0.00 \$sK	447.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		xx78	5,674.30 \$sK	75.60 \$sK			5,749.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		xx78	1,591.00 \$sK	0.00 \$sK				1,591.00 \$sK
		xxx78 TOTALS:					5,749.90 \$sK	1,591.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		xx90	265.40 \$sK	0.00 \$sK			265.40 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		xx90	37.20 \$sK	0.00 \$sK				37.20 \$sK
		xxx90 TOTALS:					265.40 \$sK	37.20 \$sK

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IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		xx95	645.70 \$sK	0.60 \$sK	646.30 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		xx95	542.10 \$sK	0.00 \$sK		542.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		xx95	1,660.00 \$sK	0.40 \$sK			1,660.40 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		xx95	751.20 \$sK	1.00 \$sK				752.20 \$sK
		xxx95 TOTALS:			646.30 \$sK	542.10 \$sK	1,660.40 \$sK	752.20 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		xx96	5,093.70 \$sK	7.90 \$sK	5,101.60 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		xx96	4,592.40 \$sK	10.70 \$sK		4,603.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		xx96	15,699.10 \$sK	1,837.80 \$sK			17,536.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		xx96	10,111.50 \$sK	1,372.70 \$sK				11,484.20 \$sK
		xxx96 TOTALS:			5,101.60 \$sK	4,603.10 \$sK	17,536.90 \$sK	11,484.20 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		mpf	5,610.10 \$sK	133.60 \$sK	5,743.70 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		mpf	8,301.80 \$sK	145.90 \$sK		8,447.70 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		mpf	5,601.80 \$sK	144.10 \$sK			5,745.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		mpf	4,070.00 \$sK	146.00 \$sK				4,216.00 \$sK
		MFH TOTALS:			5,743.70 \$sK	8,447.70 \$sK	5,745.90 \$sK	4,216.00 \$sK

2. Relocation Costs

- IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:
- IV.2.A Estimate to TEARDOWN the equipment and prepare it for movement, MOVE this equipment 1000 miles, and SETUP this equipment at a new location.

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	Piece of equipment.	Teardown Costs	Move Costs	Setup Costs	Total Costs
IV.2.A.1	161 MM Downstages	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
IV.2.A.2	80 Propulsion sys rocket engin	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
IV.2.A.3	80 Reentry systems	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
IV.2.A.4	Exp Missile Data Analysis Syst	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
IV.2.A.5	KC-135 Flight Simulator	\$ 333.40 K	\$ 333.30 K	\$ 333.30 K	\$ 1,000.00 K
IV.2.A.6	Missiles (per 200)	\$ 0.00 K	\$ 747.60 K	\$ 0.00 K	\$ 747.60 K
IV.2.A.7	T-41 Half Silo Trainer	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
IV.2.A.8	T-9 Downstage	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
IV.2.A.9	Weather Radar	\$ 34.40 K	\$ 34.40 K	\$ 33.60 K	\$ 102.40 K
IV.2.A.10	Wing Codes Processing System	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K
			Total relocation costs:		\$ 0.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 32\$sM

Twenty year Net Present Value (797)\$sM

Steady state savings 59\$sM per year

Manpower savings associated with closure 1,187

Return on Investment (years): 1

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Section VI Economic Impact**Economic Area Statistics:**

Great Falls, MT MSA

Total population: 79,000 (FY 92)

Total employment: 44,140 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.1% / 6.0% / 6.5%

Average annual job growth: 66

Average annual per capita income: \$17,452

Average annual increase in per capita income: \$4.7%

Projected economic impact:

Direct Job Loss:	5,089	
Indirect Job Loss:	<u>1,598</u>	
Closure Impact:	6,687	(15.1% of employment total)
Other BRAC Losses:	<u>8</u>	
Cumulative Impact:	6,695	(15.2% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 14.5 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$604

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
Great Falls Transit buses stop at the front gate, but do not enter the base.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 13 miles
- VII.1.B.2 Airport name: Great Falls International Airport is west of Malmstrom AFB, Montana.
- VII.1.B.3 Number of commercial air carriers available at the airport: 3
- VII.1.B.4 Average round trip commuting time to work: 30 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	College of Great Falls (McLaughlin Center)	4	Hrs.	10	Min.
VII.1.C.2 Movie theater	Cinema 4	6	Hrs.	15	Min.
VII.1.C.3 Public golf course	R.O. Speck Municipal Golf Course	3	Hrs.	06	Min.
VII.1.C.4 Bowling lane	Murph's	1	Hrs.	02	Min.
VII.1.C.5 Boating	Riverside Park Boat Ramp	6	Hrs.	12	Min.
VII.1.C.6 Fishing	Giant Springs	3	Hrs.	10	Min.
VII.1.C.7 Zoo	Calgary Zoo	275	5 Hrs.	30	Min.
VII.1.C.8 Aquarium	Sea World	511	11 Hrs.		Min.
VII.1.C.9 Family theme park	Lagoon - Salt Lake City, UT	467	10 Hrs.		Min.
VII.1.C.10 Professional sports	Delta Center - Salt Lake City, UT	467	10 Hrs.		Min.

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VII.1.C.11	Collegiate sports	Carroll College Sports-plex	85	1	Hrs.	30	Min.
VII.1.C.12	Camping facilities	KOA Campground	2		Hrs.	04	Min.
VII.1.C.13	Beaches (lake or ocean)	Holter Lake	55	1	Hrs.		Min.
VII.1.C.14	Outdoor winter sports	Parish Gibson Park	8		Hrs.	15	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Holiday Village Mall 10 min (6 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Spokane, Washington 6 hrs 42 min (370 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 148

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 9196

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 50.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Montana State University - College of Technology

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

College of Great Falls

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

Montana University System, Higher Education Center

3. Spousal Employment

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- VII.3.A 81.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 67.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 6.1 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 1.2 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 3.2 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 8.4 beds/1000 people

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Section VIII**1. Air Quality - Clean Air Act**

- VIII.1.A Air Quality Management District for the base: Montana Air Quality Control Region (AQCR) 141, North Central Montana
- VIII.1.B The base is NOT located within a maintenance or non-attainment area for pollutants.
- VIII.1.C There are NO critical air quality regions within 100 kilometers of the base
(Critical air quality regions are non-attainment areas, national parks, etc.)
- VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.
(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)
- VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions
(i.e. carpooling or emissions credit transfer)
- VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:
- VIII.E.1 Aerospace Ground Equipment (AGE):
- E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.
- E.1.b No state or local air quality regulatory agency Requires permits for such units.
- E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.
- E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.
- VIII.E.2 Infrastructure Maintenance / Public Works
- E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).
- E.2.b No state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c The state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d The state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

- E.4.a The state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

- E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

- E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

- E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

- E.8 The state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

- E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is **Local Community and the source is:**

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Missouri River

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. Isolated perched groundwater contamination

VIII.3.A.2 The contaminated groundwater is Not a potable water source.

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C No water wells exist on the base.

VIII.3.D No wells have been abandoned.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	A small pond	0.22 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

The base is involved in cooperative agreements regarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeake Bay Program)?

VIII.4.B Special permits are required as follows:

For construction activities which will cause disruption of five acres or more.

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is No known contamination to the base or local community surface water

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5. Wastewater

VIII.5.A Base wastewater is treated by Local Community facilities.

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A There any No National Pollutant Elimination System permits in effect.

VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:
Cxounty Treatment Facility

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 46.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

- VIII.9.A There are No Threatened or endangered species identified on the base.
- VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

- VIII.10.A There are No wetlands, estuaries, or other special aquatic features present on the base.
- VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

- VIII.10.C No part of the base is located in a 100-year floodplain.
- VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

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11. Biological - Floodplains

VIII.11.A There are No floodplains on the base.

12. Cultural

VIII.12.A No historic,prehistoric, archaeological sites or other cultural resources are located on the base.

VIII.12.B 1 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been/archeologically surveyed.

VIII.12.D.1 10 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 26 IRP sites have been identified

VIII.13.A.2 4 IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 6526

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 17 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Air Quality Compliance	\$102.200 K	\$102.200 K	\$110.000 K	\$115.500 K	\$150.400 K
Hazardous Waste Disposal/Remediation	\$980.300 K	\$1,278.500 K	\$984.600 K	\$920.000 K	\$845.000 K
IRP	\$1,128.000 K	\$1,176.000 K	\$6,200.000 K	\$9,200.000 K	\$7,100.000 K
Natural Resources	\$131.000 K	\$945.000 K	\$184.000 K	\$124.000 K	\$130.000 K
Permits	\$44.400 K	\$65.600 K	\$64.000 K	\$68.000 K	\$74.600 K
Pollution Prevention	\$184.700 K	\$540.500 K	\$244.400 K	\$220.000 K	\$182.400 K
Polychlorinated Biphenyls (PCBS)	\$75.400 K	\$56.200 K	\$56.200 K	\$46.200 K	\$30.000 K
Storm Water Compliance	\$363.400 K	\$947.100 K	\$129.400 K	\$154.000 K	\$175.400 K
Underground Storage Tanks	\$2,626.200 K	\$7,607.200 K	\$224.000 K	\$230.000 K	\$254.400 K
Water/Wastewater Quality Compliance	\$97.400 K	\$118.800 K	\$120.000 K	\$126.000 K	\$130.000 K

15. Other Issues

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VIII.15.A There are no additional activities which may constrain or enhance base operations.

16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:

Montana Air Quality Control Region (AQCR) 141, North Central Montana

VIII.16.B Air quality regulatory agency responsible for the AQCA: Montana Department of Health and Environmental Sciences/Air Quality Bureau

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

Ms. Jan P. Sensibaugh

(406) 444-3454

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NO_x)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.10 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 9.0 ppm

VIII.16.D.3 Ozone Design value is 83.3% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS

Air Quality Survey complete, No additional data required.

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Section IX

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IX.52

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Luke AFB - AETC

Range scheduling statistics (yearly average from 1990 to 93).

I.2.E.7.a Hours scheduled: 8 hrs

I.2.E.7.b Hours used: 8 hrs

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

317 NM long, 10 NM wide

I.2.E.11 100.00 percent of the airspace is usable.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
AK Chin	Uncontrolled
Army National Guard	Military
Buckeye	Uncontrolled
Casa Grande	General Aviation
Castle Well	Uncontrolled
Chandler	General Aviation
Clementine	Uncontrolled
Cooper	Uncontrolled
Cordes	Uncontrolled
Cross	Uncontrolled
Deer Valley	General Aviation
Donnelly	Uncontrolled
Eagle Roust	Uncontrolled
Estrella	Uncontrolled
Falcon Field	General Aviation
Flying Dare	Uncontrolled
ForePaugh	Uncontrolled

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G.M.	Uncontrolled
Gila	Uncontrolled
Gila Bend	Uncontrolled
Glendale	General Aviation
Hart	Uncontrolled
Maricopa Center	Uncontrolled
McGill	Uncontrolled
Memorial	Uncontrolled
Millar	Uncontrolled
Mobile	Uncontrolled
Moreton	Uncontrolled
Paloma	Uncontrolled
Papago AAF	Military
Phoenix/Goodyear	General Aviation
Pierce	Uncontrolled
Pleasant Valley	Uncontrolled
Potters	Uncontrolled
Ranta	Uncontrolled
Rosner	Uncontrolled
Sampley	Uncontrolled
Schnepf	Uncontrolled
Schu	Uncontrolled
Scottsdale	General Aviation
Sky Harbor International Airport	Commercial
Sky Ranch	Uncontrolled
Stellar	Uncontrolled
Sycamore	Uncontrolled
Tonopah	Uncontrolled
Vista Hills	Uncontrolled
Wickenburg	Uncontrolled
Williams Gateway	General Aviation
Wintersburg	Uncontrolled
Wolter	Uncontrolled
Womack	Uncontrolled

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I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** Expansion of training airspace is Not possible.
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
- I.2.F.4** Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a** Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
 FLORENCE TRAINING SITE
 60 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:
 MAG 13
 123 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
 57 FW
 207 mi from the base.
- I.2.G.5** DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
100.0	99.9	99.6	99.3	99.0

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.2 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 0 Days have freezing participation (mean per year).

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Section II**1. Installation Capacity & Condition****A. Land**

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	FT TUTHILL	REC ANNEX	14	14	
II.1.A.2	GILA BEND AFAF	AUX FIELD	1,886	1,070	816
II.1.A.3	GOLDWATER RANGE	RANGES	2,672,525	2,672,525	
II.1.A.4	LUKE AFB	MAIN BASE	4,198	4,073	125
II.1.A.5	LUKE AUX 1	AUX FIELD	1,105	400	705
II.1.A.6	WASTE ANNEX	DRMO AREA	46	41	5
		TOTALS:	2,679,774	2,678,123	1,651

B. Facilities**II.1.B.1 From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	36,276	74.0	0.0	26.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	163,336	99.0	0.0	1.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	98,100	109,238	98.0	0.0	2.0	11,138
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	6,000	6,000	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	271,829	91.0	3.0	6.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	66,700	52,056	82.0	0.0	18.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	85,913	78,413	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	77,981	53,981	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	593,702	99.0	1.0	0.0	N/A
II.1.B.1.e.j	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0

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II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	137,031	105,939	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	5,760	7,207	100.0	0.0	0.0	1,447
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	73,300	72,037	100.0	0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	40,890	78,059	100.0	0.0	0.0	37,169
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	25,400	21,230	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	252,652	257,738	100.0	0.0	0.0	5,086
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	38,748	50,684	100.0	0.0	0.0	11,936
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	9,099	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	9,099	100.0	0.0	0.0	9,099
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	92,445	70.0	5.0	25.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	2,960	2,960	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	9,051	55.0	0.0	45.0	5,451
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	38,297	35,897	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	23,871	17,871	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	81,592	88.0	12.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	48,000	58,762	100.0	0.0	0.0	10,762
II.1.B.1.j.ii	217-712a	LANTIRN	SF	7,200	5,300	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	48,000	43,205	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	13,609	9,809	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	23,280	9,380	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	106,552	70.0	0.0	30.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A

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Facility Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
11.1.B.1.s.i	Jet Fuel Storage	BL	93,440	60,936	100.0	0.0
11.1.B.1.t	Ammunition Storage Installation & Ready Use	SF	N/A	61,774	100.0	0.0
11.1.B.1.t.i	Multi-Cubicle Magazine Storage	SF	0	0	0.0	0.0
11.1.B.1.t.ii	Above Ground Magazine	SF	0	15,000	100.0	0.0
11.1.B.1.t.iii	Igloo Magazine	SF	18,163	16,991	100.0	0.0
11.1.B.1.t.iv	Spare Inert Storage (Alternate Mission Equipmen	SF	0	28,304	100.0	0.0
11.1.B.1.t.v	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0
11.1.B.1.u	Storage-Covered Depot & Arsenal	SF	N/A	0	0.0	0.0
11.1.B.1.v	Storage-Covered-Installation & Organ	SF	N/A	254,676	85.0	15.0
11.1.B.1.v.i	Hydrazine Storage	SF	1,045	1,045	100.0	0.0
11.1.B.1.v.ii	LOX Storage	GA	16,000	10,000	100.0	0.0
11.1.B.1.v.iii	Base Warehousing Supplies and Equipment	SF	198,837	166,861	100.0	0.0
11.1.B.1.v.iv	Base Warehousing Supplies and Equipment (W	SF	48,000	4,000	100.0	0.0
11.1.B.1.v.v	Warehousing Supplies and Equipment (AGS Par	SF	72,000	64,632	100.0	0.0
11.1.B.1.w	Medical Center and/or Hospital	SF	N/A	160,636	90.0	10.0
11.1.B.1.x	Medical Laboratories	SF	N/A	3,020	100.0	0.0
11.1.B.1.y	Dental Clinics	SF	N/A	16,359	100.0	0.0
11.1.B.1.z	Dispensaries and/or Clinics	SF	N/A	1,920	100.0	0.0
11.1.B.1.aa	Administrative Buildings	SF	N/A	395,719	91.0	6.0
11.1.B.1.aa.i	Munitions Maintenance Administration	SF	6,615	7,493	91.0	9.0
11.1.B.1.aa.ii	Munitions Line Delivery/Storage Section	SF	0	0	0.0	0.0
11.1.B.1.bb	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,357	90.0	5.0
11.1.B.1.bb.i	Unaccompanied Enlisted Dorm	PN	1,195	1,091	95.0	5.0
11.1.B.1.cc	Dining Hall	SF	N/A	19,009	11.0	11.0
11.1.B.1.cc.i	Airman Dining Hall	SF	33,420	17,009	0.0	88.0
11.1.B.1.dd	Unaccompanied Officer Housing (OO & VOQ)	PN	N/A	172	65.0	35.0
11.1.B.1.ee	Personnel Support and Services Facilities	SF	N/A	117,434	75.0	10.0
11.1.B.1.ff	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	644,820	95.0	3.0
11.1.B.1.gg	Act Support Equipment Storage	SY	0	51,869	100.0	0.0

11.1.B.2 From in-house survey:

Facility Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
11.1.B.1.a	Aircraft Pavement-Runway(s)	SY	473,333	90.0	10.0	0.0
11.1.B.1.b	Airfield Pavements-Taxways	SY	329,520	84.0	0.0	16.0

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II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	537,465	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	502,922	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	331,606	90.0	10.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	859,468	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	1,613,963	96.0	4.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	700,144	99.0	1.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

874

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-437

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-437

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

272

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

602

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 21.0 percent of officer families live on base.

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II.1.C.3.b 29.0 percent of enlisted families live on base.

II.1.C.3.a 28.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
		Length	Width		Number	Types
03L	Secondary	10000 ft	150 ft	No	6	MA1A, BAK 9, BAK 12/14
03R	Primary	9910 ft	150 ft	No	6	MA1A, BAK 9, BAK 12

II.2.A There are 2 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are 1 parallel runways (excluding main runway).

II.2.C Dimensions of the primary runway (03R).

II.2.C.1 Length: 9,910 ft

II.2.C.2 Width: 150 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

				Primary Pavements		
Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips 300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips 300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips 15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips 50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips 50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips 15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips 50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips 50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

II.2.F.9 Work required to upgrade pavement to the required strength:

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	196,000	8" PCC Overlay
Runway	B-1B	SY	165,167	4" PCC Overlay
Aprons	B-1B	SY	390,549	8 " PCC Overlay
Runway	B-52	SY	165,167	9" PCC Overlay
Taxiway	B-52	SY	196,000	9" PCC Overlay
Aprons	B-52	SY	390,549	9" PCC Overlay
Aprons	C-141	SY	390,549	6" PCC overlay
Runway	C-141	SY	165,167	3" PCC overlay
Taxiway	C-141	SY	196,000	6" PCC overlay
Taxiway	C-5B	SY	196,000	12" Portland Cement Concrete Overlay
Aprons	C-5B	SY	390,549	12" Portland Cement Concrete Overlay
Runway	C-5B	SY	165,167	9" Portland Cement Concrete Overlay
Taxiway	KC-10	SY	196,000	12" PCC overlay
Runway	KC-10	SY	165,167	9" PCC overlay
Aprons	KC-10	SY	390,549	12" PCC overlay
Taxiway	KC-135R	SY	196,000	6" PCC overlay
Aprons	KC-135R	SY	390,549	9" PCC overlay
Runway	KC-135R	SY	165,167	3" PCC overlay

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 435,950 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	North Ramp	2,850 ft	405 ft	Primary Aircraft
Reserve Ramp	720 ft	510 ft	Primary Aircraft	F-16
Southeast Ramp	2,100 ft	510 ft	Primary Aircraft	F-16
West Ramp	2,610 ft	510 ft	Primary Aircraft	F-16

II.2.G.2 Permanently assigned aircraft currently require 336,050 Sq Yds of parking space.

II.2.G.3 99,900 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

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Currently there are more aircraft in inventory than 110 percent of PAA. Luke's excess ramp space is used for excess inventory and transient aircraft.

- II.2.H** The dimensions of the (largest) transient parking area:
- II.2.I** Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)
- II.2.J** Critical features relative to the airfield pavement system that limit its capacity:

Neither Luke or Aux Fields have any airfield/airspace waivers, exemptions or deviations applicable to pre-1965 construction.

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	2.9 MG/D	MG/D - million gallons per day	82 %
II.3.A.2 Sewage:	1.2 MG/D		45 %
II.3.A.3 Electrical distribution:	25.6 MW	MW - million watts	66 %
II.3.A.4 Natural Gas:	3.648 MCF/D	MCF/D - million cubic feet per day	27 %
II.3.A.5 High temperature water/steam generation/distribution:	23.432 MBTUH	MBTUH - million British thermal units per hour	15 %

II.3.B Characteristics regarding the utility system that should be considered:

Utility service contracts have a "take or pay" clause in them due to connection charge or Demand Side Management initiative. Natural gas is not purchased through a central office. Electric power is purchased from WAPA, an allocation of 4432 KW.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 408 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 21,028 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	110 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	218 ft	36 ft	95 ft

II.4.A.1 Facility number: 485 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 32,250 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C119

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	110 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	115 ft	34 ft	90 ft

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II.4.A.1 Facility number: 913 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 46,802 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-131

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	115 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	170 ft	46 ft	150 ft

II.4.A.1 Facility number: 914 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 44,170 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	157 ft	26 ft	
II.4.A.6 Largest unobstructed space inside the facility:	170 ft	46 ft	155 ft

II.4.A.1 Facility number: 915 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 37,886 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-105

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	80 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	80 ft	31 ft	70 ft

II.4.A.1 Facility number: 922 Hanger
Current Use: Aircraft Corrosion Control

II.4.A.2 Size (SF): 20,630 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	85 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	32 ft	90 ft

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II.4.A.1 Facility number: 968 Hanger
Current Use: Maintenance Dock Flight Systems

II.4.A.2 Size (SF): 14,305 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	115 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	115 ft	30 ft	86 ft

II.4.A.1 Facility number: 983 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 42,870 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	85 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	34 ft	90 ft

II.4.A.1 Facility number: 984 Hanger
Current Use: Maintenance Dock Flight Systems

II.4.A.2 Size (SF): 15,376 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	110 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	117 ft	38 ft	90 ft

II.4.A.1 Facility number: 985 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 42,690 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	85 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	34 ft	90 ft

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II.4.A.1 Facility number: 999 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 32,089 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-100

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	150 ft	40 ft	65 ft

II.4.A.1 Facility number: 1019 Hanger
Current Use: Maintenance Dock Flight Systems

II.4.A.2 Size (SF): 11,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-100

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	65 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	85 ft	35 ft	65 ft

II.4.A.1 Facility number: 1022 Hanger
Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 Size (SF): 30,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	25 ft	
II.4.A.6 Largest unobstructed space inside the facility:	150 ft	36 ft	100 ft

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1 03R/L	CZ	0	270	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
21L/R	CZ	0	270	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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II.6.A.2	03R/L	APZ 1	12	494	0.6	Gen Compat	0.6	0.0	0.0	0.0	0.0	99.4
	21L/R	APZ 1	14	499	0.7	Gen Compat	0.7	0.0	0.0	0.0	0.0	99.3
II.6.A.3	03R/L	APZ 2	2	647	0.1	Gen Compat	0.1	0.0	0.0	0.0	0.0	99.9
	21L/R	APZ 2	6	668	0.2	Gen Compat	0.2	0.0	0.0	0.0	0.0	99.8

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	5,116	10,170	2	Gen Compat	5.0	1.0	1.0	1.0	1.0	91.0
II.6.A.5	70-75	362	5,531	3	Gen Compat	6.0	1.0	1.0	1.0	1.0	90.0
II.6.A.6	75-80	154	2,936	8	Incompat	7.0	1.0	0.0	1.0	0.0	91.0
II.6.A.7	80+	41	1,379	2	Gen Compat	2.0	0.0	0.0	1.0	0.0	97.0

II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	03R/L	CZ	0	270	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	21L/R	CZ	0	270	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	03R/L	APZ 1	12	494	1	Gen Compat	0.6	0.0	0.0	0.0	0.0	99.4
	21L/R	APZ 1	14	499	1	Gen Compat	0.7	0.0	0.0	0.0	0.0	99.3
II.6.B.3	03R/L	APZ 2	2	647	0	Gen Compat	0.1	0.0	0.0	0.0	0.0	99.9
	21L/R	APZ 2	6	668	0	Gen Compat	0.2	0.0	0.0	0.0	0.0	99.8

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	5,116	10,170	2	Gen Compat	5.0	1.0	1.0	1.0	1.0	91.0
II.6.B.5	70-75	362	5,531	3	Gen Compat	6.0	1.0	1.0	1.0	1.0	90.0
II.6.B.6	75-80	154	2,936	8	Incompat	7.0	1.0	0.0	1.0	0.0	91.0
II.6.B.7	80+	41	1,379	2	Gen Compat	2.0	0.0	0.0	1.0	0.0	97.0

II.6.C The most recent, publicly released AICUZ study is dated May 85

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map reflects current flight tracks.

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II.6.E The AICUZ study was last updated on Nov 89
The study is no longer valid. Milestones for updateing the study:

II.6.E.1 Revalidation expected late 94/early 95.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

II.6.F.1 AICUZ recommended height restrictions.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adherence to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Near total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

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Maricopa County	Total adherence to all AICUZ guidance.	There is no encroachment present. Near total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adherence to all AICUZ guidance.	There is no encroachment present. Total adherence to all AICUZ guidance. Strict limitations on residential densities.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.

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Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adherence to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Total adherence to all AICUZ guidance. Very strict limitations on residential densities.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.		
Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adherence to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Total adherence to all AICUZ guidance. Very strict limitations on residential densities.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.		
Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 2 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: 5 - 4K Forklift (E816); 2 - 6K VRT(E819); 15 - 6K Forklift (E822); 2-Electric 4K Forklift (E842) 2-A/C Loader 25K Forklift (E935); 5 -10K Forklift (E956) 3 -AC Loader 10K (E957); 1 each RT 6K Forklift (E820); 15K Forklift (E824); 13K Forklift (E959)

III.1.A.2 9 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is serviced by a pipeline.

III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.

III.1.D.2 There are No limitations to continuous service from the primary source.

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City of Glendale	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adherence to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Near total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present.
City of Glendale	Zoning	There is no encroachment present.
Litchfield Park	Zoning	There is no encroachment present.
Maricopa County	Total adherence to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present.
Town of Goodyear	Zoning	There is no encroachment present.
Town of Surprise	Zoning	There is no encroachment present.

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

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No significant development is projected for any AICUZ zone.

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
TOWN OF SURPRISE	5900	6640	8100	9000	10200
TOWN OF GOODYEAR	3900	4830	5660	7600	9000
CITY OF LITCHFIELD PARK	2050	2550	3110	3300	3500
CITY OF GLENDALE	118089	128000	13774	156600	175000
CITY OF EL MIRAGE	2900	3400	4100	5000	5500

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
UNINCORPORATED MARICOPA COUNTY	150450	142100	137227	135000	122000

II.6.I All clear zone acquisition has been completed.

II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 8.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has implemented noise abatement procedures as follows:

II.6.L.1 Luke AFB practices modified flight patterns, hours of operations, power settings, and maintenance practices as part of the base noise abatement process.

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- VII.3.A 72.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 83.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 9.7 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D -4.9 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 3.0 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 4.0 beds/1000 people

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Section VIII**1. Air Quality - Clean Air Act**

VIII.1.A Air Quality Management District for the base: South Coast Air Quality Management District

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 No pollutants in maintenance

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Serious
Ozone	Extreme
PM-10	Moderate

VIII.1.C There are critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.D.2 The following actions have been implemented:

Ride sharing, reduced work related trips in single occupancy vehicles between 6AM and 10AM Monday thru Friday.

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c The state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

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E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b The state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergent generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c The state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is Local Community and the source is:
aquifer-lake-reservoir-municipal

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is Not known to be contaminated.

VIII.3.B The base is Not actively involved in groundwater remediation activities.

VIII.3.C No water wells exist on the base.

VIII.3.D No wells have been abandoned.

4. Water - Surface Water

VIII.4.A There No perennial bodies of water located on base.

VIII.4.A.2 These bodies do Not receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

VIII.4.B Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is No known contamination to the base or local community surface water

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5. Wastewater

VIII.5.A Base wastewater is treated by Local Community facilities.

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A There are No National Pollutant Elimination System permits in effect.

VIII.6.B

The base doesn't treat water.

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 95.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. Ecological or wildlife management areas ADJACENT TO the base:
CHEVRON - Protecting the El Segundo Blue Butterfly
- VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.
CHEVRON - Protecting the El Segundo Blue Butterfly
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D The presence of these resources does not constrain CURRENT construction activities/operations.
The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

- VIII.9.A There are No Threatened or endangered species identified on the base.
- VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

- VIII.10.A There are No wetlands, estuaries, or other special aquatic features present on the base.
- VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

- VIII.10.C No part of the base is located in a 100-year floodplain.

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VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A There are No floodplains on the base.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites: Significant status:

500 Varas Square	Historical district
American Trona Plant	Historical building

VIII.12.B 16 percent of the buildings on base are over 50 years old.

VIII.12.C Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:

500 Varas Square
American Trona Plant

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 15 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 40 IRP sites have been identified

VIII.13.A.2 21 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1997

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$537.000 K	\$238.000 K	\$165.000 K	\$145.000 K	\$2,045.000 K
IRP	\$2,670.000 K	\$1,134.000 K	\$463.000 K	\$393.000 K	\$220.000 K
Natural Resources					
Other(s) Specify:CAA					\$600.000 K
Other(s) Specify:CAA AND PCBs				\$573.000 K	
Other(s) Specify:CAA AND WASTE WATER		\$547.000 K	\$913.000 K		
Other(s) Specify:UST SITE INVESTIGATION	\$90.000 K				
Permits	\$20.000 K	\$20.000 K	\$25.000 K	\$30.000 K	\$35.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act
VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:

Southern California Coastal Area of South Coast Air Basin

VIII.16.B Air quality regulatory agency responsible for the AQCA:. South Coast Air Quality Management District

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

Pratap C. Nair, Air Quality Engineer II

909-396-2612

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Non-Attainment for Ozone
VIII.16.C.2 In Non-Attainment for Carbon Monoxide
VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10)
VIII.16.C.4 In Attainment for Sulfur Dioxide
VIII.16.C.5 In Non-Attainment for Nitrogen Dioxide (Not NOx)
VIII.16.C.6 In Attainment for Lead
VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.07 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 9.0 ppm

VIII.16.D.3 Ozone Design value is 58.3% of NAAQS
VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS
VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Extreme
VIII.16.E.2 Southern California Coastal Area of South Coast Air Basin
VIII.16.E.3
VIII.16.E.4 The base is Not in a rural transport area
VIII.16.E.5 The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated
**VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:
based on the AQCA 1990 baseline AND in the required attainment year**

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inventory.		VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	28	G.1.d	31	G.2.a	37	G.2.d	41	
Military Aircraft Associated with the Base	G.1.b	0	G.1.e	0	G.2.b	0	G.2.e	0	
Stationary Source	G.1.c	5	G.1.f	5	G.2.c	5	G.2.f	5	

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

VOCs		NOx		
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0
Stationary Source	G.3.b	1	G.3.d	1

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx	
Mobile Source Including Aircraft	G.5.a	32.14%	G.5.c	32.26%	
Stationary Source	G.5.b	20.00%	G.5.d	20.00%	
TOTAL	G.5.e	30.30%	G.5.f	30.56%	

VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is SERIOUS

VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.

Measures include quantitative limits, projections, restrictions, or emissions budgets.

VIII.16.J -The AQCA VMT forecasts allow for an increase for the main arterial roads leading into and out of the base.

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**Operations &
Maintenance Funding:**

III.1.K.2 Facility modifications are needed to absorb the additional workload, estimated cost is \$0.

III.1.L Unique missions performed by the base medical facility:

The 655 MS wartime tasking is to deploy personnel to support one second echelon patient retrieval team to locations specified in operation

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

Pharmacy Modular Building, 180K; Relocation of Medial Logistics, 200K; Ft MacArthur Renovation, 118K; Elevator install, 180K; Carpt

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.M.1 The project has Not been approved.

III.1.M.2 No major MCP has been completed since 1989.

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have a total covered storage capacity of 125,848 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	93,836 sq ft
Mobility storage:	100 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O No light military vehicles are on base.

III.1.P No heavy military and special vehicles are on base.

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	564.40 \$sK	156.00 \$sK	720.40 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	574.20 \$sK	0.00 \$sK		574.20 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,710.50 \$sK	0.00 \$sK			1,710.50 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,683.00 \$sK	0.00 \$sK				1,683.00 \$sK
		xxx56 TOTALS:			720.40 \$sK	574.20 \$sK	1,710.50 \$sK	1,683.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	11,945.20 \$sK	8,935.80 \$sK	20,881.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	12,255.70 \$sK	6,540.50 \$sK		18,796.20 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	291.90 \$sK	0.00 \$sK			291.90 \$sK	
		3600	418.50 \$sK	0.00 \$sK			418.50 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	207.10 \$sK	0.00 \$sK				207.10 \$sK
		3600	198.10 \$sK	0.00 \$sK				198.10 \$sK
		xxx76 TOTALS:			20,881.00 \$sK	18,796.20 \$sK	710.40 \$sK	405.20 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,502.60 \$sK	13.80 \$sK			5,516.40 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	3,864.80 \$sK	608.70 \$sK				4,473.50 \$sK
		xxx78 TOTALS:					5,516.40 \$sK	4,473.50 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	393.90 \$sK	378.00 \$sK	771.90 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				

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FY-93	3400	Appropriation	277.50 \$sK	455.40 \$sK		732.90 \$sK			
	3600	Reimbursable							
FY-94	3400	Direct	184.00 \$sK	0.00 \$sK			184.00 \$sK		
	3400	Reimbursable	685.10 \$sK	0.00 \$sK			685.10 \$sK		
xxx95	3400	Direct	421.80 \$sK	160.60 \$sK				582.40 \$sK	
	3600	Reimbursable	142.00 \$sK	0.00 \$sK				142.00 \$sK	
IV.1.E	xxx95	Communications							
FY-91	3400	Appropriation	9,017.90 \$sK	12,887.20 \$sK		771.90 \$sK	732.90 \$sK	869.10 \$sK	
FY-92	3400	Direct	1,361.50 \$sK	470.30 \$sK					
	3400	Reimbursable	1,783.70 \$sK	110.80 \$sK		1,831.80 \$sK			
FY-94	3400	Direct	923.80 \$sK	1,174.40 \$sK				1,894.50 \$sK	
	3600	Reimbursable							
IV.1.F	xxx96	Base Operating Support							
FY-91	3400	Appropriation	9,017.90 \$sK	12,887.20 \$sK		21,905.10 \$sK	1,831.80 \$sK	1,894.50 \$sK	
FY-92	3400	Direct	9,604.90 \$sK	10,382.30 \$sK					
	3400	Reimbursable	12,329.10 \$sK	5,727.40 \$sK				2,098.20 \$sK	
FY-93	3400	Direct	15,427.70 \$sK	0.00 \$sK		19,987.20 \$sK			
	3600	Reimbursable	14,113.20 \$sK	7,114.10 \$sK				18,056.50 \$sK	
FY-94	3400	Direct	13,296.10 \$sK	0.00 \$sK				15,427.70 \$sK	
	3600	Reimbursable							
IV.1.G	MFH	Military Family Housing							
FY-92	3400	Appropriation	4,551.50 \$sK	0.00 \$sK		21,905.10 \$sK	19,987.20 \$sK	33,484.20 \$sK	
FY-93	3400	Direct	4,460.90 \$sK	0.00 \$sK			4,551.50 \$sK		
	3400	Reimbursable							
FY-94	3400	Direct						4,460.90 \$sK	
	3600	Reimbursable							
xxx96	xxx96	TOTALS:							
FY-91	21,905.10 \$sK					21,905.10 \$sK	1,831.80 \$sK	1,894.50 \$sK	
FY-92	21,905.10 \$sK					21,905.10 \$sK			
FY-93	21,905.10 \$sK					21,905.10 \$sK	19,987.20 \$sK		
FY-94	21,905.10 \$sK					21,905.10 \$sK		2,098.20 \$sK	
MFH	21,905.10 \$sK					21,905.10 \$sK	19,987.20 \$sK	33,484.20 \$sK	
FY-92	21,905.10 \$sK					21,905.10 \$sK	4,551.50 \$sK		
FY-93	21,905.10 \$sK					21,905.10 \$sK			
FY-94	21,905.10 \$sK					21,905.10 \$sK		2,098.20 \$sK	

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3400	5,203.00 \$sK	0.00 \$sK			5,203.00 \$sK	
	MFH TOTALS:			4,551.50 \$sK	4,460.90 \$sK	5,203.00 \$sK

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 450\$sM

Twenty year Net Present Value (142)\$sM

Steady state savings 50\$sM per year

Manpower savings associated with closure 325

Return on Investment (years): 10

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Section VI Economic Impact**Economic Area Statistics:**

Los Angeles - Long Beach, CA PMSA

Total population: 9,053,000 (FY 92)

Total employment: 4,989,503 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

9.7% / 9.1% / 7.0%

Average annual job growth: 45,889

Average annual per capita income: \$21,434

Average annual increase in per capita income: \$4.1%

Projected economic impact:

Direct Job Loss:	6,257	
Indirect Job Loss:	<u>12,031</u>	
Closure Impact:	18,288	(0.4% of employment total)
Other BRAC Losses:	<u>6,696</u>	
Cumulative Impact:	24,984	(0.5% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 16.2 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$1052

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
L.A. Rapid Transit District Bus Lines, Munciple Area Express, El Segundo Bus Line
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 2 miles
- VII.1.B.2 Airport name: L.A. International Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 20
- VII.1.B.4 Average round trip commuting time to work: 62 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	YMCA	2		10	Min.
VII.1.C.2 Movie theater	KRIKORIAN THEATER	4		15	Min.
VII.1.C.3 Public golf course	HARBOR PARK MUNIPAL	6		15	Min.
VII.1.C.4 Bowling lane	PALOS VEIDES BOWL	9		20	Min.
VII.1.C.5 Boating	CABRILLO BEACH LAUNCH	1		03	Min.
VII.1.C.6 Fishing	San Pedro	1		05	Min.
VII.1.C.7 Zoo	L.A. Zoo	28		40	Min.
VII.1.C.8 Aquarium	Sea World (San Diego)	120	2	30	Min.
VII.1.C.9 Family theme park	Disneyland, Knott's Berry Farm, Universal Studios	50	1		Min.
VII.1.C.10 Professional sports	Anaheim Stadium	50	1		Min.
VII.1.C.11 Collegiate sports	UCLA, USC, Pepperdine, Long Beach St, etc.	10		20	Min.

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VII.1.C.12	Camping facilities	San Gabriel and San Bernadino Mountains	25	1 Hrs.		Min.
VII.1.C.13	Beaches (lake or ocean)	PACIFIC OCEAN	1	Hrs.	05	Min.
VII.1.C.14	Outdoor winter sports	Big Bear Ski Resort	75	1 Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Carson Shopping Mall 30 min (10 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Los Angeles 1 min (1 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1779

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 5629

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 67.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

El Camino Col., L.A. Harbor Col., L.A. Trade-Technical Col., Long Beach City Col.

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

UCLA, USC, CSU Long Beach, Loyola-Marymount U., CSU Dominguez-Hills, Chapman U., El Camino Col., L.A. Harbor Col., Long Beach City Col., West Coast U.

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

UCLA, USC, CSU Long Beach, Loyola-Marymount U., Pepperdine, CSU Dominguez-Hills, Chapman U., West Coast U.

3. Spousal Employment

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Section II

1. Installation Capacity & Condition

A. Land

Site	Description	Total Average	Average Presently Developed	Average Suitable for New Development
II.1.A1	Fort MacArthur Annex	127	127	
II.1.A2	Lawndale Annex	13	13	9
II.1.A3	Los Angeles AFB	108	108	108
	Main Base			
TOTALS:		248	244	3

B. Facilities

II.1.B.1 From real property records:

Facility Code	Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	Excess Capacity (C)
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	6,685	29.0	71.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	11,396	63.0	37.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Tmg Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Tmg Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0	0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0	0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0	0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0	0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0	0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0	0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0	0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0	0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0	0	0.0	0
II.1.B.1.f.i	212	Maint-Guided Missiles	SF	N/A	0	0	0.0	N/A
II.1.B.1.f.ii	212-212	Missile Assembly (Build-Up) Shop	SF	0	0	0	0.0	0
II.1.B.1.f.iii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0	0	0.0	0
II.1.B.1.f.iiii	212-213	Tactical Missile Maintenance Shop	SF	0	0	0	0.0	0
II.1.B.1.f.v	212-220	Integrated Maintenance Facility	SF	0	0	0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	616	0.0	100.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0	0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0	0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0	0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0	0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	0	0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0	0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0	0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0	0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	0	0	0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0	0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0	0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	36,946	15.0	85.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	34,442	100.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDTE&E Facilities	SF	N/A	0	0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDTE&E Facs	SF	N/A	541,755	1.0	89.0	10.0
II.1.B.1.p	315	Weapons and Weapon Syst RDTE&E Facilities	SF	N/A	0	0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDTE&E Facilities	SF	N/A	1,000	0.0	100.0	N/A
II.1.B.1.r	318	Propulsion RDTE&E Facilities	SF	N/A	0	0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0	0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0	0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubic Magazine Storage	SF	0	0	0	0.0	0

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Facility Code	Category	Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
11.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0	0.0	0.0
11.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0	0.0	0.0
11.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0	0.0	0.0
11.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0
11.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0	0.0	0.0
11.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	42,116	12.0	88.0
11.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0	0.0	0.0
11.1.B.1.v.ii	442-258	LOX Storage	GA	0	819	100.0	0.0
11.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	0	84,972	0.0	100.0
11.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0	0.0	0.0
11.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0	0.0	0.0
11.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	23,470	76.0	24.0
11.1.B.1.x	530	Medical Laboratories	SF	N/A	0	0.0	0.0
11.1.B.1.y	540	Dental Clinics	SF	N/A	4,080	100.0	0.0
11.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0	0.0	0.0
11.1.B.1.aa	610	Administrative Buildings	SF	N/A	355,334	55.0	30.0
11.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0	0.0	0.0
11.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0	0.0	0.0
11.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAO)	PN	N/A	86	0.0	100.0
11.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	84	100.0	0.0
11.1.B.1.cc	722	Dining Hall	SF	N/A	0	0.0	0.0
11.1.B.1.cc.i	722-351	Airman Dining Hall	SF	0	0	0.0	0.0
11.1.B.1.dd	724	Unaccompanied Officer Housing (OO & VOO)	PN	N/A	3	0.0	100.0
11.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	19,446	1.0	81.0
11.1.B.1.ii	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	297,805	49.0	24.0
11.1.B.1.gg	852-273	Act Support Equipment Storage	SY	0	0	0.0	0.0

11.1.B.2 From in-house survey:

Facility Code	Category	Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
11.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0	0	0.0	0.0
11.1.B.1.b	112	Airfield Pavements-Taxways	SY	0	0	0.0	0.0
11.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	0	0	0.0	0.0
11.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0	0	0.0	0.0
11.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	96,761	75.0	25.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	1,080	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	85,355	35.0	65.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	77,802	20.0	80.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	4,244	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	175,903	51.0	49.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	383,564	92.0	8.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

574

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-179

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was Not used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-179

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

574

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

0

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

150

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 34.7 percent of officer families live on base.

II.1.C.3.b 72.3 percent of enlisted families live on base.

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II.1.C.3.a 45.6 percent of all military families live on base.

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	4.91 MG/D	MG/D - million gallons per day	10 %
II.3.A.2 Sewage:	11.13 MG/D		3 %
II.3.A.3 Electrical distribution:	18.8 MW	MW - million watts	40 %
II.3.A.4 Natural Gas:	5.632 MCF/D	MCF/D - million cubic feet per day	9 %
II.3.A.5 High temperature water/steam generation/distribution:	11.0 MBTUH	MBTUH - million British thermal units per hour	45 %

II.3.B Characteristics regarding the utility system that should be considered:

none

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 0

Current Use: NOT APPLICABLE TO LOS ANGELES AIR FORCE BASE

II.4.A.2 Size (SF): SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	ft	ft	
II.4.A.6 Largest unobstructed space inside the facility:	ft	ft	ft

5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
MSL/SPACE RSCH ENG	58,334 SF	312-476	ENGINEERING OFFICES. In addition to the SCIFS on base, SMC offices use 22,186 SF in Aerospace Corporate facilities that must be replaced if the base is closed.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 No C-141s or equivalent aircraft can be loaded or unloaded.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.2 No C-141s or equivalent aircraft can be refueled.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can not land, taxi, park, and refuel any widebody aircraft (C-5, KC-10, or 747).

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3 NOT APPLICABLE

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 Other receipt modes available:

There are No offload headers.

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Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

III.1.D.5 No refueling unit fillstands are available.

III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 0
 maximum: 0

III.1.D.7 The base is Not directly supported by an intermediate Defense Fuels Supply Point.

III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:

Square footage available (including physical capacity limit):

III.1.E.2 Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	0	0
Square footage available (including physical capacity limit):	0	0
Normal installation mission storage requirement:	0	0

III.1.F The base does not have a dedicated hot cargo pad.

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

CAMP PENDLETON	65 NM
FORT IRWIN	119 NM

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III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Barstow	89 NM
Barstow - Nebo, Yermo	98 NM
Fallbrook - Oceanside	69 NM
Fullerton - Westminster	23 NM
Lompoc - Tangair	119 NM
Long Beach - San Pedro	14 NM
Long Beach - Shipyard	15 NM
Ludlow - Bagdad	131 NM
Mojave - Edwards	63 NM
National City	101 NM
Oceanside	69 NM
Port Hueneme	41 NM
San Diego	94 NM
San Diego - Miramar	92 NM
Santa Ana - Irvine	29 NM
Searles - Spangler	107 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Los Angeles/Long Bch	16 NM
Point Hueneme	41 NM
San Diego	100 NM

III.1.H The base does Not have a dedicated passenger terminal.

III.1.I The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K Military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.K.1 Anticipated impact of the closure or realignment on

Workload: This facility will be forced to purchase care from other government agencies or civilian sources.

Facility:

Manpower:

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AR-651	153 NM	AR-657	189 NM				
AR-006	207 NM	AR-209 WEST	208 NM	AR-649	210 NM	AR-603	250 NM
AR-222	256 NM	AR-625H	263 NM	AR-625L	263 NM	AR-221	269 NM
AR-647	279 NM	AR-641A	288 NM				
AR-624	309 NM	AR-634	311 NM	AR-641B	314 NM	AR-208	321 NM
AR-214	322 NM	AR-635	338 NM	AR-223	350 NM	AR-462	357 NM
AR-224	366 NM	AR-658	392 NM	AR-642W WEST	395 NM	AR-3H EAST	399 NM
AR-642E EAST	404 NM	AR-209 EAST	406 NM	AR-611A	418 NM	AR-621	423 NM
AR-7B	423 NM	AR-648B	445 NM	AR-674	452 NM	AR-611B	462 NM
AR-648A	464 NM	AR-452 NORTHEAST	470 NM	AR-7A	486 NM	AR-001 EAST	491 NM
AR-201 EAST	492 NM	AR-3H WEST	495 NM	AR-5H WEST	496 NM	AR-5L WEST	496 NM

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
490	1213

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-201	492 NM	490			0			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 742NM from the base."

I.2.C.10d Percentage of tanker demand in region: 26.0

Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APRIL	131 NM	✓	✓	✓	0	0
BASILONE NUEVO	64 NM	✓	✓	✓	0	0
BLACK TOP (CIR)	126 NM		✓	✓	0	0
BOULDER	105 NM	✓	✓	✓	0	0
BULL	130 NM	✓	✓	✓	0	0
BULLHEAD CIRCUL	147 NM	✓	✓	✓	0	0
CALVIN	120 NM		✓	✓	0	0
CAMELOT CIRCULA	146 NM		✓	✓	0	0
CINTHIA	231 NM	✓			2	0

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COIN (CIR)	253 NM				1	0
COWBOY (CIR)	47 NM		✓		0	0
DESERT ROCK(CR)	198 NM	✓	✓		0	0
DIXIE VALLEY	346 NM	✓	✓	✓	0	0
ELOY (CIRCULAR)	349 NM		✓		0	0
ENAD EAST	55 NM	✓	✓	✓	0	1
ENAD WEST	55 NM	✓	✓	✓	0	1
FARM	56 NM	✓	✓	✓	0	1
GRETCHEN (CIR)	231 NM	✓	✓	✓	2	0
JOSHUA	112 NM	✓	✓	✓	0	0
KEITHA	183 NM	✓	✓	✓	0	0
KNOTS	58 NM		✓		0	0
LA POSA	209 NM	✓	✓	✓	0	0
LAVIC	111 NM		✓	✓	0	0
LEON (H2O)	97 NM		✓		0	0
LILLY ANN	99 NM	✓	✓		0	0
MACHINEGUNFLATS	230 NM	✓	✓	✓	2	0
NELSON - FT IRWIN	122 NM		✓	✓	0	0
NOAH	124 NM	✓	✓	✓	0	0
OFFICE	56 NM	✓	✓	✓	0	1
PALMER	187 NM	✓	✓	✓	0	0
PATRICIA CIRCUL	185 NM	✓	✓	✓	0	0
PENDLETON AREA	62 NM	✓	✓		0	0
RAKISHLITTER	212 NM		✓	✓	0	0
REBEL (AREA DZ)	254 NM				1	0
ROADRUNNER	212 NM	✓	✓	✓	0	0
ROBBY	209 NM	✓	✓		0	0
ROCK (A)	131 NM	✓	✓	✓	0	0
ROCK (B)	131 NM	✓	✓	✓	0	0
ROGERS LAKE (C)	61 NM	✓	✓	✓	0	1
SAINT-WATER	55 NM				0	0
SAN PABLO (CIR)	314 NM	✓	✓		1	0
SANDHILL	113 NM	✓	✓	✓	0	0
SANDTRAP	146 NM		✓	✓	0	0
SIDEWINDER	211 NM	✓	✓	✓	0	0
SPEER CIRCULAR	56 NM	✓	✓	✓	0	1

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TONTO	187 NM	✓	✓	✓	0	0
XM	194 NM	✓	✓	✓	0	0
YUCCA	113 NM	✓	✓	✓	0	0
YUMA AUX 2	212 NM	✓	✓	✓	0	0

I.2.C.11.a Drop Zone Servicing Instrument and Slow Routes (IRs and SRs)

CINTHIA	IR-203	IR-207							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
GRETCHEN (CIR)	IR-203	IR-207							
MACHINEGUNFLATS	IR-203	IR-207							
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SAN PABLO (CIR)	IR-207								
SPEER CIRCULAR	SR-390								

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

SANDHILL 112 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ENAD EAST	55 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no higher than 3,00 ft AGL, minimum area 25000 sq NM>

CAMP PENDLETON 65 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base does Not uses ranges on a regular basis**

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.

I.2.E.1.a The base does Not use airspace.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
LA INTNL	Commercial

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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G. Composite / Integrated Force Training

I.2.G.1 Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:

CAMP PENDLETON

65 NM from the base.

I.2.G.2 DELETED

I.2.G.3 Nearest Naval unit where joint training can be accomplished:

0 mi from the base.

I.2.G.4 Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:

0 mi from the base.

I.2.G.5 DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.8	98.1	83.6	74.6	69.8

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.2 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 0 Days have freezing participation (mean per year).

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Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	Aerospace Corporation	-	-	2935	2935
I.1.A.2	DECA	-	1	39	40
I.1.A.3	DFAS-DE/LAF	1	19	40	60
I.1.A.4	Defense Courier Service Station	-	2	-	2
I.1.A.5	Defense Systems Management College	-	-	2	2
I.1.A.6	HQ I Corps Spt Limited to 42 Housing Uni	-	-	-	0
I.1.A.7	LA Field Office, Det L, USAFIA	2	-	2	4
I.1.A.8	Naval Research Lab	3	-	-	3
I.1.A.9	Navy Liaison Unit Los Angeles	-	-	1	1
I.1.A.10	US Army Contractor Support Det., West	2	4	1	7
TOTAL:					3054

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

- I.1.B.1 **Supported Unit:** 1312th Medium Port Comman GSU **GSU - Geographically Separated Unit**
Location: Compton, CA **REM - Remote Unit**
Support provided: A1-A3,A7-A11,B2,B4,B6,B10,B11,B15,B16,B19,B27,B30,B32
- I.1.B.2 **Supported Unit:** 369th USAF Recruiting Squad GSU **GSU - Geographically Separated Unit**
Location: Los Angeles, CA **REM - Remote Unit**
Support provided: A1-A3,A7-A11,B1,B2,B4-B7,B10,B16,B18,B19,B21,B23,B24,B26-B28,B30,B32
- I.1.B.3 **Supported Unit:** Air Force Element - RAND GSU **GSU - Geographically Separated Unit**
Location: Santa Monica, CA **REM - Remote Unit**
Support provided: A1-A3,A7-A11,B2,B6,B7,B10,B12,B16,B18,B19,B21,B21,B23,B24,B26,B30,B32,B25
- I.1.B.4 **Supported Unit:** Armed Forces Radio & TV Se GSU **GSU - Geographically Separated Unit**
Location: Sun Valley, CA **REM - Remote Unit**
Support provided: All
- I.1.B.5 **Supported Unit:** Commanding General GSU **GSU - Geographically Separated Unit**
Location: Camp Pendleton, CA **REM - Remote Unit**
Support provided: Housing

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I.1.B.6 Supported Unit:	Def. Con. Man. District West	GSU	GSU - Geographically Separated Unit
Location:	El Segundo, CA		REM - Remote Unit
Support provided:	A1-A3,A7-A11,B5,B6,B10,B18,B19,B23,B24,B26,B30		
I.1.B.7 Supported Unit:	HQ AFROTC/LG	GSU	GSU - Geographically Separated Unit
Location:	Maxwell AFB, AL		REM - Remote Unit
Support provided:	A1-A3,A6-A11,B1-B3,B5-B7,B10,B16,B18,B19,B21,B23,B24,B26-B28,B30,B32		
I.1.B.8 Supported Unit:	HQ, I Corps & Fort Lewis	GSU	GSU - Geographically Separated Unit
Location:	Fort Lewis, WA		REM - Remote Unit
Support provided:	A1-A3,A5-A11,B5,B7,B11,B14,B15,B18,B19,B23,B28-B30,B32,B33		
I.1.B.9 Supported Unit:	Los Angeles MEPS	GSU	GSU - Geographically Separated Unit
Location:	Los Angeles, CA		REM - Remote Unit
Support provided:	A1-A3,A7-A11,B1,B2,B4,B6,B10,B18,B19,B23-B27,B30,B323		
I.1.B.10 Supported Unit:	NR COMNAVFORJAPAN 11	GSU	GSU - Geographically Separated Unit
Location:	Encino, CA		REM - Remote Unit
Support provided:	A1-A3,A7-A11,B6,B7,B9-B12,B14,B15,B30		
I.1.B.11 Supported Unit:	Sec. AF Off. of Public Affairs	GSU	GSU - Geographically Separated Unit
Location:	Los Angeles, CA		REM - Remote Unit
Support provided:	A1-A3,A7-A11,B1,B2,B4-B7,B10,B12,B16,B18,B19,B21,B23,B24,B26,B28,B30,B32,B36		
I.1.B.12 Supported Unit:	US Army Recruiting Battalion	GSU	GSU - Geographically Separated Unit
Location:	Los Angeles, CA		REM - Remote Unit
Support provided:	All		
I.1.B.13 Supported Unit:	US Army Sat. Comm. Agency	GSU	GSU - Geographically Separated Unit
Location:	Ft Monmouth, NJ		REM - Remote Unit
Support provided:	All		

1995 AIR FORCE BASE QUESTIONNAIRE
Los Angeles AFB - AFMC

2. Operational Effectiveness**A. Air Traffic Control**

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

- I.2.A.1 None of the base ATCALs are officially part of the NAS.
 I.2.A.2 Base has No ATC facilities.
 I.2.A.4 The base does not have a runway.

B. Geographic Location

- | | | | | |
|---------|---|----------------------|----------|--------|
| I.2.B.1 | Nearest major primary airlift customer: | EL TORO MCAS | distance | 38 NM |
| | Nearest major primary airdrop customer: | YUMA PROVING GROUNDS | distance | 211 NM |
| I.2.B.2 | Distance to forward deployment Air Bases: | | | |
| | Lajes AB: | 4418 NM | | |
| | Rota AB: | 5489 NM | | |
| | Hickam AFB: | 2221 NM | | |
| | RAF Mildenhall: | 5234 NM | | |

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Los Angeles AFB - AFMC

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	LOS ALAMITOS AAF	20
I.2.B.4	Military airfield, runway \geq 8,000ft	LOS ALAMITOS AAF	20
I.2.B.5	Military airfield, runway \geq 10,000ft	POINT MAGU NAWS	37
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft		
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft		
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft		
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations		

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

No aircraft at Los Angeles AFB

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-289	110 NM	W-289 N/W-60-61	130 NM	W-532/537	170 NM
W-532	177 NM	W-291	209 NM	W-283/W-285A,B	258 NM
DESERT	276 NM				

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-289	110 NM	R-2508	126 NM	W-289 N/W-60-61	130 NM
W-537	163 NM	W-532/537	170 NM	W-532	177 NM

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
ISABELLA	99 NM	W-289	110 NM	W-289 N/W-60-61	130 NM
PANAMINT	140 NM	W-537	163 NM	W-532/537	170 NM
W-532	177 NM	W-291	209 NM	W-285A	238 NM
W-283	258 NM	W-283/W-285A,B	258 NM	DESERT	276 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Los Angeles AFB - AFMC

GABBS NORTH	342 NM	AUSTIN/GABBS CN	350 NM	AUSTIN/GABBS N/C	350 NM
Austin1/GABBS N&C	350 NM	AUSTIN 1	362 NM	W-260	393 NM
UTTR	441 NM	OWYHEE/ PARADISE	509 NM	R-5107B	595 NM

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
CHINA LAKE	123 NM	EL CENTRO	159 NM	NELLIS R65	212 NM
NELLIS R63	213 NM	GOLDWATER RANGE 4	275 NM	GOLDWATER RANGE 1	286 NM
GOLDWATER RANGE 2	286 NM	GOLDWATER RANGE 3	294 NM	FALLON B-19	313 NM
FALLON B-17	318 NM	HAG/UTTR	454 NM	KITTYCAT/UTTR	463 NM
EAGLE/UTTR	496 NM	SAYLOR CREEK	545 NM	OSCURA	609 NM
AIRBURST	708 NM	MELROSE	726 NM		

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

CHINA LAKE	123 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

NELLIS R65	212 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

CAMP PENDLETON	58 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	5	9	12	25	45	77
SR	1	1	2	9	12	25
VR	7	10	19	41	63	80
Total Routes:	13	20	33	75	120	182

Identify Routes:

VR-1206 52 NM	VR-1293 52 NM	IR-211 55 NM	VR-1217 59 NM	VR-1218 59 NM	SR-390 61 NM
VR-1265 65 NM	VR-1214 76 NM	VR-1215 76 NM	IR-200 93 NM	IR-212 99 NM	IR-217 99 NM
IR-213 99 NM					
IR-203 128 NM	IR-218 134 NM	IR-216 135 NM	VR-1211 139 NM	IR-252 140 NM	VR-1255 140 NM
VR-288 146 NM					
IR-214 153 NM	VR-1256 156 NM	IR-255 164 NM	SR-397 174 NM	VR-289 175 NM	VR-296 175 NM
VR-1225 184 NM	VR-1262 184 NM	VR-1266 196 NM	VR-1268 196 NM	VR-1267 196 NM	IR-286 199 NM
VR-1257 200 NM					

1995 AIR FORCE BASE QUESTIONNAIRE

Los Angeles AFB - AFMC

VR-208	201 NM	VR-1267	204 NM	VR-1252	205 NM	VR-299	207 NM	VR-1264	214 NM	VR-249	223 NM
IR-207	232 NM	IR-206	237 NM	VR-1205	240 NM	VR-1253	244 NM	VR-201	246 NM	IR-237	250 NM
VR-1260	262 NM	VR-1259	264 NM	VR-209	264 NM	IR-234	274 NM	IR-238	274 NM	IR-264	275 NM
IR-254	277 NM	SR-300	278 NM	VR-231	285 NM	IR-250	286 NM	IR-285	292 NM	SR-381	295 NM
VR-246	295 NM	VR-1219	295 NM	VR-1220	295 NM	VR-244	295 NM	VR-242	295 NM	IR-279	300 NM
SR-359	301 NM	VR-239	305 NM	VR-245	305 NM	VR-223	306 NM	VR-1406	308 NM	IR-266	311 NM
SR-301	354 NM	SR-311	358 NM	SR-353	358 NM	IR-310	363 NM	SR-398	369 NM	IR-400	372 NM
IR-276	403 NM	IR-425	405 NM	VR-259	407 NM	VR-269	407 NM	VR-268	407 NM	VR-263	407 NM
VR-267	407 NM	VR-1233	408 NM	VR-260	408 NM	IR-235	414 NM	IR-275	417 NM	IR-280	419 NM
IR-282	419 NM	VR-1261	428 NM	VR-202	431 NM	IR-290	435 NM	IR-290A	435 NM	IR-293	435 NM
IR-281	437 NM	VR-1353	443 NM	IR-271	445 NM	VR-1251	459 NM	VR-1445	473 NM	VR-1254	481 NM
VR-1446	482 NM	SR-210	496 NM	SR-211	496 NM	IR-303	513 NM	VR-1250	513 NM	IR-418	514 NM
IR-420	514 NM	IR-300	522 NM	IR-320	525 NM	VR-1423	525 NM	VR-1422	525 NM	VR-176	535 NM
IR-112	539 NM	VR-316	560 NM	SR-212	566 NM	IR-109	567 NM	VR-1300	576 NM	IR-126	578 NM
VR-319	578 NM	IR-302	599 NM	VR-1304	599 NM						
IR-304	615 NM	IR-115	620 NM	SR-214	620 NM	IR-132	621 NM	VR-1107	622 NM	VR-1195	625 NM
SR-213	628 NM	VR-1301	628 NM	VR-1302	630 NM	IR-301	635 NM	IR-307	641 NM	IR-342	645 NM
IR-111	647 NM	IR-498	648 NM	IR-133	651 NM	IR-102	652 NM	IR-131	652 NM	VR-1352	652 NM
IR-141	652 NM	IR-134	656 NM	IR-110	660 NM	IR-144	669 NM	IR-165	669 NM	IR-178	669 NM
IR-116	681 NM	IR-346	690 NM	VR-1354	711 NM	IR-113	715 NM	VR-1355	715 NM	IR-122	720 NM
VR-412	720 NM	VR-413	720 NM	IR-150	726 NM	VR-100	726 NM	VR-125	732 NM	IR-177	737 NM
VR-108	737 NM	IR-130	739 NM	IR-416	746 NM	IR-107	751 NM	IR-414	756 NM	IR-341	763 NM
IR-343	763 NM	IR-415	763 NM	VR-114	770 NM	SR-540	777 NM	VR-1174	777 NM	SR-542	777 NM
SR-541	777 NM	SR-473	778 NM	SR-477	778 NM	SR-478	778 NM	SR-488	778 NM	SR-489	783 NM
SR-475	784 NM	SR-470	794 NM	SR-471	794 NM	IR-313	795 NM	IR-314	795 NM	VR-1108	798 NM
VR-1109	798 NM	VR-196	799 NM								

I.2.C.9 IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 648 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
2	12	40

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
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Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Luke AFB - AETC

Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	University of Dayton Research	-	-	4	4
I.1.A.2	AAFES	-	-	280	280
I.1.A.3	Army Corp of Engineer	-	-	6	6
I.1.A.4	DECA	-	10	82	92
I.1.A.5	DFAS	-	13	25	38
I.1.A.6	DMRO	-	-	15	15
I.1.A.7	Embry Riddle Aeronautical University	-	-	2	2
I.1.A.8	First Interstate Bank	-	-	11	11
I.1.A.9	Luke Communications Support Team	1	27	-	28
I.1.A.10	Luke Elementary School	-	-	80	80
I.1.A.11	Luke Federal Credit Union	-	-	37	37
I.1.A.12	NAF	-	-	331	331
I.1.A.13	Park College	-	-	2	2
I.1.A.14	Post Office	-	-	2	2
I.1.A.15	Red Cross	-	-	1	1
I.1.A.16	Rio Salado Community College	-	-	1	1
I.1.A.17	Wayland Baptist University	-	-	2	2
TOTAL:					932

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

I.1.B.1 Supported Unit: Armstrong Laboratory

GSU

GSU - Geographically Separated Unit

Location: Mesa, AZ

REM - Remote Unit

Support provided: Chapel & Chaplain Services; Command Element; Plans; Disaster Preparedness; Safety; Administrative; Audio/Visual; Civilian Personnel Services; Communication Services; Community Support Services; Confinement & Detention Center; Education Services; Engineering Activities; Equipment Operations, Maintenance & Repair; Facilities & Real Property Support; Finance & Accounting; Health Services; Housing & Lodging Services; Installation Retail Supply & Storage Operations; Legal Services; Military Personnel Support; Mortuary Services; Purchasing & Contracting; Resources Management; Transportation; Precision Measuring; Equipment Laboratory; Public Services; & Fire Protection

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Luke AFB - AETC

I.1.B.2 Supported Unit: Defense Mapping Agency

GSU

GSU - Geographically Separated Unit

Location: Gila Bend AZ 85337-5000

REM - Remote Unit

Support provided: Disaster Preparedness; Fire Protection; Police Services; Safety; Administrative Services; Civilian Personnel Services; Communications Services; Community Services; Facility Maintenance and Repair; Finance and Accounting; Health Services; Housing and Lodging; Installation Retail Supply & Storage Operations; Legal Services; Purchasing & Contracting; Refuse Services; Transportation; & Utilities

1995 AIR FORCE BASE QUESTIONNAIRE

Luke AFB - AETC

2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 None of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic count:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	3	144167			N/A	N/A	N/A
Tower	3	144000			N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated C3R

46518 operations were conducted this runway during calendar year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

The RAPCON and Tower's airspace is sufficient.

I.2.A.6 The base experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 8

The total number of sorties per month: 30476

The average length of the delays: 0:01

I.2.A.6.b There is No common rationale for the delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT HUACHUCA distance 156 NM

Nearest major primary airdrop customer: YUMA PROVING GROUNDS distance 109 NM

I.2.B.2 Distance to forward deployment Air Bases:

Lajes AB: 4140 NM

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Luke AFB - AETC

Rota AB: 5207 NM
 Hickam AFB: 2520 NM
 RAF Mildenhall: 4998 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	PHOENIX-SKY HARBOR INTL	20
I.2.B.4	Military airfield, runway >= 8,000ft	PHOENIX-SKY HARBOR INTL	20
I.2.B.5	Military airfield, runway >= 10,000ft	PHOENIX-SKY HARBOR INTL	20
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Glendale Airport	4
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Phoenix/Goodyear	7
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Phoenix Sky Harbor	19
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Phoenix Sky Harbor	19
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Phoenix Sky Harbor	19
I.2.B.11	Other runways on base can be used for emergency landings.		

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
DESERT	266 NM				

I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
DESERT	266 NM	PANAMINT	275 NM	R-5107B	294 NM
ISABELLA	310 NM	W-291	393 NM	UTTR	401 NM
W-289	405 NM	W-289 N/W-60-61	420 NM	AUSTIN/GABBS CN	430 NM
AUSTIN/GABBS N/C	430 NM	Austin1/GABBS N&C	430 NM	AUSTIN 1	441 NM

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Luke AFB - AETC

GABBS NORTH	452 NM	W-537	464 NM	W-532/537	470 NM
W-532	476 NM	W-285A	519 NM	W-283/W-285A,B	542 NM
W-283	545 NM	OWYHEE/ PARADISE	558 NM		

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
GOLDWATER RANGE 3	50 NM	GOLDWATER RANGE 2	58 NM	GOLDWATER RANGE 4	58 NM
GOLDWATER RANGE 1	67 NM	EL CENTRO	147 NM	NELLIS R63	240 NM
NELLIS R65	248 NM	CHINA LAKE	301 NM	OSCURA	308 NM
HAG/UTTR	394 NM	KITTYCAT/UTTR	420 NM	MELROSE	430 NM
FALLON B-17	444 NM	EAGLE/UTTR	453 NM	FALLON B-19	454 NM
AIRBURST	468 NM	SAYLOR CREEK	573 NM	FALCON	683 NM
SMOKEY HILL	769 NM	McMULLEN	771 NM		

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

RFMDS 274 NM

I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

LUKE ACMI 47 NM

I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

GOLDWATER EAST T 53 NM

I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	1	4	7	42	71	111
SR	0	1	3	7	18	45
VR	10	22	26	46	68	125
Total Routes:	11	27	36	95	157	281

Identify Routes:

VR-231 17 NM	VR-239 22 NM	VR-245 22 NM	VR-1219 25 NM	VR-1220 25 NM	VR-242 25 NM
VR-246 25 NM	VR-244 25 NM	VR-223 32 NM	IR-254 43 NM	VR-1267 98 NM	
IR-250 110 NM	VR-259 115 NM	VR-268 115 NM	VR-267 115 NM	VR-269 115 NM	VR-1233 116 NM
VR-263 116 NM	VR-260 116 NM	VR-1266 120 NM	VR-1267 120 NM	VR-1268 120 NM	VR-299 121 NM
SR-397 131 NM	IR-255 137 NM	VR-1225 138 NM	IR-214 149 NM		
VR-289 157 NM	VR-296 157 NM	IR-216 169 NM	IR-218 169 NM	VR-1211 174 NM	IR-252 175 NM
VR-288 178 NM	SR-210 195 NM	SR-211 195 NM			

1995 AIR FORCE BASE QUESTIONNAIRE

Luke AFB - AETC

IR-212	207 NM	IR-213	207 NM	IR-217	207 NM	IR-276	209 NM	VR-1253	229 NM	VR-1214	236 NM
VR-1215	236 NM	IR-286	246 NM	VR-176	247 NM	IR-400	249 NM	VR-1217	250 NM	VR-1406	250 NM
VR-1218	250 NM	IR-266	255 NM	IR-112	263 NM	IR-285	286 NM	SR-212	289 NM	IR-109	299 NM
SR-390	306 NM	VR-1293	313 NM	IR-115	318 NM	IR-132	319 NM	VR-1252	319 NM	IR-126	320 NM
VR-1206	321 NM	VR-1255	321 NM	IR-310	326 NM	IR-234	327 NM	IR-238	327 NM	VR-1107	328 NM
VR-1259	331 NM	VR-209	331 NM	IR-320	333 NM	SR-214	333 NM	VR-1260	334 NM	SR-213	335 NM
VR-1195	337 NM	IR-237	340 NM	IR-102	350 NM	IR-133	350 NM	IR-141	350 NM	IR-131	350 NM
VR-1265	353 NM	IR-134	354 NM	IR-206	354 NM	IR-111	356 NM	IR-425	356 NM	IR-211	357 NM
VR-208	357 NM	VR-1264	359 NM	IR-279	367 NM	IR-144	372 NM	IR-178	372 NM	IR-165	372 NM
VR-1205	378 NM	IR-116	379 NM	IR-110	382 NM	IR-200	394 NM	IR-203	395 NM		
IR-235	403 NM	IR-264	411 NM	VR-201	420 NM	IR-113	424 NM	IR-122	424 NM	VR-100	429 NM
VR-1445	430 NM	VR-125	438 NM	IR-150	439 NM	VR-1256	440 NM	VR-1446	440 NM	IR-130	441 NM
IR-290	442 NM	IR-290A	442 NM	IR-293	442 NM	IR-418	451 NM	IR-420	451 NM	IR-281	452 NM
IR-280	460 NM	IR-282	460 NM	VR-108	460 NM	IR-107	463 NM	IR-177	464 NM	VR-1262	468 NM
VR-1422	474 NM	VR-1423	474 NM	VR-114	476 NM	VR-1257	477 NM	SR-381	486 NM	VR-412	492 NM
VR-413	492 NM	VR-1174	496 NM	VR-249	497 NM	IR-275	500 NM	SR-300	500 NM	VR-196	501 NM
IR-207	502 NM	IR-414	506 NM	VR-1108	508 NM	VR-1109	508 NM	SR-359	518 NM	SR-311	526 NM
IR-415	537 NM	IR-409	548 NM	IR-416	550 NM	IR-154	558 NM	VR-1353	558 NM	IR-128	559 NM
IR-155	559 NM	IR-172	565 NM	IR-173	565 NM	VR-1116	571 NM	SR-301	572 NM	IR-498	575 NM
SR-353	578 NM	IR-180	579 NM	SR-540	582 NM	SR-542	582 NM	SR-541	582 NM	SR-216	591 NM
VR-1117	592 NM	SR-280	597 NM								
VR-1300	602 NM	SR-398	604 NM	IR-170	607 NM	IR-303	608 NM	IR-302	617 NM	VR-1304	617 NM
SR-206	621 NM	SR-233	622 NM	SR-234	622 NM	SR-240	622 NM	SR-243	622 NM	SR-245	622 NM
SR-244	622 NM	SR-273	622 NM	SR-267	622 NM	SR-258	622 NM	SR-255	622 NM	SR-251	622 NM
SR-250	622 NM	SR-249	622 NM	SR-242	622 NM	SR-236	622 NM	IR-169	624 NM	VR-316	625 NM
SR-208	633 NM	SR-217	634 NM	IR-503	637 NM	VR-319	639 NM	IR-271	644 NM	VR-1254	644 NM
VR-1141	648 NM	IR-124	652 NM	VR-186	652 NM	SR-205	657 NM	IR-300	660 NM	IR-301	664 NM
VR-1261	669 NM	VR-1142	670 NM	VR-1144	670 NM	VR-202	671 NM	VR-1301	675 NM	VR-159	677 NM
VR-1138	679 NM	VR-1140	679 NM	IR-304	682 NM	VR-118	687 NM	VR-1574	689 NM	VR-1143	691 NM
IR-307	692 NM	VR-1251	694 NM	VR-1302	695 NM	VR-163	695 NM	VR-162	697 NM	VR-158	700 NM
IR-139	702 NM	VR-536	702 NM	VR-1139	703 NM	IR-175	705 NM	VR-101	706 NM	VR-1145	707 NM
IR-181	708 NM	IR-183	708 NM	IR-149	709 NM	IR-171	709 NM	IR-182	709 NM	IR-185	714 NM
SR-294	715 NM	SR-295	715 NM	IR-103	716 NM	IR-105	716 NM	VR-1146	717 NM	IR-145	723 NM
IR-146	723 NM	VR-1110	723 NM	VR-143	726 NM	IR-123	727 NM	VR-104	731 NM	VR-1250	731 NM
IR-500	736 NM	IR-514	736 NM	IR-501	736 NM	IR-507	738 NM	SR-296	739 NM	SR-286	741 NM
SR-293	746 NM	IR-342	748 NM	VR-1523	749 NM	SR-261	750 NM	VR-532	750 NM	VR-1105	751 NM

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VR-156	751 NM	VR-1152	751 NM	VR-1122	753 NM	VR-138	753 NM	VR-1352	753 NM	VR-1124	753 NM
IR-117	758 NM	VR-1128	758 NM	VR-1137	758 NM	VR-1113	758 NM	VR-152	759 NM	VR-119	761 NM
VR-552	763 NM	SR-270	764 NM	IR-429	765 NM	IR-499	765 NM	IR-476A	765 NM	IR-473	765 NM
IR-476	765 NM	IR-506	768 NM	VR-1522	768 NM	VR-544	768 NM	VR-1106	770 NM	VR-1123	771 NM
VR-1121	775 NM	IR-148	776 NM	IR-524	776 NM	VR-531	786 NM	VR-534	786 NM	VR-535	786 NM
VR-168	792 NM	VR-1120	793 NM	IR-142	795 NM	IR-147	795 NM				

I.2.C.9 IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 575 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
7	17	42

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-647	71 NM	AR-603	78 NM	AR-649	104 NM	AR-658	123 NM
AR-624	144 NM	AR-3H EAST	171 NM	AR-674	188 NM		
AR-613	204 NM	AR-639	230 NM	AR-639A	230 NM	AR-3H WEST	248 NM
AR-310 EAST	264 NM	AR-310 WEST	264 NM	AR-641A	276 NM	AR-115	280 NM
AR-3L	280 NM	AR-201 EAST	294 NM				
AR-641B	303 NM	AR-201 WEST	304 NM	AR-635	308 NM	AR-644 NORTH	340 NM
AR-644 SOUTH	342 NM	AR-642E EAST	367 NM	AR-651	368 NM	AR-642W WEST	370 NM
AR-602	386 NM	AR-657	387 NM	AR-643	396 NM	AR-625H	397 NM
AR-625L	397 NM	AR-314 EAST	409 NM	AR-623	437 NM	AR-214	458 NM
AR-209 WEST	471 NM	AR-314 WEST	472 NM	AR-648A	480 NM	AR-650	481 NM
AR-001 EAST	484 NM	AR-221	484 NM	AR-006	486 NM	AR-222	490 NM
AR-648B	496 NM						

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
746	3659

Track	Distance	Events	Track	Distance	Events
AR-201	294 NM	490	AR-314	409 NM	256
AR-013	520 NM	329	AR-113	561 NM	27
			AR-114	561 NM	566
			AR-002	565 NM	9

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AR-104 567 NM 123 AR-011 584 NM 87 AR-014 584 NM 635 AR-004B 640 NM 86

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 561NM from the base."

I.2.C.10d Percentage of tanker demand in region: 26.0

Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APRIL	244 NM	✓	✓	✓	0	0
BASILONE NUEVO	250 NM	✓	✓	✓	0	0
BLACK TOP (CIR)	189 NM		✓	✓	0	0
BOULDER	204 NM	✓	✓	✓	0	0
BULL	228 NM	✓	✓	✓	0	0
BULLHEAD CIRCUL	175 NM	✓	✓	✓	0	0
BURRIS (N)	292 NM	✓	✓		0	2
CALVIN	228 NM		✓	✓	0	0
CAMELOT CIRCULA	176 NM		✓	✓	0	0
COIN (CIR)	319 NM				1	0
COOLIDGE (CIR))	61 NM		✓		0	0
COWBOY (CIR)	279 NM		✓		0	0
DESERT ROCK(CR)	258 NM	✓	✓		0	0
ELEPHANT BUTTE #1	262 NM	✓	✓		0	0
ELEPHANT BUTTE #2	261 NM	✓	✓		0	0
ELOY (CIRCULAR)	60 NM		✓		0	0
ENAD EAST	292 NM	✓	✓	✓	0	1
ENAD WEST	292 NM	✓	✓	✓	0	1
FARM	287 NM	✓	✓	✓	0	1
GRANGE NORTH	323 NM	✓	✓	✓	0	0
GRANGE SOUTH	323 NM	✓	✓	✓	0	0
JOSHUA	195 NM	✓	✓	✓	0	0
KNOTS	310 NM		✓		0	0
LA POSA	95 NM	✓	✓	✓	0	0
LAVIC	209 NM		✓	✓	0	0
LEON (H2O)	255 NM		✓		0	0

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LILLY ANN	245 NM	✓	✓		0	0
NELSON - FT IRWIN	242 NM		✓	✓	0	0
NOAH	227 NM	✓	✓	✓	0	0
O'DELL	316 NM	✓	✓	✓	0	0
OFFICE	287 NM	✓	✓	✓	0	1
PENDLETON AREA	255 NM	✓	✓		0	0
RAKISHLITTER	122 NM		✓	✓	0	0
REBEL (AREA DZ)	320 NM				1	0
RIO PUERCO (A)	277 NM		✓		0	0
RIO PUERCO (CIR)	277 NM	✓	✓		0	0
ROADRUNNER	106 NM	✓	✓	✓	0	0
ROBBY	95 NM	✓	✓		0	0
ROCK (A)	223 NM	✓	✓	✓	0	0
ROCK (B)	222 NM	✓	✓	✓	0	0
ROGERS LAKE (C)	282 NM	✓	✓	✓	0	1
SAINT-WATER	308 NM				0	0
SANDHILL	194 NM	✓	✓	✓	0	0
SANDTRAP	177 NM		✓	✓	0	0
SIDEWINDER	107 NM	✓	✓	✓	0	0
SPEER CIRCULAR	287 NM	✓	✓	✓	0	1
XM	274 NM	✓	✓	✓	0	0
YUCCA	195 NM	✓	✓	✓	0	0
YUMA AUX 2	123 NM	✓	✓	✓	0	0

I.2.C.11.a Drop Zone Servicing Instruement and Slow Routes (IRs and SRs)

BURRIS (N)	SR-211	SR-214							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SPEER CIRCULAR	SR-390								

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

AVRA VALLEY TWO

88 NM

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I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
LA POSA	95 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT HUACHUCA

156 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 Ranges controlled or managed by the base:

Barry M. Goldwater Range

Information relative to each range:

RANGE: Barry M. Goldwater Range

I.2.D.2 Type of any associated airspace: R2301E, R2304, R2305, R2301W

I.2.D.3 Distance from the base to the range: 55 NM

I.2.D.4 Overall size of the range: 2,700,000 Acres

I.2.D.4.a Size of the impact area(s): 40,000 Acres

I.2.D.4.b Size of the restricted area in which the range lies: 4,218 Sq Mi

I.2.D.4.c Altitude ceiling of this restricted area: 80,000 ft

I.2.D.5 The range shape or location DOES NOT prohibit efficient training

I.2.D.6 Other types of restrictions that exist (i.e. limited hours, exercise only, etc):

Restricted to 1500' AGL/supersonic above 10000' MSL over national wildlife refuge.

I.2.D.7 Regular users (20 or more times /year) of the range:

132 FS
148 FS
195 FS
302 FS
308 FS
309 FS
310 FS
333 FS
357 FS
358 FS
425 FS
461 FS
550 FS
61 FS
62 FS
63 FS

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IMT WAATS

- I.2.D.8** Published availability of the range:
0630-2230L, Monday - Friday, Other times by NOTAM
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.D.8.a** Hours scheduled: 9,210 hrs
- I.2.D.8.b** Hours used: 9,171 hrs
- I.2.D.8.c** Percent utilized: 99.6
- I.2.D.8.d** Reasons for non-use:
Weather, Operations, Maintenance
- I.2.D.9** The range has a full-scale weapons delivery capability as follows:
20/30MM; BDU 33/48; MK106; 2.75"/5" Rockets, inert; 2.75"/5" Rockets, Live, white phosphorus; GP Bombs, inert/live; BDU 12/38; 50 Cal; SS-11 Tow; AGM-65; and HE Gun Ammo
- I.2.D.9.a** Associated restrictions:
- I.2.D.10** The range has a special weapons delivery capability as follows:
BDU 12/38 inert & Laser Guided GP Bombs
- I.2.D.10.a** Associated restrictions:
- I.2.D.11** The range does Not have a electronic warfare capability.
- I.2.D.12** There are No Noise Sensitive Areas associated with the range.
- I.2.D.13** There are no commercial / civilian encroachment problems associated with the range
- I.2.D.14** The range has No problems with hazardous material / waste/ ordinance disposal
- I.2.D.15** MOUs, MOAs or LOAs associated with the range:

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Albuquerque
ARTCC/12AF/58FW

Current status: Revision 3, 28 Mar 94

I.2.D.15.a

There is no prospect of a diminished capacity when this MOA is renewed.

I.2.D.16

It is possible to expand hours and volume to increase the range utilization.

I.2.D.17

Planned range real property expansions:

Currently in the Environmental Process for building a 50,000 acre Helicopter Gunnery Range on the Goldwater Range. Property is part of Public Law 99-606.

I.2.D.17.a

Community reaction: Of three proposed sites for a helicopter gunnery range, this was the most favored by the public.

Ranges (Used by the base)

I.2.D.18

The base uses other ranges on a regular basis

I.2.D.19

The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.

I.2.D.20

MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.

I.2.D.21

MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.

I.2.D.22

No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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E. Airspace Used by Base**I.2.E.1 Airspaces scheduled or managed by the base:**

AR 603	Air Refueling Track / Anc
AR 647	Air Refueling Track / Anc
AR 658	Air Refueling Track / Anc
Bagdad	MOA
Barry M. Goldwater Range	Restricted Area
Gladden	MOA
R-2301E	Restricted Area
R-2304	Restricted Area
R-2305	Restricted Area
Sells MOA/ATCAA	MOA
Sunny MOA/ATCAA	MOA
VR-1219	MTA
VR-1220	MTA
VR-223	MTA
VR-231	MTA
VR-239	MTA
VR-242	MTA
VR-244	MTA
VR-245	MTA
VR-246	MTA

Details for airspace scheduled or managed by the base:

Airspace: AR 603

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 HOURS OF OPERATION
- I.2.E.7** **Published availability of the airspace:**
 AS SCHEDULED WITH ARTCC
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 7 hrs**
- I.2.E.7.b** **Hours used: 7 hrs**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 FL 190 to FL 290
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: AR 647
- I.2.E.2** **An environmental analysis has Not been conducted for this airspace.**

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 AS SCHEDULED WITH ARTCC
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 195 hrs**
- I.2.E.7.b** **Hours used: 195 hrs**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 17000' MSL to FL 290, HIGH BLOCK AND LOW BLOCK
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: AR 658
- I.2.E.2** **An environmental analysis has Not been conducted for this airspace.**

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 Scheduled by Albuquerque ARTCC
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 780 hrs**
- I.2.E.7.b** **Hours used: 780 hrs**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 FL 190 to FL 290, HIGH BLOCK AND LOW BLOCK
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: Bagdad
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 0600 - 1900L MONDAY - FRIDAY, OTHER TIMES BY NOTAM.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 2,103 hrs**
- I.2.E.7.b** **Hours used: 2,103 hrs**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 1040 SQ MILES; 7000' MSL to FL 280
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: Barry M. Goldwater Range
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 0630 - 2230L MONDAY - FRIDAY, OTHER TIMES BY NOTAM
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 9,210 hrs**
- I.2.E.7.b** **Hours used: 9,171 hrs**
- I.2.E.7.c** **Reasons for non-use:**
 WEATHER, MAINTENANCE, AND OPERATIONS
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 3475 SQ MILES, SURFACE TO FL 800
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: Gladden
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 Altitude occasionally capped.
- I.2.E.7** **Published availability of the airspace:**
 0600 - 1900L, Monday - Friday, other times by NOTAM.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:** 2,103 hrs
- I.2.E.7.b** **Hours used:** 2,103 hrs
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 1650 SQ MILES; 7000'MSL to FL 510
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: R-2301E

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- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
0630 - 2330L, MON - FRI, other times by NOTAM
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 3,820 hrs
- I.2.E.7.b** Hours used: 3,820 hrs
- I.2.E.8** Utilization of the airspace can Not be increasec.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
500 SQ MI; Surface-FL 800
- I.2.E.11** 100.00 percent of the airspace is usable.

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Airspace: R-2304

- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
0700 - 2300L, MON - FRI, other times by NOTAM
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 2,658 hrs
- I.2.E.7.b** Hours used: 2,658 hrs
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:

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500 SQ MI; Surface-FL 240

- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: R-2305
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
0700 - 2300L, MON - FRI, other times by NOTAM
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,496 hrs
- I.2.E.7.b** Hours used: 1,496 hrs
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.

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- I.2.E.10** Description of the volume or area of the Airspace:
500 SQ MI; Surface-FL 240
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: Sells MOA/ATCAA
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
I.2.E.3.a Sells
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
0600 - 1900L, Monday - Friday, other times by NOTAM
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,765 hrs
I.2.E.7.b Hours used: 2,726 hrs
I.2.E.7.c Reasons for non-use:

1995 AIR FORCE BASE QUESTIONNAIRE
Luke AFB - AETC

Weather, maintenance, and operations

- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
3000' AGL to FL 510, 6875 sq miles
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: Sunny MOA/ATCAA
- I.2.E.2 **An environmental analysis has been conducted for this airspace.**
-
- I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**
-
- I.2.E.6 **Restrictions currently acting on this airspace:**
Subsonic only
- I.2.E.7 **Published availability of the airspace:**
By NOTAM, 24 hour advance notice
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled: 58 hrs**

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I.2.E.7.b **Hours used:** 58 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

2100 square miles, 12000' MSL-FL 290

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-1219

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Border of Roosevelt Dam**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Silver Bell, AZ**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Ventana**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 681 hrs**
- I.2.E.7.b** **Hours used: 681 hrs**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 217.4 NM long, 8 NM wide
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: VR-1220
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
-
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-
- I.2.E.3** **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a** **Hope**
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**

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- I.2.E.3.a** **Kirkland Junction**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a** **Peeples Valley**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **There are No restrictions currently acting on this airspace**
- I.2.E.7** **Published availability of the airspace:**
 Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled: 860 hrs**
I.2.E.7.b **Hours used: 860 hrs**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 275.5 NM wide, 10 Nm wide
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: VR-223
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** North Komelich
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Vaya Chin
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.
Range scheduling statistics (yearly average fro.n 1990 to 93.
- I.2.E.7.a** Hours scheduled: 1,582 hrs
- I.2.E.7.b** Hours used: 1,582 hrs
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
149.2 NM long, 6 NM wide

1995 AIR FORCE BASE QUESTIONNAIRE
Luke AFB - AETC

- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: VR-231
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 762 hrs
- I.2.E.7.b** Hours used: 762 hrs
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:

1995 AIR FORCE BASE QUESTIONNAIRE
Luke AFB - AETC

108 NM long, 10 NM wide

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: VR-239

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a Vaya Chin

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

I.2.E.7 Published availability of the airspace:

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 344 hrs

I.2.E.7.b Hours used: 344 hrs

1995 AIR FORCE BASE QUESTIONNAIRE
Luke AFB - AETC

- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
295.5 NM long, 6 NM wide
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: VR-242
- I.2.E.2** An environmental analysis has been conducted for this airspace.
-
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Hope
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Kirkland Junction
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Peeples Valley
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
-
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
-
- I.2.E.6** There are No restrictions currently acting on this airspace

1995 AIR FORCE BASE QUESTIONNAIRE
Luke AFB - AETC

I.2.E.7 Published availability of the airspace:

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 226 hrs

I.2.E.7.b Hours used: 226 hrs

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

218.7 NM long, 10 NM wide

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: VR-244

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a Endangered species habitat

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Globe Airport

I.2.E.3.b No affect on or threat to the quality of training or the mission.

1995 AIR FORCE BASE QUESTIONNAIRE**Luke AFB - AETC**

- I.2.E.3.a** San Carlos Airport
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 186 hrs
I.2.E.7.b Hours used: 186 hrs
- I.2.E.8** Utilization of the airspace can be increased.
I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
309 NM long, 8 NM wide
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: VR-245
- I.2.E.2** An environmental analysis has been conducted for this airspace.

1995 AIR FORCE BASE QUESTIONNAIRE
Luke AFB - AETC

- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
I.2.E.3.a Endangered species habitat 1
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Endangered species habitat 2 Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,216 hrs
I.2.E.7.b Hours used: 1,216 hrs
- I.2.E.8** Utilization of the airspace can be increased.
I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
I.2.E.10 Description of the volume or area of the Airspace:
223.7 NM long, 4 NM wide
I.2.E.11 100.00 percent of the airspace is usable.
Airspace: VR-246

1995 AIR FORCE BASE QUESTIONNAIRE**Luke AFB - AETC**

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
I.2.E.3.a Endangered species habitat
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Globe Airport
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** San Carlos Airport
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Vaya Chin
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Document Separator

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Starting Year : 1996
 Final Year : 1998
 ROI Year : 1999 (1 Year)

NPV in 2015(\$K):-1,427,256
 1-Time Cost(\$K): 66,370

Net Costs (\$K) Constant Dollars	1996						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	1,041	7,427	0	0	0	0	8,468	0
Person	0	-324	-33,425	-95,429	-95,429	-95,429	-320,034	-95,429
Overhd	1,393	-396	-13,614	-21,457	-21,457	-21,457	-76,989	-21,457
Moving	2,925	5,956	7,906	0	0	0	16,787	0
Missio	2,000	2,000	3,000	3,000	3,000	3,000	16,000	3,000
Other	900	0	15,000	0	0	0	15,900	0
TOTAL	8,259	14,663	-21,133	-113,885	-113,885	-113,885	-339,868	-113,885

POSITIONS ELIMINATED	1996						Total
	1996	1997	1998	1999	2000	2001	
Off	0	0	161	0	0	0	161
Enl	0	0	1,971	0	0	0	1,971
Civ	0	0	277	0	0	0	277
TOT	0	0	2,409	0	0	0	2,409

POSITIONS REALIGNED	1996						Total
	1996	1997	1998	1999	2000	2001	
Off	0	105	72	0	0	0	177
Enl	0	614	344	0	0	0	958
Stu	0	0	0	0	0	0	0
Civ	0	19	163	0	0	0	182
TOT	0	738	579	0	0	0	1,317

Summary:

 THIS COBRA RUN WAS REQUESTED BY THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION. IT DOES NOT REFLECT AIR FORCE POSITION Close Malmstrom AFB. In addition to BOS savings, this COBRA takes a savings for missile Wing/Group overhead and missile security like the Air Force recommendation COBRA for Grand Forks AFB. All costs and savings associated with the Air Force operating MacDill AFB remain as the original Air Force Malmstrom AFB recommendation. Vehicles moved to Base X

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

	Costs (\$K) Constant Dollars							Beyond
	1996	1997	1998	1999	2000	2001	Total	
MilCon	1,041	9,369	0	0	0	0	10,410	0
Person	0	3,588	18,904	5,316	5,316	5,316	38,442	5,316
Overhd	2,831	3,934	4,327	1,870	1,870	1,870	16,704	1,870
Moving	2,925	7,085	8,559	0	0	0	18,569	0
Missio	2,000	2,000	3,000	3,000	3,000	3,000	16,000	3,000
Other	900	0	15,000	0	0	0	15,900	0
TOTAL	9,697	25,977	49,790	10,187	10,187	10,187	116,025	10,187

	Savings (\$K) Constant Dollars							Beyond
	1996	1997	1998	1999	2000	2001	Total	
MilCon	0	1,942	0	0	0	0	1,942	0
Person	0	3,912	52,329	100,745	100,745	100,745	358,476	100,745
Overhd	1,438	4,331	17,942	23,327	23,327	23,327	93,693	23,327
Moving	0	1,129	653	0	0	0	1,782	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	1,438	11,314	70,924	124,072	124,072	124,072	455,893	124,072

NET PRESENT VALUES REPORT (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
----	-----	-----	-----
1996	8,258,737	8,147,470	8,147,470
1997	14,662,875	14,078,175	22,225,645
1998	-21,133,536	-19,747,749	2,477,896
1999	-113,885,555	-103,569,585	-101,091,689
2000	-113,885,555	-100,797,650	-201,889,339
2001	-113,885,555	-98,099,902	-299,989,241
2002	-113,885,555	-95,474,358	-395,463,599
2003	-113,885,555	-92,919,083	-488,382,682
2004	-113,885,555	-90,432,197	-578,814,880
2005	-113,885,555	-88,011,871	-666,826,751
2006	-113,885,555	-85,656,322	-752,483,073
2007	-113,885,555	-83,363,817	-835,846,890
2008	-113,885,555	-81,132,669	-916,979,559
2009	-113,885,555	-78,961,235	-995,940,794
2010	-113,885,555	-76,847,917	-1,072,788,711
2011	-113,885,555	-74,791,160	-1,147,579,871
2012	-113,885,555	-72,789,450	-1,220,369,322
2013	-113,885,555	-70,841,314	-1,291,210,636
2014	-113,885,555	-68,945,318	-1,360,155,954
2015	-113,885,555	-67,100,066	-1,427,256,020

TOTAL ONE-TIME COST REPORT (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	10,410,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		10,410,000
Personnel		
Civilian RIF	509,331	
Civilian Early Retirement	193,098	
Civilian New Hires	0	
Eliminated Military PCS	12,826,793	
Unemployment	87,696	
Total - Personnel		13,616,917
Overhead		
Program Planning Support	2,272,844	
Mothball / Shutdown	5,601,250	
Total - Overhead		7,874,094
Moving		
Civilian Moving	3,735,366	
Civilian PPS	2,390,400	
Military Moving	5,879,093	
Freight	1,513,755	
One-Time Moving Costs	5,050,000	
Total - Moving		18,568,614
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	15,900,000	
Total - Other		15,900,000

Total One-Time Costs		66,369,625

One-Time Savings		
Military Construction Cost Avoidances	1,942,000	
Family Housing Cost Avoidances	0	
Military Moving	1,781,950	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		3,723,950

Total Net One-Time Costs		62,645,675

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

All Costs in \$K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
-----	-----	-----	-----	-----	-----
MALMSTROM	0	0	0	-1,942	-1,942
BASE X	0	0	0	0	0
MACDILL	10,410	0	0	0	10,410
-----	-----	-----	-----	-----	-----
Totals:	10,410	0	0	-1,942	8,468

PERSONNEL SUMMARY REPORT (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

PERSONNEL SUMMARY FOR: MALMSTROM, MT

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
----- 613	----- 3,578	----- 0	----- 431

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	-90	-94	-91	0	0	0	-275
Enlisted	-204	-221	-224	0	0	0	-649
Students	0	0	0	0	0	0	0
Civilians	62	-28	-6	0	0	0	28
TOTAL	-232	-343	-321	0	0	0	-896

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
----- 338	----- 2,929	----- 0	----- 459

PERSONNEL REALIGNMENTS:

To Base: BASE X

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	72	0	0	0	72
Enlisted	0	0	344	0	0	0	344
Students	0	0	0	0	0	0	0
Civilians	0	0	163	0	0	0	163
TOTAL	0	0	579	0	0	0	579

To Base: MACDILL, FL

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

TOTAL PERSONNEL REALIGNMENTS (Out of MALMSTROM, MT):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	72	0	0	0	177
Enlisted	0	614	344	0	0	0	958
Students	0	0	0	0	0	0	0
Civilians	0	19	163	0	0	0	182
TOTAL	0	738	579	0	0	0	1,317

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	-161	0	0	0	-161
Enlisted	0	0	-1,971	0	0	0	-1,971
Civilians	0	0	-277	0	0	0	-277
TOTAL	0	0	-2,409	0	0	0	-2,409

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
----- 0	----- 0	----- 0	----- 0

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

PERSONNEL SUMMARY FOR: BASE X

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
736	3,263	0	11,455

PERSONNEL REALIGNMENTS:

From Base: MALMSTROM, MT

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	72	0	0	0	72
Enlisted	0	0	344	0	0	0	344
Students	0	0	0	0	0	0	0
Civilians	0	0	163	0	0	0	163
TOTAL	0	0	579	0	0	0	579

TOTAL PERSONNEL REALIGNMENTS (Into BASE X):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	72	0	0	0	72
Enlisted	0	0	344	0	0	0	344
Students	0	0	0	0	0	0	0
Civilians	0	0	163	0	0	0	163
TOTAL	0	0	579	0	0	0	579

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
808	3,607	0	11,618

PERSONNEL SUMMARY FOR: MACDILL, FL

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
516	1,911	0	841

PERSONNEL REALIGNMENTS:

From Base: MALMSTROM, MT

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

TOTAL PERSONNEL REALIGNMENTS (Into MACDILL, FL):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
621	2,525	0	860

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	19	163	0	0	0	182
Early Retirement*	10.00%	0	2	16	0	0	0	18
Regular Retirement*	5.00%	0	1	8	0	0	0	9
Civilian Turnover*	15.00%	0	3	24	0	0	0	27
Civs Not Moving (RIFs)*+		0	1	10	0	0	0	11
Civilians Moving (the remainder)		0	12	105	0	0	0	117
Civilian Positions Available		0	7	58	0	0	0	65
CIVILIAN POSITIONS ELIMINATED		0	0	277	0	0	0	277
Early Retirement	10.00%	0	0	28	0	0	0	28
Regular Retirement	5.00%	0	0	14	0	0	0	14
Civilian Turnover	15.00%	0	0	42	0	0	0	42
Civs Not Moving (RIFs)*+		0	0	17	0	0	0	17
Priority Placement#	60.00%	0	0	166	0	0	0	166
Civilians Available to Move		0	0	10	0	0	0	10
Civilians Moving		0	0	10	0	0	0	10
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	19	163	0	0	0	182
Civilians Moving		0	12	115	0	0	0	127
New Civilians Hired		0	7	48	0	0	0	55
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	2	44	0	0	0	46
TOTAL CIVILIAN RIFS		0	1	27	0	0	0	28
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	166	0	0	0	166
TOTAL CIVILIAN NEW HIRES		0	7	48	0	0	0	55

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 1/3
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
-----	-----	-----	-----	-----	-----	-----	-----
CONSTRUCTION							
MILCON	1,041	9,369	0	0	0	0	10,410
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	18	491	0	0	0	509
Civ Retire	0	8	185	0	0	0	193
CIV MOVING							
Per Diem	0	37	261	0	0	0	298
POV Miles	0	5	21	0	0	0	26
Home Purch	0	137	1,400	0	0	0	1,537
HHG	0	94	797	0	0	0	891
Misc	0	8	80	0	0	0	89
House Hunt	0	41	231	0	0	0	272
PPS	0	0	2,390	0	0	0	2,390
RITA	0	64	558	0	0	0	622
FREIGHT							
Packing	0	182	132	0	0	0	314
Freight	0	387	13	0	0	0	401
Vehicles	0	0	603	0	0	0	603
Driving	0	0	196	0	0	0	196
Unemployment	0	3	84	0	0	0	88
OTHER							
Program Plan	983	737	553	0	0	0	2,273
Shutdown	1,848	1,848	1,904	0	0	0	5,601
New Hire	0	0	0	0	0	0	0
1-Time Move	2,925	2,125	0	0	0	0	5,050
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	421	82	0	0	0	503
POV Miles	0	319	75	0	0	0	394
HHG	0	2,759	1,428	0	0	0	4,187
Misc	0	503	291	0	0	0	794
OTHER							
Elim PCS	0	0	12,827	0	0	0	12,827
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	900	0	15,000	0	0	0	15,900
TOTAL ONE-TIME	7,697	19,069	39,603	0	0	0	66,370

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/3
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

RECURRINGCOSTS	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	22	22	22	22	88	22
BOS	0	1,349	1,848	1,848	1,848	1,848	8,741	1,848
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	3,559	5,316	5,316	5,316	5,316	24,825	5,316
OTHER								
Mission	2,000	2,000	3,000	3,000	3,000	3,000	16,000	3,000
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	2,000	6,908	10,187	10,187	10,187	10,187	49,655	10,187
TOTAL COST	9,697	25,977	49,790	10,187	10,187	10,187	116,025	10,187
ONE-TIME SAVES	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	0	1,942	0	0	0	0	1,942	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	1,129	653	0	0	0	1,782	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	3,071	653	0	0	0	3,724	
RECURRINGSAVES	1996	1997	1998	1999	2000	2001	Total	Beyond
-----(\$K)-----	----	----	----	----	----	----	-----	-----
FAM HOUSE OPS	1,105	3,316	5,561	6,700	6,700	6,700	30,083	6,700
O&M								
RPMA	333	1,014	1,742	2,157	2,157	2,157	9,560	2,157
BOS	0	0	6,639	10,470	10,470	10,470	38,050	10,470
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	6,460	12,920	12,920	12,920	45,219	12,920
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	6,333	12,665	12,665	12,665	44,329	12,665
Enl Salary	0	0	35,624	71,248	71,248	71,248	249,367	71,248
House Allow	0	3,912	3,912	3,912	3,912	3,912	19,561	3,912
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	4,000	4,000	4,000	4,000	16,000	4,000
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	1,438	8,243	70,271	124,072	124,072	124,072	452,169	124,072
TOTAL SAVINGS	1,438	11,314	70,924	124,072	124,072	124,072	455,893	124,072

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 3/3
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

ONE-TIME NET	1996	1997	1998	1999	2000	2001	Total	
----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	1,041	7,427	0	0	0	0	8,468	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	26	676	0	0	0	702	
Civ Moving	0	957	6,683	0	0	0	7,639	
Other	5,756	4,714	2,542	0	0	0	13,012	
MIL PERSONNEL								
Mil Moving	0	2,874	14,049	0	0	0	16,924	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	900	0	15,000	0	0	0	15,900	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	7,697	15,998	38,950	0	0	0	62,646	
RECURRING NET								
----(\$K)-----	----	----	----	----	----	----	-----	Beyond
FAM HOUSE OPS	-1,105	-3,316	-5,561	-6,700	-6,700	-6,700	-30,083	-6,700
O&M								
RPMA	-333	-1,014	-1,720	-2,135	-2,135	-2,135	-9,472	-2,135
BOS	0	1,349	-4,791	-8,622	-8,622	-8,622	-29,308	-8,622
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	-6,460	-12,920	-12,920	-12,920	-45,219	-12,920
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	-41,957	-83,913	-83,913	-83,913	-293,696	-83,913
House Allow	0	-353	1,404	1,404	1,404	1,404	5,264	1,404
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	2,000	2,000	3,000	3,000	3,000	3,000	16,000	3,000
Misc Recur	0	0	-4,000	-4,000	-4,000	-4,000	-16,000	-4,000
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	561	-1,335	-60,084	-113,885	-113,885	-113,885	-402,514	-113,885
TOTAL NET COST	8,259	14,663	-21,133	-113,885	-113,885	-113,885	-339,868	-113,885

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Base	Personnel		SF		
	Change	%Change	Change	%Change	Chg/Per
MALMSTROM	-3,726	-100%	-4,481,000	-100%	1,203
BASE X	579	4%	0	0%	0
MACDILL	738	23%	39,900	1%	54

Base	RPMA(\$)			BOS(\$)		
	Change	%Change	Chg/Per	Change	%Change	Chg/Per
MALMSTROM	-2,157,000	-100%	579	-10,470,205	-100%	2,810
BASE X	0	0%	0	499,264	2%	862
MACDILL	22,124	1%	30	1,348,903	12%	1,828

Base	RPMABOS(\$)		
	Change	%Change	Chg/Per
MALMSTROM	-12,627,205	-103%	3,389
BASE X	499,264	2%	862
MACDILL	1,371,027	10%	1,858

RPMA/BOS CHANGE REPORT (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Net Change(\$K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	-333	-1,014	-1,720	-2,135	-2,135	-2,135	-9,472	-2,135
BOS Change	0	1,349	-4,791	-8,622	-8,622	-8,622	-29,308	-8,622
Housing Change	-1,105	-3,316	-5,561	-6,700	-6,700	-6,700	-30,083	-6,700
TOTAL CHANGES	-1,438	-2,982	-12,072	-17,457	-17,457	-17,457	-68,863	-17,457

INPUT DATA REPORT (COBRA v5.08)
 Data As Of 08:14 03/29/1995, Report Created 09:27 03/29/1995

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
-----	-----
MALMSTROM, MT	Closes in FY 1998
BASE X	Realignment
MACDILL, FL	Realignment

Summary:

 THIS COBRA RUN WAS REQUESTED BY THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION. IT DOES NOT REFLECT AIR FORCE POSITION Close Malmstrom AFB. In addition to BOS savings, this COBRA takes a savings for missile Wing/Group overhead and missile security like the Air Force recommendation COBRA for Grand Forks AFB. All costs and savings associated with the Air Force operating MacDill AFB remain as the original Air Force Malmstrom AFB recommendation. Vehicles moved to Base X

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
-----	-----	-----
MALMSTROM, MT	BASE X	1,000 mi
MALMSTROM, MT	MACDILL, FL	2,469 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from MALMSTROM, MT to BASE X

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	0	72	0	0	0
Enlisted Positions:	0	0	344	0	0	0
Civilian Positions:	0	0	163	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	456	0	0	0
Heavy/Special Vehicles:	0	0	431	0	0	0

Transfers from MALMSTROM, MT to MACDILL, FL

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	105	0	0	0	0
Enlisted Positions:	0	614	0	0	0	0
Civilian Positions:	0	19	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: MALMSTROM, MT

Total Officer Employees:	613	RPMA Non-Payroll (\$K/Year):	2,157
Total Enlisted Employees:	3,578	Communications (\$K/Year):	796
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	12,192
Total Civilian Employees:	431	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	31.0%	Family Housing (\$K/Year):	6,700
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.16
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,481	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	AF053
Enlisted VHA (\$/Month):	0		
Per Diem Rate (\$/Day):	77	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: BASE X

Total Officer Employees:	736	RPMA Non-Payroll (\$K/Year):	6,147
Total Enlisted Employees:	3,263	Communications (\$K/Year):	3,887
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	21,001
Total Civilian Employees:	11,455	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	54.0%	Family Housing (\$K/Year):	6,225
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	13,709	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	66	Activity Code:	AFX
Enlisted VHA (\$/Month):	50		
Per Diem Rate (\$/Day):	69	Homeowner Assistance Program:	Yes
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

Name: MACDILL, FL

Total Officer Employees:	516	RPMA Non-Payroll (\$K/Year):	2,778
Total Enlisted Employees:	1,911	Communications (\$K/Year):	1,198
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	10,408
Total Civilian Employees:	841	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	20.0%	Family Housing (\$K/Year):	6,132
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.80
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,658	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	194	Activity Code:	AF094
Enlisted VHA (\$/Month):	137		
Per Diem Rate (\$/Day):	83	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

(See final page for Explanatory Notes)

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: MALMSTROM, MT

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	900	0	15,000	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	2,925	2,125	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	2,000	2,000	3,000	3,000	3,000	3,000
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	33%	33%	34%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	1,942	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	4,481	Perc Family Housing ShutDown:				100.0%

Name: BASE X

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: MACDILL, FL

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	4,000	4,000	4,000	4,000
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

(See final page for Explanatory Notes)

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: MALMSTROM, MT

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	-90	-94	-91	0	0	0
Enl Force Struc Change:	-204	-221	-224	0	0	0
Civ Force Struc Change:	62	-28	-6	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	-161	0	0	0
Enl Scenario Change:	0	0	-1,971	0	0	0
Civ Scenario Change:	0	0	-277	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: MACDILL, FL

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
Pavements	OTHER	0	0	1,550
Maint	OTHER	23,400	0	4,000
Flt Sim	OTHER	16,500	0	3,130
Bos	OTHER	0	0	870
P&D	OTHER	0	0	860

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	78,668.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,073.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	36,148.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	46,642.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost (\$/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%
APPDET.RPT Inflation Rates:			
1996: 0.00%	1997: 2.90%	1998: 3.00%	1999: 3.00%
			2000: 3.00%
			2001: 3.00%

Department : Air Force
 Option Package : Malmstrom Commission
 Scenario File : C:\COBRA\REPORT95\COM-AUDT\MAL08801.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.43
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	1.40
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total HHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	6,437.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	9,142.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	5,761.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	()	0
Air Operations	(SF)	0	Optional Category C	()	0
Operational	(SF)	0	Optional Category D	()	0
Administrative	(SF)	0	Optional Category E	()	0
School Buildings	(SF)	0	Optional Category F	()	0
Maintenance Shops	(SF)	0	Optional Category G	()	0
Bachelor Quarters	(SF)	0	Optional Category H	()	0
Family Quarters	(EA)	0	Optional Category I	()	0
Covered Storage	(SF)	0	Optional Category J	()	0
Dining Facilities	(SF)	0	Optional Category K	()	0
Recreation Facilities	(SF)	0	Optional Category L	()	0
Communications Facil	(SF)	0	Optional Category M	()	0
Shipyard Maintenance	(SF)	0	Optional Category N	()	0
RDT & E Facilities	(SF)	0	Optional Category O	()	0
POL Storage	(BL)	0	Optional Category P	()	0
Ammunition Storage	(SF)	0	Optional Category Q	()	0
Medical Facilities	(SF)	0	Optional Category R	()	0
Environmental	()	0			

EXPLANATORY NOTES (INPUT SCREEN NINE)

- No tenants moved. Assume they stay at Malmstrom.
- \$1 m for runway maintenance and 750 k for snow removal taken as recurring savings as of FY97



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

20 Mar 95


TO: AF/RTT (Lt Col O'Neil)

SUBJECT: COBRA Run on Malmstrom AFB

FROM: DBCRC (Lt Col Bivins)

Per our telephone conversation, we would like you to make a COBRA run on closing Malmstrom AFB by moving the KC-135s to MacDill AFB and shutting down all of the missile fields. Use the same assumptions for closing the missile fields at Malmstrom as were used for closing the missile fields at Grand Forks AFB in the DoD recommendation.

We would like to have this COBRA run completed in time to support a base visit to Malmstrom AFB by the Commission on 31 March 1995. Contact me at 696-0504 and I will make arrangements to pick up the disk containing the COBRA run when it is ready. Thanks.


ROBERT L. BIVINS, Lt Col, USAF
COBRA Analyst, DBCRC

RT 240

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 North Moore Street, Suite 1425
Arlington, VA 22209
703-696-0504

Fax Cover Sheet

To: Lt Col John O'Neil

Organization: RTT

Number: 703-695-4658

Fax Number: 703-693-9707

From: Bob Bivins

Number: 703-696-0504

Fax Number: 703-696-0550

Comments: John, here is a letter requesting the COBRA run we talked about. If you have any questions, let me know. Thanks.

Bob Bivins

Document Separator

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Starting Year : 1996
 Final Year : 1997
 ROI Year : 2001 (4 Years)

NPV in 2015(\$K): -54,288
 1-Time Cost(\$K): 17,441

Net Costs (\$K) Constant Dollars	Constant Dollars						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	1,041	7,427	0	0	0	0	8,468	0
Person	0	-324	-353	-353	-353	-353	-1,737	-353
Overhd	195	1,988	-4,760	-4,760	-4,760	-4,760	-16,856	-4,760
Moving	0	3,831	0	0	0	0	3,831	0
Missio	0	0	0	0	0	0	0	0
Other	0	1,100	0	0	0	0	1,100	0
TOTAL	1,236	14,022	-5,113	-5,113	-5,113	-5,113	-5,195	-5,113

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	0	0	0	0	0	0
Enl	0	0	0	0	0	0	0
Civ	0	0	0	0	0	0	0
TOT	0	0	0	0	0	0	0

	1996	1997	1998	1999	2000	2001	Total
POSITIONS REALIGNED							
Off	0	105	0	0	0	0	105
Enl	0	614	0	0	0	0	614
Stu	0	0	0	0	0	0	0
Civ	0	19	0	0	0	0	19
TOT	0	738	0	0	0	0	738

Summary:

 Realign Malmstrom AFB. 12 KC-135's to MACDILL AFB. Missile Wing remains

TOTAL ONE-TIME COST REPORT (COBRA v5.08)
 Data As Of 13:17 02/20/1995, Report Created 08:42 03/01/1995

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

(All values in Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	10,410,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		10,410,000
Personnel		
Civilian RIF	18,190	
Civilian Early Retirement	8,395	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	3,132	
Total - Personnel		29,718
Overhead		
Program Planning Support	340,674	
Mothball / Shutdown	601,250	
Total - Overhead		941,924
Moving		
Civilian Moving	387,477	
Civilian PPS	0	
Military Moving	4,003,171	
Freight	569,126	
One-Time Moving Costs	0	
Total - Moving		4,959,774
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	1,100,000	
Total - Other		1,100,000
Total One-Time Costs		17,441,416

One-Time Savings		
Military Construction Cost Avoidances	1,942,000	
Family Housing Cost Avoidances	0	
Military Moving	1,128,830	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		3,070,830
Total Net One-Time Costs		14,370,586

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08)
 Data As Of 13:17 02/20/1995, Report Created 08:42 03/01/1995

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

All Costs in \$K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
MALMSTROM	0	0	0	-1,942	-1,942
BASE X	0	0	0	0	0
MACDILL	10,410	0	0	0	10,410
Totals:	10,410	0	0	-1,942	8,468

PERSONNEL SUMMARY REPORT (COBRA v5.08)
 Data As Of 13:17 02/20/1995, Report Created 08:42 03/01/1995

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

PERSONNEL SUMMARY FOR: MALMSTROM, MT

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
613	3,578	0	431

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	-3	0	0	0	0	-3
Enlisted	0	4	0	0	0	0	4
Students	0	0	0	0	0	0	0
Civilians	0	-21	0	0	0	0	-21
TOTAL	0	-20	0	0	0	0	-20

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
610	3,582	0	410

PERSONNEL REALIGNMENTS:

To Base: MACDILL, FL

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

TOTAL PERSONNEL REALIGNMENTS (Out of MALMSTROM, MT):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
505	2,968	0	391

PERSONNEL SUMMARY FOR: BASE X

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
736	3,263	0	11,455

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
736	3,263	0	11,455

PERSONNEL SUMMARY FOR: MACDILL, FL

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
516	1,911	0	841

NET PRESENT VALUES REPORT (COBRA v5.08)
 Data As Of 13:17 02/20/1995, Report Created 08:42 03/01/1995

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Year	Cost(\$)	Adjusted Cost(\$)	NPV(\$)
1996	1,235,671	1,219,023	1,219,023
1997	14,022,561	13,463,396	14,682,419
1998	-5,113,273	-4,777,981	9,904,438
1999	-5,113,273	-4,650,103	5,254,334
2000	-5,113,273	-4,525,648	728,686
2001	-5,113,273	-4,404,524	-3,675,837
2002	-5,113,273	-4,286,641	-7,962,478
2003	-5,113,273	-4,171,913	-12,134,391
2004	-5,113,273	-4,060,256	-16,194,648
2005	-5,113,273	-3,951,588	-20,146,235
2006	-5,113,273	-3,845,827	-23,992,063
2007	-5,113,273	-3,742,898	-27,734,961
2008	-5,113,273	-3,642,723	-31,377,683
2009	-5,113,273	-3,545,229	-34,922,912
2010	-5,113,273	-3,450,344	-38,373,257
2011	-5,113,273	-3,357,999	-41,731,257
2012	-5,113,273	-3,268,126	-44,999,383
2013	-5,113,273	-3,180,658	-48,180,041
2014	-5,113,273	-3,095,531	-51,275,572
2015	-5,113,273	-3,012,682	-54,288,254

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

Costs (\$K) Constant Dollars	1996						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	1,041	9,369	0	0	0	0	10,410	0
Person	0	3,588	3,559	3,559	3,559	3,559	17,823	3,559
Overhd	195	2,096	1,371	1,371	1,371	1,371	7,775	1,371
Moving	0	4,960	0	0	0	0	4,960	0
Missio	0	0	0	0	0	0	0	0
Other	0	1,100	0	0	0	0	1,100	0
TOTAL	1,236	21,113	4,930	4,930	4,930	4,930	42,068	4,930

Savings (\$K) Constant Dollars	1996						Total	Beyond
	1996	1997	1998	1999	2000	2001		
MilCon	0	1,942	0	0	0	0	1,942	0
Person	0	3,912	3,912	3,912	3,912	3,912	19,561	3,912
Overhd	0	108	6,131	6,131	6,131	6,131	24,631	6,131
Moving	0	1,129	0	0	0	0	1,129	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	0	7,091	10,043	10,043	10,043	10,043	47,263	10,043

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

PERSONNEL REALIGNMENTS:

From Base: MALMSTROM, MT

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

TOTAL PERSONNEL REALIGNMENTS (Into MACDILL, FL):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	105	0	0	0	0	105
Enlisted	0	614	0	0	0	0	614
Students	0	0	0	0	0	0	0
Civilians	0	19	0	0	0	0	19
TOTAL	0	738	0	0	0	0	738

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
621	2,525	0	860

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08)
 Data As Of 13:17 02/20/1995, Report Created 08:42 03/01/1995

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	19	0	0	0	0	19
Early Retirement*	10.00%	0	2	0	0	0	0	2
Regular Retirement*	5.00%	0	1	0	0	0	0	1
Civilian Turnover*	15.00%	0	3	0	0	0	0	3
Civs Not Moving (RIFs)*+		0	1	0	0	0	0	1
Civilians Moving (the remainder)		0	12	0	0	0	0	12
Civilian Positions Available		0	7	0	0	0	0	7
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*+		0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	19	0	0	0	0	19
Civilians Moving		0	12	0	0	0	0	12
New Civilians Hired		0	7	0	0	0	0	7
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	2	0	0	0	0	2
TOTAL CIVILIAN RIFS		0	1	0	0	0	0	1
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	7	0	0	0	0	7

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

ONE-TIME COSTS -----(\$K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,041	9,369	0	0	0	0	10,410
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	0	18	0	0	0	0	18
Civ Retire	0	8	0	0	0	0	8
CIV MOVING							
Per Diem	0	37	0	0	0	0	37
POV Miles	0	5	0	0	0	0	5
Home Purch	0	137	0	0	0	0	137
HHG	0	94	0	0	0	0	94
Misc	0	8	0	0	0	0	8
House Hunt	0	41	0	0	0	0	41
PPS	0	0	0	0	0	0	0
RITA	0	64	0	0	0	0	64
FREIGHT							
Packing	0	182	0	0	0	0	182
Freight	0	387	0	0	0	0	387
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	3	0	0	0	0	3
OTHER							
Program Plan	195	146	0	0	0	0	341
Shutdown	0	601	0	0	0	0	601
New Hire	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	421	0	0	0	0	421
POV Miles	0	319	0	0	0	0	319
HHG	0	2,759	0	0	0	0	2,759
Misc	0	503	0	0	0	0	503
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	1,100	0	0	0	0	1,100
TOTAL ONE-TIME	1,236	16,206	0	0	0	0	17,441

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 2/3
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Department : Air Force
 Option Package : Malmstrom Focused
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RECURRINGCOSTS	1996	1997	1998	1999	2000	2001	Total	Beyond
----(\$K)-----	----	----	----	----	----	----	----	----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	22	22	22	22	88	22
BOS	0	1,349	1,349	1,349	1,349	1,349	6,744	1,349
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	3,559	3,559	3,559	3,559	3,559	17,794	3,559
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,908	4,930	4,930	4,930	4,930	24,627	4,930
TOTAL COST	1,236	21,113	4,930	4,930	4,930	4,930	42,068	4,930
ONE-TIME SAVES	1996	1997	1998	1999	2000	2001	Total	
----(\$K)-----	----	----	----	----	----	----	----	
CONSTRUCTION								
MILCON	0	1,942	0	0	0	0	1,942	
Fam Housing	0	0	0	0	0	0	0	
O&M								
1-Time Move	0	0	0	0	0	0	0	
MIL PERSONNEL								
Mil Moving	0	1,129	0	0	0	0	1,129	
OTHER								
Land Sales	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
1-Time Other	0	0	0	0	0	0	0	
TOTAL ONE-TIME	0	3,071	0	0	0	0	3,071	
RECURRINGSAVES	1996	1997	1998	1999	2000	2001	Total	Beyond
----(\$K)-----	----	----	----	----	----	----	----	----
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	108	216	216	216	216	972	216
BOS	0	0	1,165	1,165	1,165	1,165	4,659	1,165
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	3,912	3,912	3,912	3,912	3,912	19,561	3,912
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	4,750	4,750	4,750	4,750	19,000	4,750
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	4,020	10,043	10,043	10,043	10,043	44,192	10,043
TOTAL SAVINGS	0	7,091	10,043	10,043	10,043	10,043	47,263	10,043

TOTAL APPROPRIATIONS DETAIL REPORT (COBRA v5.08) - Page 3/3
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ONE-TIME NET	1996	1997	1998	1999	2000	2001	Total	
-----(\$K)-----	----	----	----	----	----	----	-----	
CONSTRUCTION								
MILCON	1,041	7,427	0	0	0	0	8,468	
Fam Housing	0	0	0	0	0	0	0	
O&M								
Civ Retir/RIF	0	26	0	0	0	0	26	
Civ Moving	0	957	0	0	0	0	957	
Other	195	750	0	0	0	0	945	
MIL PERSONNEL								
Mil Moving	0	2,874	0	0	0	0	2,874	
OTHER								
HAP / RSE	0	0	0	0	0	0	0	
Environmental	0	0	0	0	0	0	0	
Info Manage	0	0	0	0	0	0	0	
1-Time Other	0	1,100	0	0	0	0	1,100	
Land	0	0	0	0	0	0	0	
TOTAL ONE-TIME	1,236	13,135	0	0	0	0	14,370	
RECURRING NET								
-----(\$K)-----	----	----	----	----	----	----	-----	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	-108	-194	-194	-194	-194	-884	-194
BOS	0	1,349	184	184	184	184	2,085	184
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	-353	-353	-353	-353	-353	-1,767	-353
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	-4,750	-4,750	-4,750	-4,750	-19,000	-4,750
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	888	-5,113	-5,113	-5,113	-5,113	-19,565	-5,113
TOTAL NET COST	1,236	14,022	-5,113	-5,113	-5,113	-5,113	-5,195	-5,113

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
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Department : Air Force
 Option Package : Malmstrom Focused
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Base	Personnel		SF		
	Change	%Change	Change	%Change	Chg/Per
MALMSTROM	-738	-16%	-481,000	-11%	652
BASE X	0	0%	0	0%	0
MACDILL	738	23%	39,900	1%	54

Base	RPMA(\$)			BOS(\$)		
	Change	%Change	Chg/Per	Change	%Change	Chg/Per
MALMSTROM	-216,171	-10%	293	-1,164,743	-9%	1,578
BASE X	0	0%	0	0	0%	0
MACDILL	22,124	1%	30	1,348,903	12%	1,828

Base	RPMABOS(\$)		
	Change	%Change	Chg/Per
MALMSTROM	-1,380,914	-9%	1,871
BASE X	0	0%	0
MACDILL	1,371,027	10%	1,858

RPMA/BOS CHANGE REPORT (COBRA v5.08)
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Department : Air Force
 Option Package : Malmstrom Focused
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Net Change(\$K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	0	-108	-194	-194	-194	-194	-884	-194
BOS Change	0	1,349	184	184	184	184	2,085	184
Housing Change	0	0	0	0	0	0	0	0
TOTAL CHANGES	0	1,241	-10	-10	-10	-10	1,201	-10

INPUT DATA REPORT (COBRA v5.08)
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Department : Air Force
 Option Package : Malmstrom Focused
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INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
-----	-----
MALMSTROM, MT	Realignment
BASE X	Realignment
MACDILL, FL	Realignment

Summary:

 Realign Malmstrom AFB. 12 KC-135's to MACDILL AFB. Missile Wing remains

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
-----	-----	-----
MALMSTROM, MT	BASE X	1,000 mi
MALMSTROM, MT	MACDILL, FL	2,469 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from MALMSTROM, MT to MACDILL, FL

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
Officer Positions:	0	105	0	0	0	0
Enlisted Positions:	0	614	0	0	0	0
Civilian Positions:	0	19	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	500	0	0	0	0
Suppt Eqpt (tons):	0	250	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: MALMSTROM, MT

Total Officer Employees:	613	RPMA Non-Payroll (\$K/Year):	2,157
Total Enlisted Employees:	3,578	Communications (\$K/Year):	796
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	12,192
Total Civilian Employees:	431	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	31.0%	Family Housing (\$K/Year):	6,700
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.16
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,481	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	0	Activity Code:	AF053
Enlisted VHA (\$/Month):	0		
Per Diem Rate (\$/Day):	77	Homeowner Assistance Program:	No
Freight Cost (\$/Ton/Mile):	0.07	Unique Activity Information:	No

(See final page for Explanatory Notes)

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
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INPUT, SCREEN FOUR - STATIC BASE INFORMATION

Name: BASE X

Total Officer Employees:	736	RPMA Non-Payroll (\$K/Year):	6,147
Total Enlisted Employees:	3,263	Communications (\$K/Year):	3,887
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	21,001
Total Civilian Employees:	11,455	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	54.0%	Family Housing (\$K/Year):	6,225
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	13,709	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	66	Activity Code:	AFX
Enlisted VHA (\$/Month):	50	Homeowner Assistance Program:	Yes
Per Diem Rate (\$/Day):	69	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.07		

Name: MACDILL, FL

Total Officer Employees:	516	RPMA Non-Payroll (\$K/Year):	2,778
Total Enlisted Employees:	1,911	Communications (\$K/Year):	1,198
Total Student Employees:	0	BOS Non-Payroll (\$K/Year):	10,408
Total Civilian Employees:	841	BOS Payroll (\$K/Year):	0
Mil Families Living On Base:	20.0%	Family Housing (\$K/Year):	6,132
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.80
Officer Housing Units Avail:	0	CHAMPUS In-Pat (\$/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat (\$/Visit):	0
Total Base Facilities(KSF):	4,658	CHAMPUS Shift to Medicare:	20.9%
Officer VHA (\$/Month):	194	Activity Code:	AF094
Enlisted VHA (\$/Month):	137	Homeowner Assistance Program:	No
Per Diem Rate (\$/Day):	83	Unique Activity Information:	No
Freight Cost (\$/Ton/Mile):	0.07		

(See final page for Explanatory Notes)

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: MALMSTROM, MT

	1996	1997	1998	1999	2000	2001
	----	----	----	----	----	----
1-Time Unique Cost (\$K):	0	1,100	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	750	750	750	750
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	100%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	1,942	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	481	Perc Family Housing ShutDown:				0.0%

(See final page for Explanatory Notes)

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
 Std Fctrs File : C:\COBRA\REPORT95\RECOMEND\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: BASE X	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	4,000	4,000	4,000	4,000
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

Name: MACDILL, FL	1996	1997	1998	1999	2000	2001
1-Time Unique Cost (\$K):	0	0	0	0	0	0
1-Time Unique Save (\$K):	0	0	0	0	0	0
1-Time Moving Cost (\$K):	0	0	0	0	0	0
1-Time Moving Save (\$K):	0	0	0	0	0	0
Env Non-MilCon Reqd(\$K):	0	0	0	0	0	0
Activ Mission Cost (\$K):	0	0	0	0	0	0
Activ Mission Save (\$K):	0	0	0	0	0	0
Misc Recurring Cost(\$K):	0	0	0	0	0	0
Misc Recurring Save(\$K):	0	0	0	0	0	0
Land (+Buy/-Sales) (\$K):	0	0	0	0	0	0
Construction Schedule(%):	10%	90%	0%	0%	0%	0%
Shutdown Schedule (%):	100%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc(\$K):	0	0	0	0	0	0
Fam Housing Avoidnc(\$K):	0	0	0	0	0	0
Procurement Avoidnc(\$K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0
Facil ShutDown(KSF):	0	Perc Family Housing ShutDown:				0.0%

(See final page for Explanatory Notes)

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: MALMSTROM, MT	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	0	-3	0	0	0	0
Enl Force Struc Change:	0	4	0	0	0	0
Civ Force Struc Change:	0	-21	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	0	0	0	0	0	0
Enl Scenario Change:	0	0	0	0	0	0
Civ Scenario Change:	0	0	0	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

Department : Air Force
 Option Package : Malmstrom Focused
 Scenario File : C:\COBRA\REPORT95\RECOMEND\FINAL\MALMSTRO.CBR
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INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: MACDILL, FL

Description	Categ	New MilCon	Rehab MilCon	Total Cost(\$K)
Pavements	OTHER	0	0	1,550
Maint	OTHER	23,400	0	4,000
Flt Sim	OTHER	16,500	0	3,130
Bos	OTHER	0	0	870
P&D	OTHER	0	0	860

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	76.80%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	66.90%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	80.00%	PPS Actions Involving PCS:	50.00%
Officer Salary(\$/Year):	78,668.00	Civilian PCS Costs (\$):	28,800.00
Off BAQ with Dependents(\$):	7,073.00	Civilian New Hire Cost(\$):	0.00
Enlisted Salary(\$/Year):	36,148.00	Nat Median Home Price(\$):	114,600.00
Enl BAQ with Dependents(\$):	5,162.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost(\$/Week):	174.00	Max Home Sale Reimburs(\$):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary(\$/Year):	46,642.00	Max Home Purch Reimburs(\$):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	Final Factors	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	0.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	0.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	0.00%
Caretaker Admin(SF/Care):	162.00	MilCon Contingency Plan Rate:	0.00%
Mothball Cost (\$/SF):	1.25	MilCon Site Preparation Rate:	0.00%
Avg Bachelor Quarters(SF):	256.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1,320.00	Inflation Rate for NPV.RPT/ROI:	0.00%
APPDET.RPT Inflation Rates:			
1996: 0.00%	1997: 2.90%	1998: 3.00%	1999: 3.00%
		2000: 3.00%	2001: 3.00%

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate(\$/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle(\$/Mile):	0.43
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle(\$/Mile):	1.40
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement(\$/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.10
Total HHG Cost (\$/100Lb):	35.00	Routine PCS(\$/Pers/Tour):	6,437.00
Air Transport (\$/Pass Mile):	0.20	One-Time Off PCS Cost(\$):	9,142.00
Misc Exp (\$/Direct Employ):	700.00	One-Time Enl PCS Cost(\$):	5,761.00

Department : Air Force
 Option Package : Malmstrom Focused
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STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	\$/UM	Category	UM	\$/UM
Horizontal	(SY)	0	other	(SF)	0
Waterfront	(LF)	0	Optional Category B	()	0
Air Operations	(SF)	0	Optional Category C	()	0
Operational	(SF)	0	Optional Category D	()	0
Administrative	(SF)	0	Optional Category E	()	0
School Buildings	(SF)	0	Optional Category F	()	0
Maintenance Shops	(SF)	0	Optional Category G	()	0
Bachelor Quarters	(SF)	0	Optional Category H	()	0
Family Quarters	(EA)	0	Optional Category I	()	0
Covered Storage	(SF)	0	Optional Category J	()	0
Dining Facilities	(SF)	0	Optional Category K	()	0
Recreation Facilities	(SF)	0	Optional Category L	()	0
Communications Facil	(SF)	0	Optional Category M	()	0
Shipyards Maintenance	(SF)	0	Optional Category N	()	0
RDT & E Facilities	(SF)	0	Optional Category O	()	0
POL Storage	(BL)	0	Optional Category P	()	0
Ammunition Storage	(SF)	0	Optional Category Q	()	0
Medical Facilities	(SF)	0	Optional Category R	()	0
Environmental	()	0			

EXPLANATORY NOTES (INPUT SCREEN NINE)

4. No tenants moved. Assume they stay at Malmstrom.
5. \$1 m for runway maintenance and 750 k for snow removal taken as recurring savings as of FY97

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES Alterations	-	-	3	3
I.1.A.2	AAFES Arnold Heights (Shoppette)	-	-	7	7
I.1.A.3	AAFES BX Gas Station	-	-	26	26
I.1.A.4	AAFES Barber Shop	-	-	7	7
I.1.A.5	AAFES Base Theater	-	-	6	6
I.1.A.6	AAFES Beauty Shop	-	-	6	6
I.1.A.7	AAFES Burger King	-	-	29	29
I.1.A.8	AAFES Class VI Store	-	-	8	8
I.1.A.9	AAFES Flightline Snack Bar	-	-	10	10
I.1.A.10	AAFES Florist Shop	-	-	3	3
I.1.A.11	AAFES Laundry Dry Cleaners	-	-	3	3
I.1.A.12	AAFES Main Store	-	-	143	143
I.1.A.13	AAFES Military Clothing Sales	-	-	7	7
I.1.A.14	AAFES Optical Shop	-	-	3	3
I.1.A.15	AAFES Radio TV Repair	-	-	3	3
I.1.A.16	AAFES Shoppette	-	-	9	9
I.1.A.17	AAFES Watch Repair	-	-	3	3
I.1.A.18	Accounting and Finance (DFAS)	-	15	29	44
I.1.A.19	Administrative/Marketing (NAF)	-	-	5	5
I.1.A.20	Aero Club (NAF)	-	-	2	2
I.1.A.21	Army Corps of Engineers	-	-	25	25
I.1.A.22	Arts & Crafts/Auto Hobby (NAF)	-	-	6	6
I.1.A.23	Aviation Operations Ctr West	-	-	16	16
I.1.A.24	Bank of America	-	-	15	15
I.1.A.25	CAE-LINK	-	-	32	32
I.1.A.26	COBMS	-	-	27	27
I.1.A.27	Cal State, San Bernadino	-	-	1	1

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I.1.A.28	Chapman College	-	-	1	1
I.1.A.29	Child Development Ctr (NAF)	-	-	36	36
I.1.A.30	DECA	-	10	98	108
I.1.A.31	DRMO	-	-	7	7
I.1.A.32	Embry Riddle University	-	-	1	1
I.1.A.33	Enlisted Club (NAF)	-	-	55	55
I.1.A.34	Golf Course (NAF)	-	-	42	42
I.1.A.35	Human Resource Office (NAF)	-	-	3	3
I.1.A.36	Lodging Facility (NAF)	-	-	57	57
I.1.A.37	Maintenance (NAF)	-	-	4	4
I.1.A.38	March Credit Union	-	-	48	48
I.1.A.39	NAF Accounting	-	-	10	10
I.1.A.40	OMEGA	-	-	5	5
I.1.A.41	Officer's Club (NAF)	-	-	53	53
I.1.A.42	Outdoor Recreation (NAF)	-	-	4	4
I.1.A.43	PPP Program	-	-	3	3
I.1.A.44	Pizzeria (NAF)	-	-	23	23
I.1.A.45	Recreation Center (NAF)	-	-	3	3
I.1.A.46	Red Cross	-	-	2	2
I.1.A.47	Retire Activity Office	-	-	21	21
I.1.A.48	Riverside Community College	-	-	1	1
I.1.A.49	Southern Illinois University	-	-	1	1
I.1.A.50	Tour and Travel	-	-	2	2
I.1.A.51	U.S. Post Office	-	-	1	1
I.1.A.52	University Southern California	-	-	2	2
I.1.A.53	Vet Services (NAF)	-	-	1	1
I.1.A.54	Youth Center (NAF)	-	-	10	10
TOTAL:					953

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

I.1.B.1 Supported Unit: 524 FTD
 Location: March AFB
 Support provided: All

GSU - Geographically Separated Unit
 REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

I.1.B.2 Supported Unit: Ballistic Missile Organization

Location: San Bernadino

Support provided: A1 - A10

GSU - Geographically Separated Unit

REM - Remote Unit

I.1.B.3 Supported Unit: IMEF

Location: Camp Pendleton CA

Support provided: A1 - A10

GSU - Geographically Separated Unit

REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
GCA	2	35351	11513	23838	6990	2772	530
Tower	2	60468	10922	49546	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 32

46717 operations were conducted this runway during calendar year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

THE SKYES 7 SID RESTRICTS ALL AIRCRAFT TO REMAIN WITHIN 5 DME OF THE MARCH TACAN ON DEPARTURE. AN ADDITIONAL FASST 1 SID WAS DEVELOPED TO MINIMIZE MISSION DEPARTURE DELAY, FOR HEAVY AIRCRAFT AND CELL DEPARTURES

I.2.A.6 The base experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 2

The total number of sorties per month: 4928

The average length of the delays: 0:00

I.2.A.6.b There is a common rationale for the delays:

HEAVY (GROSS WEIGHT) KC-10 AND F-4 AIRCRAFT IN INSTRUMENT CONDITIONS WERE UNABLE TO REMAIN WITHIN THE 5 DME RESTRICTION ON THE SKYES DEPARTURE. See additional comments page.

B. Geographic Location

I.2.B.1	Nearest major primary airlift customer:	EL TORO MCAS	distance	26 NM
	Nearest major primary airdrop customer:	YUMA PROVING GROUNDS	distance	156 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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I.2.B.2 Distance to forward deployment Air Bases:

Lajes AB: 4365 NM
 Rota AB: 5435 NM
 Hickam AFB: 2278 NM
 RAF Mildenhall: 5189 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	EL TORO MCAS	26
I.2.B.4	Military airfield, runway >= 8,000ft	EL TORO MCAS	26
I.2.B.5	Military airfield, runway >= 10,000ft	EL TORO MCAS	26
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Riverside Municipal	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Ontario Int'l	20
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Ontario Int'l	20
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Ontario Int'l	20
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Ontario Int'l	20

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

ONTARIO INTL AIRPORT 20 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-289	164 NM	W-289 N/W-60-61	183 NM	W-291	225 NM
W-532/537	227 NM	W-532	233 NM	DESERT	248 NM

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-2508	126 NM	W-289	164 NM	W-289 N/W-60-61	183 NM

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
ISABELLA	111 NM	PANAMONT	107 NM	W-080	164 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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ISABELLA	111 NM	PAINAMINT	121 NM	W-289	104 NM
W-289 N/W-60-61	183 NM	W-537	220 NM	W-291	225 NM
W-532/537	227 NM	W-532	233 NM	DESERT	248 NM
W-285A	288 NM	W-283/W-285A,B	309 NM	W-283	310 NM
AUSTIN/GABBS CN	347 NM	Austin1/GABBS N&C	347 NM	GABBS NORTH	347 NM
AUSTIN/GABBS N/C	347 NM	AUSTIN 1	359 NM	UTTR	418 NM
W-260	437 NM	OWYHEE/ PARADISE	506 NM	R-5107B	538 NM

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
EL CENTRO	102 NM	CHINA LAKE	125 NM	NELLIS R63	184 NM
NELLIS R65	185 NM	GOLDWATER RANGE 4	218 NM	GOLDWATER RANGE 1	230 NM
GOLDWATER RANGE 2	230 NM	GOLDWATER RANGE 3	238 NM	FALLON B-19	324 NM
FALLON B-17	325 NM	HAG/UTTR	428 NM	KITTYCAT/UTTR	440 NM
EAGLE/UTTR	474 NM	SAYLOR CREEK	538 NM	OSCURA	552 NM
AIRBURST	659 NM	MELROSE	669 NM		

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

CHINA LAKE	125 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

NELLIS R63	184 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

CAMP PENDLETON	31 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	7	10	12	28	53	78
SR	1	2	2	8	14	22
VR	8	17	19	48	65	80
Total Routes:	16	29	33	84	132	180

Identify Routes:

VR-1217 26 NM	VR-1218 26 NM	VR-1214 37 NM	VR-1215 37 NM	IR-212 46 NM	IR-213 46 NM
IR-217 46 NM	IR-218 77 NM	IR-216 79 NM	SR-390 82 NM	VR-1293 83 NM	IR-252 87 NM
VR-1211 87 NM	VR-1206 88 NM	IR-214 96 NM	VR-288 96 NM		
IR-255 107 NM	IR-211 113 NM	VR-1265 114 NM	SR-397 117 NM	VR-289 125 NM	VR-296 125 NM
VR-1225 131 NM	VR-1266 141 NM	VR-1268 141 NM	VR-1267 141 NM	VR-1255 147 NM	VR-1267 147 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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IR-200	150 NM								
VR-299	154 NM	IR-203	171 NM	IR-286	172 NM	VR-1252	199 NM		
VR-1256	206 NM	VR-208	208 NM	VR-1253	210 NM	VR-1264	219 NM	IR-254	221 NM
VR-231	227 NM	VR-206	235 NM	VR-1262	235 NM	VR-1219	238 NM	VR-246	238 NM
VR-242	238 NM	VR-1220	238 NM	IR-237	242 NM	VR-1205	245 NM	VR-1257	248 NM
VR-239	248 NM	VR-245	248 NM	VR-223	249 NM	VR-1260	251 NM	VR-1259	252 NM
VR-209	252 NM	IR-238	260 NM	VR-201	262 NM	IR-285	266 NM	VR-249	271 NM
VR-1406	274 NM	IR-207	279 NM	IR-264	282 NM	IR-279	291 NM	SR-300	310 NM
SR-381	319 NM	SR-359	332 NM	IR-310	337 NM	VR-259	350 NM	VR-268	350 NM
VR-269	350 NM	VR-1233	351 NM	VR-260	351 NM	VR-263	351 NM	IR-276	355 NM
IR-425	378 NM	SR-301	387 NM	SR-353	391 NM	IR-235	395 NM		
		SR-398	407 NM	IR-280	411 NM	IR-282	411 NM	IR-275	418 NM
IR-290	421 NM	IR-293	421 NM	IR-281	424 NM	SR-210	439 NM	SR-211	439 NM
VR-1445	450 NM	VR-1446	460 NM	VR-1261	469 NM	VR-202	471 NM	IR-271	475 NM
VR-176	479 NM	IR-112	484 NM	IR-418	489 NM	IR-420	489 NM	VR-1251	498 NM
VR-1254	503 NM	VR-1423	503 NM	SR-212	512 NM	IR-109	513 NM	IR-303	519 NM
IR-126	526 NM	VR-1250	549 NM	VR-316	561 NM	IR-115	562 NM	IR-132	563 NM
SR-214	565 NM	VR-1195	569 NM	VR-1300	570 NM	SR-213	571 NM	VR-319	578 NM
IR-111	591 NM	VR-1304	591 NM	IR-133	594 NM	IR-102	595 NM	IR-131	595 NM
IR-141	595 NM	IR-110	605 NM	IR-144	612 NM	IR-165	612 NM	IR-178	612 NM
IR-304	617 NM	IR-498	624 NM	VR-1301	627 NM	IR-301	630 NM	VR-1302	632 NM
IR-307	641 NM	IR-113	659 NM	IR-122	663 NM	VR-1352	663 NM	VR-100	669 NM
IR-150	670 NM	VR-413	673 NM	VR-125	676 NM	IR-130	682 NM	VR-108	683 NM
IR-177	684 NM	IR-416	703 NM	IR-414	706 NM	VR-114	713 NM	IR-346	715 NM
IR-415	716 NM	VR-1174	722 NM	VR-1355	726 NM	SR-540	735 NM	SR-541	735 NM
SR-542	735 NM	VR-1109	742 NM	VR-196	742 NM	IR-409	752 NM	IR-341	775 NM
IR-343	775 NM	SR-478	784 NM	SR-477	784 NM	SR-475	791 NM	SR-488	796 NM
IR-172	799 NM								
IR-173	799 NM								

I.2.C.9 IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 624 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
3	14	44

I.2.C.10.a Routes and distance to route's control point:

1995 AIR FORCE BASE QUESTIONNAIRE

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Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-649	154 NM	AR-651	175 NM	AR-603	195 NM		
AR-657	208 NM	AR-647	223 NM	AR-209 WEST	251 NM	AR-006	256 NM
AR-624	259 NM	AR-641A	261 NM	AR-625H	269 NM	AR-625L	269 NM
AR-641B	289 NM	AR-222	291 NM	AR-221	299 NM		
AR-635	311 NM	AR-214	332 NM	AR-658	337 NM	AR-3H EAST	347 NM
AR-208	350 NM	AR-634	363 NM	AR-642W WEST	372 NM	AR-462	379 NM
AR-642E EAST	380 NM	AR-223	391 NM	AR-674	398 NM	AR-224	400 NM
AR-611A	420 NM	AR-648B	440 NM	AR-3H WEST	443 NM	AR-7B	444 NM
AR-201 EAST	445 NM	AR-613	446 NM	AR-648A	453 NM	AR-209 EAST	456 NM
AR-639	463 NM	AR-639A	463 NM	AR-201 WEST	467 NM	AR-611B	468 NM
AR-621	469 NM	AR-452 NORTHEAST	474 NM	AR-001 EAST	475 NM	AR-3L	481 NM
AR-310 EAST	499 NM	AR-310 WEST	499 NM				

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
490	1213

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-201	445 NM	490			0			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 706NM from the base."

I.2.C.10d Percentage of tanker demand in region: 26.0

Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APRIL	107 NM	✓	✓	✓	0	0
BASILONE NUEVO	34 NM	✓	✓	✓	0	0
BLACK TOP (CIR)	75 NM		✓	✓	0	0
BOULDER	54 NM	✓	✓	✓	0	0
BULL	98 NM	✓	✓	✓	0	0
BULLHEAD CIRCUL	96 NM	✓	✓	✓	0	0
CALVIN	87 NM		✓	✓	0	0

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CAMELOT CIRCULA	95 NM		✓	✓	0	0
CINTHIA	276 NM	✓			2	0
COIN (CIR)	240 NM				1	0
COOLIDGE (CIR))	298 NM		✓		0	0
COWBOY (CIR)	50 NM		✓		0	0
DESERT ROCK(CR)	175 NM	✓	✓		0	0
ELOY (CIRCULAR)	292 NM		✓		0	0
ENAD EAST	69 NM	✓	✓	✓	0	1
ENAD WEST	69 NM	✓	✓	✓	0	1
FARM	65 NM	✓	✓	✓	0	1
GRETCHEN (CIR)	276 NM	✓	✓	✓	2	0
JOSHUA	58 NM	✓	✓	✓	0	0
KEITHA	230 NM	✓	✓	✓	0	0
KNOTS	83 NM		✓		0	0
LA POSA	152 NM	✓	✓	✓	0	0
LAVIC	65 NM		✓	✓	0	0
LEON (H2O)	77 NM		✓		0	0
LILLY ANN	73 NM	✓	✓		0	0
MACHINEGUNFLATS	275 NM	✓	✓	✓	2	0
NELSON - FT IRWIN	96 NM		✓	✓	0	0
NOAH	91 NM	✓	✓	✓	0	0
OFFICE	65 NM	✓	✓	✓	0	1
PALMER	235 NM	✓	✓	✓	0	0
PATRICIA CIRCUL	233 NM	✓	✓	✓	0	0
PENDLETON AREA	38 NM	✓	✓		0	0
RAKISHLITTER	159 NM		✓	✓	0	0
REBEL (AREA DZ)	241 NM				1	0
ROADRUNNER	157 NM	✓	✓	✓	0	0
ROBBY	152 NM	✓	✓		0	0
ROCK (A)	97 NM	✓	✓	✓	0	0
ROCK (B)	96 NM	✓	✓	✓	0	0
ROGERS LAKE (C)	65 NM	✓	✓	✓	0	1
SAINT-WATER	80 NM				0	0
SANDHILL	59 NM	✓	✓	✓	0	0
SANDTRAP	95 NM		✓	✓	0	0
SIDEWINDER	155 NM	✓	✓	✓	0	0

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SPEER CIRCULAR	65 NM	✓	✓	✓	0	1
TONTO	235 NM	✓	✓	✓	0	0
XM	176 NM	✓	✓	✓	0	0
YUCCA	60 NM	✓	✓	✓	0	0
YUMA AUX 2	159 NM	✓	✓	✓	0	0

I.2.C.11.a

Drop Zone

Servicing Instruement and Slow Routes (IRs and SRs)

CINTHIA	IR-203	IR-207							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
GRETCHEN (CIR)	IR-203	IR-207							
MACHINEGUNFLATS	IR-203	IR-207							
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SPEER CIRCULAR	SR-390								

I.2.C.12

Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

SANDHILL 58 NM

I.2.C.13

Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BASILONE NUEVO	34 NM	✓	✓	✓	0	0

I.2.C.14

Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

CAMP PENDLETON 35 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base does Not uses ranges on a regular basis**

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Airspaces scheduled or managed by the base:

AR-209	Other
AR-3H	Other
VR-1211	Other
VR-288	Other
VR-289	Other
VR-296	Other
VR-299	Other

Details for airspace scheduled or managed by the base:

Airspace: AR-209

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

March AFB has a FONSI and an Environmental Assesment on each route it controls

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

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3000' block
FL230 and below

- I.2.E.7 Published availability of the airspace:**
24 hours a day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:** 53 hrs
- I.2.E.7.b Hours used:** 50 hrs
- I.2.E.7.c Reasons for non-use:**
Weather, receiver and/or tanker maintenance
- I.2.E.8 Utilization of the airspace can be increased.**
- I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10 Description of the volume or area of the Airspace:**
Starts 31-56N and 120-16W and terminates 30-15N and 129-17W. FL 230 and below consisting of a 3000' block
- I.2.E.11 100.00 percent of the airspace is usable.**
Airspace: AR-3H
- I.2.E.2 An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a Status of the environmental analysis and supplement:**
March AFB has a FONSI and an environmental assesment on each route it controls
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6** **Restrictions currently acting on this airspace:**
 FL240 thru FL260
- I.2.E.7** **Published availability of the airspace:**
 24 hours per day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:** 368 hrs
- I.2.E.7.b** **Hours used:** 335 hrs
- I.2.E.7.c** **Reasons for non-use:**
 Weather, receiver and/or tanker maintenance
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 35-45N 112-38W terminating 36-44N 106-45W
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: VR-1211
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 A DOPAA and EA is currently in progress with completion and FONS expected this year.
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 Restrictions currently acting on this airspace:

1000' AGL between points D&E
300' AGL limit rest of route

I.2.E.7 Published availability of the airspace:

24 hours a day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 1,340 hrs

I.2.E.7.b Hours used: 1,285 hrs

I.2.E.7.c Reasons for non-use:

No reasons available

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.

I.2.E.10 Description of the volume or area of the Airspace:

The VR routes comprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not applicalbe measure of VR low-level navigation routes.

I.2.E.11 98.90 percent of the airspace is usable.

Airspace: VR-288

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

A DOPAA and EA is currently in progress with completion and FONS expected this year.

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:
1000' AGL between points F&G
300' AGL rest of route
- I.2.E.7** Published availability of the airspace:
ROUTES ARE AVAILABLE 24 HOURS PER DAY
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,340 hrs
- I.2.E.7.b** Hours used: 1,285 hrs
- I.2.E.7.c** Reasons for non-use:
REASONS NOT AVAILABLE
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
The VR routescomprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes.
- I.2.E.11** 98.90 percent of the airspace is usable.
Airspace: VR-289
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
A DOPAA AND EA IS CURRENTLY IN PROGRESS WITH COMPLETION AND FONSI EXPECTED THIS YEAR
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.

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Explanation for any lack of reports:

- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 300' AGL on route
- I.2.E.7** **Published availability of the airspace:**
 24 HOURS PER DAY
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled:** 1,340 hrs
- I.2.E.7.b** **Hours used:** 1,285 hrs
- I.2.E.7.c** **Reasons for non-use:**
 NO REASONS AVAILABLE
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The VR routes comprises an area of 3080 square nautical miles. The are covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes.
- I.2.E.11** **98.90 percent of the airspace is usable.**
Airspace: VR-296
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 A DPOAA and EA is currently in progress with completion and FONS expected this year.
- I.2.E.2.b** **There are problems associated with the environmental analysis.**

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- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace: .
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:
300' AGL on route
- I.2.E.7** Published availability of the airspace:
24 hours a day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 1,340 hrs
- I.2.E.7.b** Hours used: 1,285 hrs
- I.2.E.7.c** Reasons for non-use:
No reason available.
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
The VR routes comprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes.
- I.2.E.11** 98.90 percent of the airspace is usable.
Airspace: VR-299
- I.2.E.2** An environmental analysis has been conducted for this airspace.

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- I.2.E.2.a** **Status of the environmental analysis and supplement:**
A DOPAA and EA is currently in progress with completion and FONS expected this year.
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **Restrictions currently acting on this airspace:**
300' AGL on route
- I.2.E.7** **Published availability of the airspace:**
24 hours per day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:** 1,340 hrs
- I.2.E.7.b** **Hours used:** 1,285 hrs
- I.2.E.7.c** **Reasons for non-use:**
No reason available
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
The VR routes comprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes. See notes.
- I.2.E.11** **98.90 percent of the airspace is usable.**

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Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Adelanto	
Apple Valley	
Backett	
Banning	
Big Bear	
Billy Joe	
Brian	
Cable	
Camp Pendleton MCAS	Military
Clark	
Compton	
Corona	
Crystal	
El Mirage-Adelanto	
El Monte	
El Toro MCAS	Military
Ernst	
Fall Brook	
Flabob	
French Valley	
Fullerton	
George AFB	Military
Herperia	Civilian
Holiday	
John Wayne Orange County	Commercial
Kelly	
Lake Riverside	
Loam Madera	
Long Beach	

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Los Alamitos AAF	Military
McClellan Palomar	
New Port Beach	
Oceanside	
Ontario International	Commercial
Palm Springs	
Pauma Valley	
Perris Valley	
Redlands	
Rialto	
Riverside	
San Bernadino International	
Shepard	
Valley Vista	
Warner Springs	
Yucca Valley	

I.2.E.14 **Civilian/commercial operators or other airspace users constrain or limit operations:**

I.2.E.14.a **Description of impacts:** Three civilian airports impact airspace to varying degrees. Para jump and ultralight activity at Perris Valley are in close proximity to extended final. Coordination procedures exist to alleviate potential conflicts. (See additional comments)

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1 Expansion of training airspace is possible.
- I.2.F.1.a Estimated expansion potential is 50.0 percent. Rationale for estimate:
INCREASING CURRENT ROUTE WIDTHS FROM 10NM TO 15NM WOULD YIELD A 50% INCREASE.
- I.2.F.2 Current access will remain the same.
- I.2.F.3 No reductions in training airspace are expected.
- I.2.F.4 Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1 Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
CAMP PENDLETON
35 NM from the base.
- I.2.G.2 DELETED
- I.2.G.3 Nearest Naval unit where joint training can be accomplished:
MIRAMAR NAS
65 mi from the base.
- I.2.G.4 Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
MARCH AFB
0 mi from the base.
- I.2.G.5 DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / 1/2 mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
97.9	96.4	85.0	80.8	70.2

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.1 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 1 Days have freezing participation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	MARCH AFB	MAIN BASE/CONT AREA	2,261	1,395	866
		TOTALS:	2,261	1,395	866

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	40	40	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	24,835	55.0	28.0	17.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	157,119	60.0	36.0	4.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	59,266	116,287	54.0	46.0	0.0	57,021
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	9,000	8,865	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	9,500	6,400	0.0	0.0	100.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	163,931	82.0	18.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	21,082	21,082	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	10,040	15,446	100.0	0.0	0.0	5,406
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	442,812	40.0	58.0	2.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	155,000	79,131	50.0	95.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	83,268	83,268	59.0	31.0	10.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	11,922	11,922	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,000	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	24,030	24,030	100.0	0.0	0.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	27,566	27,566	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	41,858	41,858	26.0	74.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	20,357	20,357	39.0	61.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	91,092	91,092	14.0	86.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	10,328	10,328	0.0	100.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	34,660	34,660	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	48,177	48,177	61.0	39.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	6,000	6,000	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	53,911	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	47,298	47,298	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,333	4,333	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	28,149	45.0	55.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	27,166	27,166	47.0	53.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	48,656	48,656	91.0	9.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	23,288	23,288	77.0	23.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,760	7,760	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	44,587	52.0	34.0	14.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	182,040	182,040	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	282,397	44.0	52.0	4.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	2,000	7,000	0.0	0.0	100.0	5,000
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	139,366	138,692	38.0	62.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	8,675	9,500	0.0	100.0	0.0	825
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	25,190	18,690	0.0	100.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	471,196	85.0	14.0	1.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	736	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	674	674	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	15,855	0		0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	84	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	80,650	34.0	66.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	109,661	83.0	17.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	443,333	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	637,981	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	1,080,941	94.2	5.8	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	152,682	100.0	0.0	0.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	0			

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	38,200	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	101,730	90.0	10.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,500	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	181,040	75.0	25.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	379,247	90.0	10.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 36.8 percent of officer families live on base.

II.1.C.3.b 68.4 percent of enlisted families live on base.

II.1.C.3.a 61.1 percent of all military families live on base.

2. Airfield Characteristics

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II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
32	Primary	13300 ft	300 ft	No	2 BAK-12(B)

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (32).

II.2.C.1 Length: 13,300 ft

II.2.C.2 Width: 300 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 50 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

	Aircraft Group		Criteria		Primary Pavements		
					Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Supports Now	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a)	(9.b)	(9.c)
		Unit of Measure	Quantity	Description of Work
Aprons	B-1B	SY	1,273,390	15" ACC PAVEMENT WITH 8" BASE
Runway	B-1B	SY	298,110	19" PCC PAVEMENT WITH 8" BASE
Aprons	B-52	SY	963,040	15" AC PAVEMENT WITH 8" BASE
Taxiway	B-52	SY	202,201	17" AC PAVEMENT WITH 8" BASE

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Runway	B-52	SY	15,889	19" PCC PAVEMENT WITH 8" BASE
Aprons	C-141	SY	767,910	15" AC pavement with 8" base
Aprons	C-5B	SY	797,910	15" AC pavement with 8" base
Aprons	KC-10	SY	757,910	15" AC pavement with 8" base
Aprons	KC-135R	SY	767,910	15" AC pavement with 8" base

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 920,433 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
A 02	900 ft	350 ft	Neither	
A 05	2,100 ft	170 ft	Primary Aircraft	F-16
A 07	900 ft	402 ft	Neither	
A 09	1,200 ft	600 ft	Primary Aircraft	KC-135
A 10	950 ft	75 ft	Primary Aircraft	KC-135
A 11	4,891 ft	477 ft	Primary Aircraft	KC-135
A 12	3,125 ft	85 ft	Primary Aircraft	KC-135
A 13	800 ft	325 ft	Primary Aircraft	C-141
A 14	4,100 ft	100 ft	Primary Aircraft	C-141
A 15	1,147 ft	320 ft	Primary Aircraft	C-141
A 18	2,650 ft	1,054 ft	Primary Aircraft	KC-10
A 19	400 ft	75 ft	Primary Aircraft	KC-10
TRANSIENT A	2,025 ft	795 ft	Transient Aircraft	TRANSIENT PARKING
TRANSIENT B	3,500 ft	75 ft	Transient Aircraft	TRANSIENT PARKING
TRANSIENT C	1,450 ft	850 ft	Transient Aircraft	TRANSIENT PARKING

II.2.G.2 Permanently assigned aircraft currently require 444,035 Sq Yds of parking space.

II.2.G.3 476,398 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

THE ONLY LIMITING FACTOR TO PARKING EXPANSION CAPABILITY IS THE BUILDINGS ALONG THE NORTH AND EAST OF THE APRON

II.2.H The dimensions of the (largest) transient parking area:

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J Critical features relative to the airfield pavement system that limit its capacity:

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Airfield pavements can structurally support most aircraft. Most noted load restrictions apply to secondary features, such as taxiing across the inactive runway.

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	10.0 MG/D	MG/D - million gallons per day	27 %
II.3.A.2 Sewage:	1.2 MG/D		21 %
II.3.A.3 Electrical distribution:	33.2 MW	MW - million watts	14 %
II.3.A.4 Natural Gas:	4.20 MCF/D	MCF/D - million cubic feet per day	25 %
II.3.A.5 High temperature water/steam generation/distribution:		MBTUH - million British thermal units per hour	

II.3.B Characteristics regarding the utility system that should be considered:

The average load for the three peak months in the cantonment area is 1.3% of the 10 MGD capacity. March AFB will not operate a HTHW system in the cantonment area. (See additional comments)

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 423 Hanger
Current Use: AIRCRAFT MAINTENANCE DOCK

II.4.A.2 Size (SF): 29,577 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	205 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	187 ft	28 ft	120 ft

II.4.A.1 Facility number: 1244 Nose Dock
Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 14,800 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	196 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	196 ft	28 ft	82 ft

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II.4.A.1 Facility number: 1246 Nose Dock

Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 26,123 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	28 ft	85 ft

II.4.A.1 Facility number: 2303 Hanger

Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 104,017 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: KC-10

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	370 ft	63 ft	
II.4.A.6 Largest unobstructed space inside the facility:	370 ft	ft	90 ft

II.4.A.1 Facility number: 2305 Nose Dock

Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 26,730 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	28 ft	85 ft

II.4.A.1 Facility number: 2306 Nose Dock

Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 47,021 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	146 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	196 ft	28 ft	90 ft

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II.4.A.1 Facility number: 2307 Nose Dock
Current Use: MAINTENTANCE DOCK

II.4.A.2 Size (SF): 50,334 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	317 ft	36 ft	
II.4.A.6	Largest unobstructed space inside the facility:	317 ft	32 ft	65 ft

II.4.A.1 Facility number: 2309 Nose Dock
Current Use: AIRCRAFT SHOP

II.4.A.2 Size (SF): 11,736 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	71 ft	ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	ft	142 ft

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	14	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	32	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	49.0	0.0	51.0
II.6.A.2	14	APZ 1	7	344	8.0	Incompat	0.0	17.0	2.0	75.0	0.0	6.0
	32	APZ 1	120	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	14	APZ 2	75	483	0.0	Gen Compat	4.0	11.0	8.0	10.0	0.0	67.0
	32	APZ 2	147	483	1.0	Gen Compat	3.0	4.0	0.0	0.0	8.0	85.0
DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES							
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN		
II.6.A.4	65-70	5,326	5,862	3	Gen Compat	25.0	6.0	5.0	6.0	3.0	55.0	

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II.6.A.5	70-75	1,569	1,905	10	Incompat	15.0	5.0	2.0	12.0	2.0	64.0
II.6.A.6	75-80	197	536	4	Gen Compat	4.0	5.0	0.0	19.0	0.0	72.0
II.6.A.7	80+	96	236	0	Gen Compat	0.0	0.0	0.0	12.0	0.0	88.0

II.6.B Percent future off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	14	CZ		0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	32	CZ		0	206	0	Gen Compat	0.0	0.0	0.0	49.0	0.0	51.0
II.6.B.2	14	APZ 1		10	344	11	Sig Incompat	0.0	23.0	2.0	75.0	0.0	0.0
	32	APZ 1		206	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	14	APZ 2		129	483	0	Gen Compat	7.0	19.0	14.0	10.0	0.0	50.0
	32	APZ 2		253	483	2	Gen Compat	5.0	7.0	0.0	0.0	8.0	80.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.B.4	65-70	9,161	5,862	5	Gen Compat	43.0	10.0	5.0	6.0	3.0	33.0
II.6.B.5	70-75	2,699	1,905	17	Sig Incompat	25.0	8.0	2.0	12.0	2.0	51.0
II.6.B.6	75-80	338	536	7	Incompat	7.0	8.0	0.0	19.0	0.0	66.0
II.6.B.7	80+	165	236	0	Gen Compat	0.0	0.0	0.0	12.0	0.0	88.0

II.6.C The most recent, publicly released AICUZ study is dated Sep 92

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft

Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

Explanation of areas where the current AICUZ study does not reflect the current situation:

Projected AICUZ release Sep 95 as part of realignment EIAP.

II.6.E The AICUZ study was last updated on Apr 92

The study is no longer valid. Milestones for updateing the study:

II.6.E.1 ACUZ will be revised as part of the environmental study for the March AFB realignment in Sep 95.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

II.6.F.1 AICUZ recommended height restrictions.

Government name:

Types of controls in place

Types of encroachment limited:

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	PERRIS		
	RIVERSIDE		
	RIVERSIDE COUNTY		
II.6.F.2	AICUZ recommended development limits for Accident Potential Zone 1.		
	Government name: MORENO VALLEY	Types of controls in place zoning	Types of encroachment limited:
	PERRIS		
	RIVERSIDE		
	RIVERSIDE COUNTY		
II.6.F.3	AICUZ recommended development limits for Accident Potential Zone 2.		
	Government name: MORENO VALLEY	Types of controls in place zoning	Types of encroachment limited:
	PERRIS		
	RIVERSIDE		
	RIVERSIDE COUNTY		

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II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		

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	RIVERSIDE					
	RIVERSIDE COUNTY					
II.6.F.7	AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.					
	Government name:	Types of controls in place	Types of encroachment limited:			
	MORENO VALLEY	zoning				
	PERRIS					
	RIVERSIDE					
	RIVERSIDE COUNTY					
II.6.G	Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.					
	No significant development currently exists in any AICUZ zone.					
	No significant development is projected for any AICUZ zone.					
	No long range (20 year) development trends in the 7 AICUZ zones are evident.					
II.6.H	Population figures and projections:					
II.6.H.1	Communities in the vicinity of the installation.					
	Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
	Riverside City	84332	140089	170876	226505	330038
	Perris	0	4228	6740	21461	76317
	Moreno Valley	0	0	0	118784	278614
II.6.H.3	County (ies) encompassing the installation.					
	Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
	RIVERSIDE COUNTY	306191	456914	663166	1170413	2547965
II.6.I	Clear zone acquisition has Not been completed.					

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II.6.I.1	Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
	32	28 acres	TBD	\$ 2 M

II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 11.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has implemented noise abatement procedures as follows:

II.6.L.1 BETWEEN 2100-0600: VFR PATTERN IS 3,200'; GCA PATTERN AT 5,000'; NO TRANSIENT AIRCRAFT ALLOWED TO TRANSIT THE VFR PATTERN DURING THESE HOURS.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 3 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: 2-40K LOADER;3-25K LOADER;8-10K FORKLIFT;1-10K AT FORKLIFT;1-6K FORKLIFT; 2-4K FORKLIFT;2-TUGS; 2-BAGGAGE CONVEYORS;3-9TON HIGHLIFT; 1-40FT ROLLERIZED; 5-STAIRCASE TRUCK; 41 PALLET DOLLIES;10-PORTABLE SCALES

III.1.A.2 10 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 2 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
TYPE III (B)	3000	0	20	5	5
TYPE III (A)	3600	0	20	3	3

III.1.C.3 4 fuel storage tanks support the operational fuel hydrant system:

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III.1.C.3.a	Storage tank Capacity:	Tanks with this capacity	
	10000	4	
III.1.C.4	The hydrant system is 2.3 miles from the bulk storage area.		
III.1.C.5	No pits are certified for hot pit operations.		
III.1.D	The base bulk storage facility is serviced by a pipeline.		
III.1.D.1	The pipeline is the primary fuel source for the bulk storage facility.		
III.1.D.2	The are No limitations to continious service from the primary source.		
III.1.D.3	EXCESS JP8 STORAGE CAPACITY IS 806,946 gallons Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.		
III.1.D.4	Other receipt modes available: NONE There are No offload headers. Tank trucks can Not be offloaded. Tank cars can Not be offloaded.		
III.1.D.5	2 refueling unit fillstands are available.		
III.1.D.5.a	2 refuelers can be filled simultaneously.		
III.1.D.6	Current despensing capabilities as defined in AFR 144-1	sustained:	17142
		maximum:	79657
III.1.D.7	The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).		
III.1.D.7.a	Supporting DFSP: SANTA FE PACIFIC PIPELINE, COLTON, CA (NOTE: MAXIMUM DISPENSING IS IN BARRELS PER 24 HR PERIOD)		
III.1.E	Cat 1.1 and 1.2 munitions storage requirements and capacity.		
III.1.E.1	Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	Cat 1.1	Cat 1.2
	Square footage available (including physical capacity limit):	664368	0
III.1.E.2	Normal installation mission storage requirement:	38689	
		7552	50544

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III.1.F The base has a dedicated hot cargo pad.

III.1.F.1 Access to the hot cargo pad is not limited.

III.1.F.2 The size of the hot cargo pad is 165,000 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000

III.1.F.4 The hot pad access is taxi-on/taxi-off.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 32.

III.1.F.6 Aircraft using pad over the last 5 years:

C-5, C-141, C-130

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

CAMP PENDLETON	35 NM
FORT IRWIN	90 NM

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Barstow	62 NM
Barstow - Nebo, Yermo	65 NM
Fallbrook - Oceanside	42 NM
Fullerton - Westminster	38 NM
Long Beach - San Pedro	52 NM
Long Beach - Shipyard	49 NM
Ludlow - Bagdad	80 NM
Mojave - Edwards	71 NM
National City	73 NM
Oceanside	42 NM
Port Hueneme	97 NM
San Diego	68 NM
San Diego - Miramar	61 NM
Santa Ana - Irvine	31 NM

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Searles - Spangler	100 NM
Yuma	150 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Los Angeles/Long Bch	47 NM
Point Hueneme	97 NM
San Diego	74 NM

III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility routinely receives referral patients.

III.1.K Military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.K.1 Anticipated impact of the closure or realignment on

Workload: Minimal. The 722 MG will deactivate due to BRAC 93.

Facility: The facility is currently outside the cantonment area.

Manpower: Minimal

Operations &

Maintenance Funding: Army, Navy, and USAF will submit letters of intent to retain the facility for outpatient exams.

III.1.K.2 No facility modifications are needed to absorb the additional workload.

III.1.L Unique missions performed by the base medical facility:

There are unique missions at March AFB to include ASF, ATH, Aeromedical Evacuation UTC taskings, and Air Reserve Forces physical e

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities have No facilities projects planned to begin before to 1999.

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.N Base facilities have No excess storage capacity.

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III.1.N.1 Base facilities have a total covered storage capacity of 282,397 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	138,692 sq ft
Mobility storage:	15,540 sq ft
War Readiness Support Kits (WRSK) storage:	9,500 sq ft

III.1.O 327 light military vehicles are on base.

III.1.P 230 heavy military and special vehicles are on base.

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Section IV**1. Base Budget****IV.1 Non-payroll portion of the base budget for prior years:**

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation 3400	Direct 483.00 \$sK	Reimbursable 42.00 \$sK	525.00 \$sK			
	FY-92	Appropriation 3400	Direct 1,721.40 \$sK	Reimbursable 48.00 \$sK		1,769.40 \$sK		
	FY-93	Appropriation 3400	Direct 1,541.40 \$sK	Reimbursable 11.50 \$sK			1,552.90 \$sK	
	FY-94	Appropriation 3400	Direct 595.00 \$sK	Reimbursable 0.00 \$sK				595.00 \$sK
		xxx56 TOTALS:			525.00 \$sK	1,769.40 \$sK	1,552.90 \$sK	595.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation 3400	Direct 13,868.00 \$sK	Reimbursable 1,785.00 \$sK	15,653.00 \$sK			
	FY-92	Appropriation 3400	Direct 12,357.70 \$sK	Reimbursable 2,588.30 \$sK		14,946.00 \$sK		
	FY-93	Appropriation 3400	Direct 31.20 \$sK	Reimbursable 193.10 \$sK			224.30 \$sK	
		xxx76 TOTALS:			15,653.00 \$sK	14,946.00 \$sK	224.30 \$sK	
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation 3400	Direct	Reimbursable				
	FY-92	Appropriation 3400	Direct	Reimbursable 0.00 \$sK				
	FY-93	Appropriation 3400	Direct 4,074.80 \$sK	Reimbursable 101.20 \$sK			4,176.00 \$sK	
	FY-94	Appropriation 3400	Direct 210.00 \$sK	Reimbursable 0.00 \$sK				210.00 \$sK
		xxx78 TOTALS:					4,176.00 \$sK	210.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation 3400	Direct 55.00 \$sK	Reimbursable 0.00 \$sK	55.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				

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		3400	39.00 \$sK	0.00 \$sK		39.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	132.60 \$sK	0.20 \$sK			132.80 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	20.00 \$sK	0.00 \$sK				20.00 \$sK
		xxx90 TOTALS:			55.00 \$sK	39.00 \$sK	132.80 \$sK	20.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	504.00 \$sK	0.00 \$sK	504.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	692.00 \$sK	0.00 \$sK		692.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,117.20 \$sK	72.00 \$sK			1,189.20 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	930.00 \$sK	0.00 \$sK				930.00 \$sK
		xxx95 TOTALS:			504.00 \$sK	692.00 \$sK	1,189.20 \$sK	930.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,939.00 \$sK	51.00 \$sK	5,990.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,900.40 \$sK	354.10 \$sK		5,254.50 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	12,541.30 \$sK	2,549.30 \$sK			15,090.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	13,943.00 \$sK	2,229.00 \$sK				16,172.00 \$sK
		xxx96 TOTALS:			5,990.00 \$sK	5,254.50 \$sK	15,090.60 \$sK	16,172.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,740.70 \$sK	6.10 \$sK	5,746.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,848.00 \$sK	17.10 \$sK		6,865.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	7,223.00 \$sK	35.10 \$sK			7,258.10 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,047.90 \$sK	25.00 \$sK				6,072.90 \$sK
		MFH TOTALS:			5,746.80 \$sK	6,865.10 \$sK	7,258.10 \$sK	6,072.90 \$sK

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2. Relocation Costs

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

IV.2.A Estimate to **TEARDOWN** the equipment and prepare it for movement, **MOVE** this equipment 1000 miles, and **SETUP** this equipment at a new location.

		Teardown Costs	Move Costs	Setup Costs	Total Costs
IV.2.A.1	Piece of equipment. KC-10 TRAINING DEVICES	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 1,240.00 K
Total relocation costs:					\$ 1,240.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 184\$sM

Twenty year Net Present Value (212)\$sM

Steady state savings 27\$sM per year

Manpower savings associated with closure 297

Return on Investment (years): 7

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Section VI Economic Impact

Economic Area Statistics:

Riverside-San Bernardino, Ca

Total population: 2,822,000 (FY 92)

Total employment: 1,032,616 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

10.5% / 10.2% / 7.6%

Average annual job growth: 47,514

Average annual per capita income: \$17,021

Average annual increase in per capita income: \$3.5%

Projected economic impact:

Direct Job Loss: 5,287

Indirect Job Loss: 2,899

Closure Impact: 8,186 (0.8% of employment total)

Other BRAC Losses: 10,586

Cumulative Impact: 18,772 (1.8% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 7.1 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$864

Describe the transportation systems.

- VII.1.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:
RIVERSIDE TRANSIT AUTHORITY
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 28 miles
- VII.1.B.2 Airport name: ONTARIO INTERNATIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 13
- VII.1.B.4 Average round trip commuting time to work: 39 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time
VII.1.C.1 Swimming pool	MORENO VALLEY HIGH SCHOOL	1	Hrs. 07 Min.
VII.1.C.2 Movie theater	TOWNGATE EDWARDS CINEMA	3	Hrs. 12 Min.
VII.1.C.3 Public golf course	MORENO VALLEY PAR 3 9 HOLE COURSE	2	Hrs. 05 Min.
VII.1.C.4 Bowling lane	CADILLAC BOWLING LANES	1	Hrs. 05 Min.
VII.1.C.5 Boating	LAKE PERRIS	6	Hrs. 18 Min.
VII.1.C.6 Fishing	LAKE PERRIS	6	Hrs. 18 Min.
VII.1.C.7 Zoo	LOS ANGELES ZOO	56	1 Hrs. 20 Min.
VII.1.C.8 Aquarium	LOS ANGELES ZOO	56	1 Hrs. 20 Min.
VII.1.C.9 Family theme park	CASTLE PARK	18	Hrs. 25 Min.
VII.1.C.10 Professional sports	RIVERSIDE PILOTS	8	Hrs. 10 Min.
VII.1.C.11 Collegiate sports	UNIVERSITY OF CALIF/RIVERSIDE	8	Hrs. 10 Min.

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VII.1.C.12	Camping facilities	LAKE PERRIS	6		Hrs.	18	Min.
VII.1.C.13	Beaches (lake or ocean)	LAKE PERRIS	6		Hrs.	18	Min.
VII.1.C.14	Outdoor winter sports	SNOW VALLEY	46	1	Hrs.	20	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):
 MORENO VALLEY MALL 7 min (4 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):
 MORENO VALLEY 6 min (4 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1260

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 7082

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 33 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 37.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Crafton Hills College, Embry Riddle Aeronautical University, ITT Technical Inst, Mount San Jacinto College, National Education Center, Riverside Community College, San Bernadino Valley College

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

California Baptist College, California State Uni San Bernadino, Chapman U, Crafton Hills College, Embry Riddle Aeronautical U, Mount San Jacinto College, Riverside Community College, San Bernadino Valley College, U of Cal Riverside

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

Baptist College, California State Uni San Bernadino, Chapman U, Loma Linda U, National U, U of Cal Riverside, U of Redlands, USC

3. Spousal Employment

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3. Spouse Employment

- VII.3.A 82.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 39.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 10.5 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 3.7 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 2.4 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 2.4 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 Maintenance area regulated pollutant(s):

NOX

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Moderate
Ozone	Extreme
PM-10	

VIII.1.C There are critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.D.2 The following actions have been implemented:

1. RIDESHARE INCENTIVE PLAN. 2. EMERGENCY AIR EPISODE PLAN

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c The state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d The state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

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- E.2.b** The state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c** The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d** The state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

- E.3.a** No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b** The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c** No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d** No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

- E.4.a** No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b** No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

- E.5** No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

- E.6.a** The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b** The state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d** The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d** No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

- E.7.a** The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b** No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c** The state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d** No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

- E.8** No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

- E.9** The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

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2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

MUNICIPAL SUPPLY

VIII.2.B There are constraints to the base water supply. Type constraints include:

Quality constraints

Quantity constraints

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. TRICHLOROETHYLENE (TCE)

VIII.3.A.2 The contaminated groundwater is Not a potable water source.

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 5 water wells exist at the base.

VIII.3.D 5 wells have been abandoned for the following reasons:

THREE ON BASE DUE TO TCE. TWO OFF-BASE DUE TO DETERIORATION OF PIPING, PUMPS AND ELECTRICAL EQUIPMENT

4. Water - Surface Water

VIII.4.A There No perennial bodies of water located on base.

VIII.4.A.2 These bodies do Not receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

VIII.4.B Special permits are required as follows:

1600 SERIES FROM CA F&G, 404 FROM US COE, 401 PERMIT FROM SANTA ANA REGIONAL WATER QUALITY BOARD

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(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

- VIII.4.C There is known contamination to the base or local community surface water
- VIII.4.C.1 Nature of the contamination: OIL,GREASE,VOC's,PESTICIDES
- VIII.4.C.2 The contaminated surface water is a potable water source.

5. Wastewater

- VIII.5.A Base wastewater is treated by On-Base facilities.
- VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:
INSIDE THE CANTONMENT AREA
- VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

- VIII.6.A Describe the National Pollutant Elimination System permits in effect:
ALL ISSUED BY CA REGIONAL WATER QUALITY CONTROL BOARD: 88-24 REGS WASTER DISCHARGE AND PRODUCTION REQ FOR MARCH AFB GOLF COURSE & VA CEMETARY. 85-177 AND CA 0111007 GOVERNS WASTER DISCHARGE REQ FOR MARCH AFB RUNWAY APRON RUNOFF.
- VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:
BASE GOLF COURSE AND VA CEMETARY. BOTH OUTSIDE THE CANTONMENT AREA.
- VIII.6.C The base has discharge impoundments.
- VIII.6.C.1 There are 2 water/wastewater treatment impoundments.
- VIII.6.C.2 There are No industrial wastewater treatment impoundments.
- VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

- VIII.7.A 0.5 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1 75.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2 2 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A Ecological or wildlife management areas **ON** the base: Ecological or wildlife management areas **ADJACENT TO** the base:
 605 ACRES INSIDE THE CANTONMENT AREA SYCAMORE CANYON
- VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.
 SYCAMORE CANYON
- VIII.8.B The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.
 HABITAT AREA ON WEST MARCH
- VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.
 Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D The presence of these resources constrains **CURRENT** construction activities/operations:
 The presence of these resources constrains **FUTURE** construction activities/operations:
 THERE ARE CONSTRAINTS TO BOTH THE 1,000 AND 1,200 ACRE WILDLIFE MANAGEMENT AREAS. THE CONSTRAINTS VARY BASED UPON THE ACTIVITY PROPOSED. EACH AREA HAS TAKE LIMITS IN TERMS OF ANIMALS AND ACREAGE. THESE AREAS INCLUDE APPROX 605 ACRES IN THE CANTONMENT

9. Biological - Threatened and Endangered Species

VIII.9.A Threatened and/or endangered species identified on the base:

Species	Kingdom			Remarks
BALD EAGLE	Animal	Federa	Listed	Endangered
COAST HORNED LIZARD	Animal	Federa	Candidate	Endangered
FERRUGINOUS HAWK	Animal	Federa	Listed	Endangered
HORNED LARK	Animal	Federa	Listed	Endangered
LEAST BELLS VIREO	Animal	Federa	Listed	Endangered
LOGGERHEAD SHRIKE	Animal	Federa	Listed	Endangered
MOUNTAIN PLOVER	Animal	Federa	Listed	Endangered
ORANGE THROATED WHIPTAIL	Animal	Federa	Candidate	Endangered
RATTLESNAKE	Animal	Federa	Candidate	Endangered
STEPHENS KANGAROO RAT	Animal	Federa	Listed	Endangered
TRI-COLORED BLACKBIRD	Animal	Federa	Listed	Endangered
WESTRN WHIPTAIL	Animal	Federa	Candidate	Endangered

VIII.9.B Special Concern species identified on the base:

Species	Kingdom	Remarks
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BURROWING OWL	Animal	State		Special Concern	
GOLDEN EAGLE	Animal	State		Special Concern	
GRASSHOPPER SPARROW	Animal	State		Special Concern	
NORTHERN HARRIER	Animal	State		Special Concern	ON BLUE LIST
PRAIRIE FALCON	Animal	State		Special Concern	

VIII.9.C The presence of these species constrains current or future construction activities or operations as follows:

PRIOR TO CONSTRUCTING A PROJECT THAT COULD IMPACT A FEDERAL ENDANGERED SPECIES CONSULTATION WITH THE U.S. FISH AND WILDLIFE SERVICE IS REQUIRED.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1 Identification and type of wetland:	Approximate acreage:
WATERS OF THE US	20
WETLANDS AT MARCH AFB	7

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Jan 92

VIII.10.B.2 100 percent of the base was included in the survey.

VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

CORPS OF ENGINEERS DELINEATION MANUAL, FED MANUAL FOR IDENTITY AND DELIN JURIDICTIONAL WETLANDS

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding constrains base operations.

12. Cultural

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VIII.12.A Historic, prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites:

19 SITES ON MARCH AFB

Significant status:

NOT SIGNIFICANT ENOUGH TO BE PLACED IN NATIONAL REGISTER BUT SHOULD REMAIN IN PLACE.

VIII.12.B 27 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 33 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has an agreement with a historic preservation agency.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

VIII.12.E.1 **Description:** THE PA LEGALLY REQUIRES THE BASE TO (1) NOMINATE THE HISTORIC DISTRICT TO THE NATIONAL REGISTER OF HISTORIC PLACES (NPHP); (2) TO DEVELOP A HISTORIC PRESERVATION PLAN AND (3) TO

Signatories: SURVEY ALL CULTURAL RESOURCES BOTH ARCHITECTURAL AND ARCHAEOLOGICAL .

SHPO, KATHRYN GUALTERI AND BASE COMMANDER COL PHILIP RIZZO, AND BY THE ADVISORY COUNCIL

Date signed:

Jun 91

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 43 IRP sites have been identified

VIII.13.A.2 2 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1996

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$337.000 K	\$327.000 K	\$304.000 K	\$283.000 K	\$263.000 K
IRP	\$27,300.000 K	\$29,300.000 K	\$24,300.000 K	\$18,800.000 K	\$8,600.000 K
Natural Resources	\$20.000 K	\$21.000 K	\$23.000 K	\$24.000 K	\$25.000 K
Permits	\$205.000 K	\$215.000 K	\$226.000 K	\$237.000 K	\$249.000 K
WASTE WATER COMPLIANCE	\$293.000 K	\$300.000 K	\$308.000 K	\$316.000 K	\$324.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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Military Aircraft Associated with the Base	G.1.b	1661	G.1.e	714	G.2.b	1661	G.2.e	714
Stationary Source	G.1.c	160	G.1.f	59	G.2.c	160	G.2.f	10

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

	VOCs	NOx		
Mobile Source Including Aircraft	G.3.a	24	G.3.c	14
Stationary Source	G.3.b	28	G.3.d	0

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	143	G.4.c	37
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth	VOCs	NOx		
Mobile Source Including Aircraft	G.5.a	-7.12%	G.5.c	-3.46%
Stationary Source	G.5.b	17.50%	G.5.d	-83.05%
TOTAL	G.5.e	-4.97%	G.5.f	-9.48%

- VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is SERIOUS
- VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.
Measures include quantitative limits, projections, restrictions, or emissions budgets.
- VIII.16.J The AQCA does not have VMT forecasts or they can not be obtained.

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

Section IX

ARC Installations and Bases with ARC Units

IX.1 Regularly used ground training facilities are off base.

IX.1.A The following facilities are over 1 hour travel time from the base:

IX.1.B Facilities:	Estimated travel time.
IX.1.B.1 Altitude Chamber at Edwards AFB CA	2 hrs
IX.1.B.2 Combat Survival , Broom Flats & Big Bear Mts CA	3 hrs
IX.1.B.3 Simulator, C-141 at Travis AFB CA	10 hrs
IX.1.B.4 Simulator, KC-135 at McClellan AFB CA	9 hrs

IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.

IX.2.A Non-local training requires over 1 hour of travel time from the base:

IX.2.B Training:	Estimated travel time.
IX.2.B.1 Altitude chamber, Edwards AFB CA	2 hrs
IX.2.B.2 C-130 training, Point Magu ANGB, CA	3 hrs, 30 min

IX.3 Available dormitory space will house 0.0 percent of the population requiring billets

IX.3.A 26.6 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 47.0 percent drill billeting requirements are met with commercial billeting establishments.

IX.4 Adequate dining facilities are Not available.

Description of shortages: Existing dining facility is scheduled to close 1 Dec 95, because it is outside the planned cantonment area
and workarounds used: The Consolidated Club can be used until an enlisted dining hall can be planned and built.

IX.5 A physical fitness center is available.

The fitness center is adequate

IX.6 A consolidated club is available.

The consolidated club is adequate, remarks follow:

IX.7 Ninety percent of the unit's population

Is within 240 min travel time from the base.

Lives within 200 miles of the base.

IX.8 30.0 Percent of the recruiting areas's population is in the recruitable range.

IX.9 14,640,832 is the total population of the recruiting area.

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- IX.10 56.0 percent of the recruitable population has completed high school.
- IX.11 91.0 percent of the of the authorized personnel have been assigned over the last 5 years.
- IX.12 There are a total of 7 other reserve components in the local recruiting area:
The Recruiting area offers all DoD component Reserve activities and in some instances, each branch has mor ethan one unit. March AFB is the only AFRES entity in the area.
- IX.13 The current total reserve component population is 0.08 percent of the recruitable age range.
- IX.14 98.0 percent is the average AFRES/ANG personnel retention rate.

Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.

- IX.15 Unit reservist/guardsman participated in 21.2 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

- IX.16 Other government aviation units are collocated on the airfield. Base operating support is provided as follows:

IX.16.A	POL:	Tenant Unit	<i>Definitions:</i>	
IX.16.B	Security:	Host Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
IX.16.C	Base Supply:	Tenant Unit	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
IX.16.D	Tower/ATC:	Host Unit	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
IX.16.E	Base CE:	Tenant Unit	<i>Joint facilities</i>	<i>More than 25% provided in a shared arrangement between collocated DOD units</i>
			<i>Civil</i>	<i>All support provided through contract or civilian airport authority</i>

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE**Martin State APT ANG - NGB**

Section I**1. Force Structure****I.1.A No NAF or Non-Air Force activities on base.****I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:**

I.1.B.1 Supported Unit: 104 WF	GSU	GSU - Geographically Separated Unit
Location: Ft. Meade, MD		REM - Remote Unit
Support provided: CBPO, Admin, Log		
I.1.B.2 Supported Unit: HQ MdANG	GSU	GSU - Geographically Separated Unit
Location: Baltimore, MD 21201		REM - Remote Unit
Support provided: CBPO, Admin, Log		

1995 AIR FORCE BASE QUESTIONNAIRE
Martin State APT ANGS - NGB

Section I

1. Force Structure

1.1.A No NAF or Non-Air Force activities on base.

1.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:

- | | | |
|---|------------|--|
| 1.1.B.1 Supported Unit: 104 WF | GSU | GSU - Geographically Separated Unit |
| Location: Ft. Meade, MD | | REM - Remote Unit |
| Support provided: CBPO, Admin, Log | | |
| 1.1.B.2 Supported Unit: HQ MdANG | GSU | GSU - Geographically Separated Unit |
| Location: Baltimore, MD 21201 | | REM - Remote Unit |
| Support provided: CBPO, Admin, Log | | |

1995 AIR FORCE BASE QUESTIONNAIRE

Martin State APT ANG5 - NGB

2. Operational Effectiveness

A. Air Traffic Control

ATCAL5 - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 None of the base ATCAL5 are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	2	0	0	0	0	0	0
Tower	2	139198	125240	13958	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 33

13400 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

No known / projected airspace problems that prevent mission accomplishment

I.2.A.6 The base experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 1

The total number of sorties per month: 6492

The average length of the delays: 0:30

I.2.A.6.b There is a common rationale for the delays:

Most due to IFR weather conditions/heavy traffic in Baltimore approach airspace. Delays also have been attributed to FAA FSS at Leesburg, VA "losing" flight plans after they have been filed.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: NEW CUMBERLAND ARMY DEP distance 57 NM

Nearest major primary airdrop customer: FORT MEADE distance 22 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 2298 NM

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Rota AB: 3317 NM
 Hickam AFB: 4307 NM
 RAF Mildenhall: 3268 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	WEIDE AAF	7
I.2.B.4	Military airfield, runway >= 8,000ft	PHILLIPS AAF	14
I.2.B.5	Military airfield, runway >= 10,000ft	PATUXENT RIVER NAS	62
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Weide AAF	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Baltimore Washington Int'l	14
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Dover AFB	45
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Baltimore Washington Int'	14
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Dulles Int'l	53

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

Phillips AAF 14 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	111 NM	W-108 A,B	111 NM	W-386 A,B,C,D,E	147 NM
W-107 A,D,E,F	152 NM	W-107 A,D,E,F,	152 NM	W-72 A,B	235 NM
W-72B	256 NM	W-122 A,B,C,F,G,H,I,J	260 NM	W-105 A,B,D,E,G	269 NM
W-155 A,B,D,E,G	269 NM	W-105A	273 NM	W-122 D	288 NM
W-122 E	288 NM				

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	111 NM	W-108 A,B	111 NM	W-107A	143 NM
W-386 A,B,C,D,E	147 NM	W-107 A,D,E,F	152 NM	W-107 A,D,E,F,	152 NM
W-386B	165 NM	W-387 A,B	197 NM	W-387A	197 NM
W-387B	197 NM	W-72A	197 NM		

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I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	111 NM	W-108 A,B	111 NM	W-107A	143 NM
W-386 A,B,C,D,E	147 NM	W-107 A,D,E,F	152 NM	W-107 A,D,E,F,	152 NM
W-386B	165 NM	W-387 A,B	197 NM	W-387A	197 NM
W-72A	197 NM	W-72 A,B	235 NM	W-72B	256 NM
W-122 A,B,C,F,G,H,I,J	260 NM	W-105 A,B,D,E,G	269 NM	W-155 A,B,D,E,G	269 NM
W-105A	273 NM	W-105E	286 NM	W-122 D	288 NM
W-122 E	288 NM	W-122C	314 NM	W-122F	318 NM
W-122 A,B,C,D,E,F,G,H,I,	330 NM	W-122I	346 NM	W-122G	354 NM
W-177A	381 NM	W-161A,B/W-177A,B	393 NM	W-122J	398 NM
W-132 A,B	445 NM	W-102 LOW	449 NM	W-132A,B/W-134/W-157A	484 NM
W-157B	492 NM	W-157A	510 NM	W-157C	513 NM
W-158B	592 NM				

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
INDIANTOWN GAP	68 NM	WARREN GROVE	99 NM	NAVY DARE COUNTY	217 NM
USAF DARE COUNTY	220 NM	CHERRY POINT BT-11	261 NM	FT DRUM	298 NM
POINSETT	384 NM	JEFFERSON PROVING G	419 NM	ATTERBURY	448 NM
GRAYLING	492 NM	TOWNSEND	533 NM	GRAND BAY	600 NM
PINECASTLE	665 NM	HARDWOOD	679 NM	EGLIN C62	709 NM
EGLIN C52	716 NM	AVON PARK BRAVO/FO	739 NM	AVON PARK CHARLIE/E	743 NM
CANNON	749 NM	SHELBY EAST	786 NM	SHELBY WEST	791 NM

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

WARREN GROVE	99 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

OCEANA TACTS	208 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

BLOODSWORTH ISL	70 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	1	5	9	26	54	86

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SR	16	17	19	51	67	99
VR	9	14	21	54	90	128
Total Routes:	26	36	49	131	211	313

Identify Routes:

VR-1711 33 NM	VR-1712 33 NM	VR-1713 33 NM	SR-800 36 NM	SR-801 36 NM	SR-805 36 NM
VR-1709 44 NM	SR-844 47 NM	SR-845 47 NM	SR-846 47 NM	SR-820 57 NM	VR-708 57 NM
SR-835 57 NM	SR-821 57 NM	VR-704 59 NM	VR-705 59 NM	IR-716 76 NM	VR-1757 76 NM
SR-802 81 NM	SR-803 81 NM	SR-807 81 NM	SR-808 81 NM	SR-806 81 NM	SR-804 81 NM
SR-847 94 NM	VR-1759 96 NM				
IR-720 117 NM	SR-867 119 NM	IR-714 120 NM	VR-1754 120 NM	IR-760 120 NM	VR-707 121 NM
VR-1753 125 NM	VR-1755 125 NM	IR-719 128 NM	VR-1758 133 NM		
IR-761 156 NM	VR-1751 156 NM	IR-715 160 NM	IR-718 160 NM	IR-762 162 NM	VR-1756 162 NM
VR-1722 164 NM	VR-1061 169 NM	VR-1752 183 NM	VR-073 185 NM	VR-096 191 NM	SR-818 196 NM
SR-817 197 NM					
IR-721 209 NM	SR-815 211 NM	SR-816 211 NM	SR-822 211 NM	SR-823 212 NM	VR-1721 219 NM
IR-062 236 NM	VR-1057 240 NM	SR-871 242 NM	SR-874 242 NM	SR-901 242 NM	SR-872 242 NM
SR-873 242 NM	VR-085 246 NM	VR-086 246 NM	IR-723 253 NM	VR-1058 253 NM	SR-825 254 NM
SR-900 259 NM	IR-608 264 NM	VR-725 264 NM	VR-724 264 NM	IR-726 265 NM	VR-1726 265 NM
VR-1043 269 NM	IR-743 272 NM	VR-1743 272 NM	VR-093 272 NM	SR-904 276 NM	VR-1046 276 NM
SR-905 280 NM	IR-022 289 NM	SR-737 292 NM	SR-738 292 NM	SR-707 298 NM	SR-710 298 NM
SR-711 298 NM	SR-714 298 NM	SR-713 298 NM	VR-1631 298 NM	SR-708 298 NM	VR-1632 300 NM
VR-1633 300 NM	SR-733 304 NM	SR-732 306 NM	SR-735 306 NM	SR-734 307 NM	VR-1801 308 NM
IR-082 309 NM	IR-012 312 NM	SR-709 314 NM	SR-712 314 NM	SR-715 314 NM	VR-1060 321 NM
VR-087 329 NM	SR-902 334 NM	IR-081 335 NM	IR-035 337 NM	VR-1069 337 NM	VR-1074 337 NM
VR-1040 339 NM	IR-801 349 NM	VR-088 363 NM	VR-1800 365 NM	VR-1617 367 NM	VR-1638 367 NM
IR-074 368 NM	VR-1624 369 NM	VR-1625 369 NM	SR-701 370 NM	SR-703 370 NM	SR-702 373 NM
VR-840 378 NM	VR-842 378 NM	VR-841 378 NM	IR-079 381 NM	IR-080 381 NM	VR-1013 390 NM
VR-095 395 NM	VR-097 395 NM	IR-843 398 NM	IR-843A 398 NM		
VR-1059 407 NM	IR-036 410 NM	IR-075 410 NM	IR-090 411 NM	VR-058 412 NM	SR-105 415 NM
VR-1668 419 NM	SR-166 423 NM	IR-083 433 NM	VR-1055 433 NM	IR-002 437 NM	VR-1627 441 NM
VR-1628 441 NM	IR-610 443 NM	VR-1640 444 NM	IR-042 446 NM	VR-1068 446 NM	VR-1667 448 NM
SR-102 454 NM	VR-664 454 NM	SR-782 458 NM	VR-1041 459 NM	VR-1626 461 NM	VR-1641 464 NM
VR-1642 464 NM	VR-1049 472 NM	SR-781 473 NM	IR-800 487 NM	IR-800A 487 NM	IR-804 487 NM
IR-018 489 NM	VR-1645 490 NM	VR-1644 492 NM	VR-1647 492 NM	IR-023 493 NM	IR-850 494 NM
IR-851 494 NM	IR-852 494 NM	IR-618 498 NM	VR-619 498 NM	VR-1003 503 NM	VR-1052 506 NM

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SR-035 511 NM	SR-040 511 NM	SR-037 511 NM	SR-036 511 NM	VR-1011 516 NM	VR-634 517 NM
VR-092 520 NM	IR-089 522 NM	VR-1679 523 NM	VR-1001 544 NM	IR-800B 549 NM	SR-059 551 NM
SR-061 551 NM	SR-062 551 NM	SR-060 551 NM	SR-225 554 NM	VR-1636 557 NM	VR-1639 560 NM
VR-1004 565 NM	VR-094 568 NM	IR-016 572 NM	IR-805 575 NM	VR-1002 576 NM	IR-069 581 NM
IR-077 588 NM	SR-774 588 NM	IR-802 589 NM	IR-803 589 NM	SR-038 593 NM	VR-1066 593 NM
IR-614 595 NM	VR-1635 595 NM	VR-615 596 NM	IR-066 598 NM	VR-1050 598 NM	VR-1051 598 NM
IR-067 598 NM	IR-033 599 NM				
SR-039 602 NM	VR-1009 603 NM	IR-609 609 NM	VR-1006 609 NM	VR-1007 609 NM	VR-1054 613 NM
SR-771 614 NM	IR-157 617 NM	IR-174 617 NM	VR-1008 618 NM	VR-1056 618 NM	IR-017 620 NM
VR-1017 620 NM	SR-773 620 NM	IR-019 621 NM	SR-069 625 NM	SR-071 625 NM	SR-070 625 NM
VR-1005 625 NM	SR-072 625 NM	IR-041 626 NM	IR-063 626 NM	VR-1067 626 NM	IR-078 628 NM
VR-1065 631 NM	VR-1010 638 NM	IR-015 645 NM	VR-1070 646 NM	VR-1039 657 NM	VR-1016 663 NM
VR-1014 665 NM	IR-592 671 NM	VR-060 675 NM	VR-1648 675 NM	SR-785 679 NM	VR-1666 685 NM
SR-075 689 NM	IR-091 694 NM	SR-776 696 NM	SR-137 697 NM	IR-032 698 NM	VR-1031 702 NM
VR-1082 705 NM	VR-1085 705 NM	VR-1084 705 NM	VR-1030 706 NM	IR-057 716 NM	IR-059 716 NM
SR-101 716 NM	SR-104 716 NM	SR-106 716 NM	SR-103 716 NM	VR-1650 718 NM	SR-073 721 NM
SR-074 721 NM	IR-030 724 NM	IR-031 724 NM	VR-1033 726 NM	SR-238 731 NM	IR-021 732 NM
VR-1629 735 NM	IR-044 737 NM	VR-1097 740 NM	IR-047 742 NM	IR-048 744 NM	IR-068 751 NM
IR-046 754 NM	IR-527 754 NM	IR-055 755 NM	VR-1020 755 NM	VR-607 761 NM	IR-020 763 NM
IR-049 769 NM	VR-1098 769 NM	IR-051 769 NM	IR-050 769 NM	IR-037 779 NM	SR-031 782 NM
VR-1083 783 NM	VR-1089 788 NM	IR-038 790 NM	IR-070 791 NM	VR-1032 793 NM	IR-040 794 NM
VR-1023 794 NM	VR-1024 794 NM	VR-1021 794 NM	SR-029 796 NM	SR-237 796 NM	SR-232 796 NM
SR-231 796 NM	SR-230 796 NM	SR-229 796 NM	SR-227 796 NM	SR-226 796 NM	SR-218 796 NM
SR-219 796 NM	SR-220 796 NM	SR-221 796 NM	SR-222 796 NM	VR-1072 797 NM	VR-604 797 NM

I.2.C.9 IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1074 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
3	9	36

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-612	163 NM	AR-218H	170 NM	AR-218L	178 NM		
AR-636	208 NM	AR-206H	227 NM	AR-206L	227 NM	AR-217	254 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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AR-609	261 NM	AR-777	298 NM				
AR-328	302 NM	AR-207SW SOUTHWEST	305 NM	AR-631	318 NM	AR-455 WEST	325 NM
AR-600	353 NM	AR-204 NORTHEAST	369 NM	AR-212 NORTHEAST	369 NM	AR-203 SOUTHWEST	382 NM
AR-633A	385 NM	AR-315 WEST	388 NM	AR-216 SOUTHWEST	398 NM	AR-202S SOUTH	405 NM
AR-601	410 NM	AR-455 EAST	418 NM	AR-608	423 NM	Racoon MOA	423 NM
AR-207NE NORTHEAST	425 NM	AR-616B	428 NM	AR-632A	430 NM	AR-633B	430 NM
AR-632B	469 NM	AR-315 EAST	470 NM	AR-616A	474 NM	AR-202AN ALTERNA	476 NM
AR-204 SOUTHWEST	500 NM	AR-205	500 NM	AR-212 SOUTHEAST	500 NM		

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
3592	4904

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	170 NM	359	AR-206H	227 NM	50	AR-206L	227 NM	20	AR-455	325 NM	372
AR-204	369 NM	319	AR-212	369 NM	356	AR-203	382 NM	223	AR-216	398 NM	64
Racoon	423 NM	1829	AR-205	500 NM	43			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 423NM from the base."

I.2.C.10d Percentage of tanker demand in region: 17.0

Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
AEGIS	14 NM	✓	✓	✓	0	1
ANDREWS	37 NM		✓		0	1
BLACKSTONE	153 NM	✓	✓	✓	0	1
CANAL	266 NM	✓	✓	✓	0	0
CASWELL BEACH (WATER)	338 NM	✓	✓		0	0
CHERRY	266 NM	✓	✓	✓	0	0
CHUTE (CIR)	291 NM	✓	✓	✓	0	1
CORINTH	283 NM	✓			0	0
COTENTIN	283 NM	✓	✓	✓	0	0
DARLINGTON	337 NM	✓	✓	✓	0	0
DAVIS #1	294 NM	✓		✓	0	0

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DAVIS #2	293 NM	✓	✓	✓	0	0
DAVIS (CIR)	293 NM				0	0
DEEP CREEK	283 NM		✓		0	0
DOVE - FT PICKETT	151 NM	✓	✓	✓	0	1
EAST FORK	267 NM	✓	✓		0	0
FARNEL BAY WATR	284 NM				0	0
FERRUZZI	267 NM	✓			0	0
FLYING DUTCHMAN	285 NM	✓			0	0
FORSYTHE	267 NM	✓	✓	✓	0	0
FRAMHART	191 NM	✓	✓	✓	0	0
GELA	283 NM	✓	✓	✓	0	0
HARD	282 NM	✓			0	0
HAT TRICK	297 NM	✓			0	1
HOLLAND	285 NM	✓	✓	✓	0	0
JERSEY DEVIL	104 NM	✓	✓	✓	0	5
LAURNBERG MAXTN	307 NM	✓	✓	✓	0	0
LUZON	297 NM	✓	✓	✓	0	1
LUZON REVERSE	297 NM	✓			0	1
MCLEAN	68 NM	✓		✓	0	0
MEACHAM LAKE	328 NM		✓		0	0
MOUNTAIN	295 NM	✓		✓	1	0
MYITKYINA TREE	277 NM	✓	✓		0	0
NELSON - BEAUFORT	266 NM	✓	✓	✓	0	0
NETHERLANDS	285 NM	✓	✓	✓	0	0
NETHERLANDS ORI	286 NM	✓	✓	✓	0	0
NEUSE RIVER (WATER)	262 NM	✓	✓		1	1
NIJMEGEN	289 NM	✓	✓	✓	0	0
NORMANDY	283 NM	✓	✓	✓	0	0
OLIVE	262 NM	✓	✓	✓	0	0
OPEN GROUNDS	266 NM	✓	✓		0	0
PANTHER	291 NM	✓	✓	✓	1	0
PUDGY	104 NM	✓	✓	✓	0	5
SALERNO	284 NM	✓	✓	✓	0	0
SEAL WATER	144 NM	✓	✓		0	0
SICILY	283 NM	✓	✓	✓	0	0
SICILY DEMO	283 NM	✓	✓	✓	0	0

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STONE BAY WATER	288 NM				0	0
SWAN CREEK	14 NM	✓	✓	✓	0	0
TATER EAST	184 NM	✓		✓	0	0
TURNER	287 NM	✓	✓	✓	0	2
VOLTURNO	284 NM	✓	✓	✓	0	0
WEST FORK	267 NM	✓	✓		0	0
WOODLAWN BEACH	235 NM		✓		0	1
ZIMMER	291 NM	✓	✓	✓	1	0
ZIPGUN-WATER	145 NM	✓	✓		0	0

I.2.C.11.a

Drop Zone

Servicing Instruement and Slow Routes (IRs and SRs)

AEGIS	SR-800								
ANDREWS	SR-820								
BLACKSTONE	SR-867								
CHUTE (CIR)	SR-801								
DOVE - FT PICKETT	SR-867								
HAT TRICK	SR-105								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
LUZON	SR-105								
LUZON REVERSE	SR-105								
MOUNTAIN	IR-801								
NEUSE RIVER (WATER)	IR-062	SR-105							
PANTHER	IR-801								
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
TURNER	SR-904	SR-905							
WOODLAWN BEACH	SR-825								
ZIMMER	IR-801								

I.2.C.12

Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

MARTINSBURG

73 NM

I.2.C.13

Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
AEGIS	14 NM	✓	✓	✓	0	0

I.2.C.14

Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM)

UNCLASSIFIED

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FORT BRAGG

280 NM

17-Feb-95

UNCLASSIFIED

1.10

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base uses ranges on a regular basis

I.2.D.19 The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.

I.2.D.20 MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:

I.2.D.20.a R4002 Closed OCT-JAN due to migratory bird refuge in the area.

I.2.D.21 MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.

I.2.D.22 No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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E. Airspace Used by Base

I.2.E.1 Airspaces scheduled or managed by the base:

VR-708

Other

Details for airspace scheduled or managed by the base:

Airspace: VR-708

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

Finding of no significant impact (FONSI), 14 AUG 92

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a "Third Hill" Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Dorothy Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Fox Farm Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a LATN North Town of Milmay Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a LATN South Town of Chance Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

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I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.4.a NDB-A app to Gtr Cumberland

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

A-10 and A-37 ops only

Sunrise to sunset only

I.2.E.7 Published availability of the airspace:

Sunrise to sunset

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 33 hrs

I.2.E.7.b Hours used: 28 hrs

I.2.E.7.c Reasons for non-use:

weather cancellations

I.2.E.8 Utilization of the airspace can Not be increased.

I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.

I.2.E.10 Description of the volume or area of the Airspace:

VR-708 is approximately 125 NM in length, and begins approx 6 NM west of Gettysburg, PA.

I.2.E.11 100.00 percent of the airspace is usable.

Commercial Aviation Impact

I.2.E.12 The base is joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Andrews AFB, MD	Military
Baltimore, MD	General Aviation
Baltimore-Washington Int'l, MD	Commercial
Bay Bridge, MD	General Aviation
Cambridge/Dorchester, MD	General Aviation

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Carroll Co, MD	General Aviation
Castle Marina, MD	Civilian
Cecil Co, MD	General Aviation
Chandelle, DE	General Aviation
Chester County PA	General Aviation
Chorman, MD	Civilian
Clearview, MD	General Aviation
College Park, MD	General Aviation
Delaware, DE	General Aviation
Donegal Springs PA	General Aviation
Dover AFB, DE	Military
Easton, MD	Commercial
Essex, MD	General Aviation
Ewing, MD	Civilian
Fallston, MD	General Aviation
Faux-Burhans, MD	Civilian
Forest Hill, MD	Civilian
Frederick, MD	Commercial
Freeway, MD	General Aviation
Harford Co, MD	General Aviation
Kennersley, MD	Civilian
Lancaster PA	Commercial
Lee, MD	General Aviation
Martin State, MD	General Aviation
Montgomery Co, MD	General Aviation
National Arpt, VA	Commercial
New Castle Co, DE	Commercial
New Garden, PA	General Aviation
Phillips AAF, MD	Military
Potomac Airfield, MD	General Aviation
Ragged Island	Civilian
Ridgely, MD	General Aviation
Smoketown, PA	General Aviation
Suburban, MD	General Aviation

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Summit, DE	General Aviation
Tipton AAF, MD	Military
Wash Exec/Hyde Fld, MD	Commercial
Weide AAF, MD	Military
York PA	Commercial

I.2.E.14 **Civilian/commercial operators or other airspace users constrain or limit operations:**

I.2.E.14.a **Description of impacts:** Minor limits are imposed on local VFR flying by Baltimore, Washington, Harrisburg, and Philadelphia Class B airspace, as well as restricted areas R-4001A/B, R-4002/05/06/07 and P-40. Dover Bird Strike Hazard Report must be low and off peak migration

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** Expansion of training airspace is possible.
- I.2.F.1.a** Estimated expansion potential is 80.0 percent. Rationale for estimate:
Antler MOA proposal is awaiting FAA approval. Airspace will further increase opportunities to conduct dissimilar training with units that cannot reach other suitable airspace. Will increase LOWAT training.
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
- I.2.F.4** Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a** Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
ABERDEEN PROVING GROUND
14 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:
MAG 49, Washington DC NAF
38 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
113th FW, Andrews AFB MD
38 mi from the base.
- I.2.G.5** DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.8	97.9	86.8	82.3	73.9

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 94.3 percent of the time

I.2.J.2.b Is at or below 25 knots 99.0 percent of the time

I.2.J.3 17 Days have freezing participation (mean per year).

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Section II**1. Installation Capacity & Condition****A. Land**

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Martin State Airport	ANG Lease Area	175	122	54
		TOTALS:	175	122	54

B. Facilities**II.1.B.1 From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	8,582	69.0	31.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	23,625	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	35,400	18,820	100.0	0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	43,175	66.0	34.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	117,238	95.0	1.0	4.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	67,000	50,236	0.0	100.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	40,200	18,196	0.0	82.0	18.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	3,700	1,620	0.0	100.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	14,000	6,508	0.0	83.0	17.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	29,000	16,000	0.0	100.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	41,678	24,678	95.0	1.0	4.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	10,507	0.0	100.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	10,000	10,507	0.0	100.0	0.0	507
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	9,536	100.0	0.0	0.0	9,536
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	12,100	4,321	0.0	100.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	12,919	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	20,300	12,919	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	4,800	6,277	0.0	0.0	100.0	1,477
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,100	1,995	0.0	100.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	21,680	0.0	82.0	18.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	9,306	100.0	0.0	0.0	9,306
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	4,647	0.0	66.0	34.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	3,087	0.0	100.0	0.0	3,087
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	3,600	1,560	0.0	0.0	100.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	32,663	4.0	94.0	2.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	1,970	1,970	63.0	37.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	52,000	19,995	0.0	100.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	18,656	0.0	100.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	8,437	0.0	100.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	15,800	8,437	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	12,067	40.0	40.0	20.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	683	0.0	100.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	1,044	1,044	0.0	100.0	0.0	0

II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	116,759	82.6	0.0	17.4
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	2,827	0.0	100.0	0.0
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	18,604	99.0	0.0	1.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	0			

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	4,149	42.2	57.8	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	9,601	74.5	25.5	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,150	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	30,558	56.2	30.0	13.8
II.1.B.1.k	852	Veh/Equip Parking	SY	46,915	100.0	0.0	0.0

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number Types	
15	Secondary	8109 ft	150 ft	No		
33	Primary	8109 ft	150 ft	No	None	

II.2.A There are 2 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are 1 parallel runways (excluding main runway).

II.2.C Dimensions of the primary runway (33).

II.2.C.1 Length: 8,109 ft

II.2.C.2 Width: 150 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency (AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

				Primary Pavements		
Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips 300,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips 300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips 15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips 50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips 50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips 15,000 Passes	Upgrade Needed	Upgrade Needed	Supports Now

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II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

II.2.F.9 **Work required to upgrade pavement to the required strength:**

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	16,667	8" asphalt overlay
Runway	B-1B	SY	33,000	19" partially bonded PCC overlay
Aprons	B-1B	SY	116,759	17.7" partially bonded PCC overlay
Runway	B-52	SY	33,000	20" partially bonded PCC overlay
Taxiway	B-52	SY	16,667	8.5" asphalt overlay
Aprons	B-52	SY	116,759	19.1" partially bonded PCC overlay
Taxiway	C-141	SY	16,667	4" asphalt overlay
Runway	C-141	SY	33,000	15.3" partially bonded PCC overlay
Aprons	C-141	SY	94,659	13.9" partially bonded PCC overlay
Taxiway	C-5B	SY	16,667	2" asphalt overlay
Runway	C-5B	SY	33,000	10" partially bonded PCC overlay
Runway	F-15	SY	33,000	7" partially bonded PCC overlay
Taxiway	KC-10	SY	16,667	3" asphalt overlay
Runway	KC-10	SY	33,000	15.5" partially bonded PCC overlay
Aprons	KC-135R	SY	1	unknown
Taxiway	KC-135R	SY	16,667	3" asphalt overlay
Runway	KC-135R	SY	1	unknown

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 116,759 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
A-10 Ramp	1,200 ft	358 ft	Primary Aircraft	A-10, 24 parking pts
C-130 Ramp	1,150 ft	540 ft	Primary Aircraft	C-130, 8 parking pts

II.2.G.2 **Permanently assigned aircraft currently require 116,759 Sq Yds of parking space.**

II.2.G.3 **0 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

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0

- II.2.H** The dimensions of the (largest) transient parking area:
- II.2.I** Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)
- II.2.J** There are No critical features relative to the airfield pavement system that limit its capacity:

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	0.189 MG/D	MG/D - million gallons per day	3 %
II.3.A.2 Sewage:	1.0 MG/D		0 %
II.3.A.3 Electrical distribution:	2.5 MW	MW - million watts	75 %
II.3.A.4 Natural Gas:	-	MCF/D - million cubic feet per day	0 %
II.3.A.5 High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	0 %

II.3.B Characteristics regarding the utility system that should be considered:

No

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 1070 Hanger

Current Use: A10 Aircraft Maint.

II.4.A.2 Size (SF): 60,169 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	130 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	148 ft	32 ft	168 ft

II.4.A.1 Facility number: 2050 Hanger

Current Use: C130 Aircraft Maint

II.4.A.2 Size (SF): 29,892 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	162 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	162 ft	28 ft	103 ft

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II.4.A.1 Facility number: 2070 Hanger
 Current Use: Joint Fuel Cell

II.4.A.2 Size (SF): 23,462 SF

II.4.A.3-4 Largest aircraft the hanger/nose dock can COMPLETELY enclose: C130

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	162 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	162 ft	28 ft	103 ft

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	15	CZ										
	33	CZ										
II.6.A.2	15	APZ 1										
	33	APZ 1										
II.6.A.3	15	APZ 2										
	33	APZ 2										

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70											
II.6.A.5	70-75											
II.6.A.6	75-80											
II.6.A.7	80+											

II.6.B Percent future off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.B.1	15	CZ										

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II.6.B.1	15	CZ										
	33	CZ										
II.6.B.2	15	APZ 1										
	33	APZ 1										
II.6.B.3	15	APZ 2										
	33	APZ 2										

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W// FOLLOWING CATEGORIES							
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN		
II.6.B.4	65-70											
II.6.B.5	70-75											
II.6.B.6	75-80											
II.6.B.7	80+											

II.6.C There is No publicly released AICUZ study.

II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft
 Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map does Not reflect current flight tracks.
 Explanation of areas where the current AICUZ study does not reflect the current situation:

II.6.E The study has not been updated
 The study is no longer valid. Milestones for updateing the study:

II.6.E.1

II.6.F Local governments have Not incorporated AICUZ recommendations into land use controls

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.
 No significant development currently exists in any AICUZ zone.
 No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H Population figures and projections:

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II.6.I Clear zone acquisition has Not been completed.

II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Planned on base facilities not sited in accordance with AICUZ recommendations:

Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 0.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has implemented noise abatement procedures as follows:

II.6.L.1 See continuation sheet for II.6.L.1

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 3 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: (4) 10K Standard Forklifts; (1) 10K All Terrain Forklift; (1) 25K Loader; (1) 6K Forklift; (2) 4K Forklifts

III.1.A.2 3 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

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- III.1.D.3** Based upon the cited FLAS, this installation does not have any excess storage capacity.
 Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).
 Storage for others is excluded.
- III.1.D.4** Other receipt modes available: Tank truck
 Number of offload headers: 2
 2 tank trucks can be simultaneously offloaded
 Tank cars can Not be offloaded.
- III.1.D.5** 2 refueling unit fillstands are available.
- III.1.D.5.a** 2 refuelers can be filled simultaneously.
- III.1.D.6** Current dispensing capabilities as defined in AFR 144-1 sustained: 584120
 maximum: 751468
- III.1.D.7** The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).
- III.1.D.7.a** Supporting DFSP: Steuart Petroleum Company, Piney Point, MD 20674-9999. DoD Activity Address Code: UY7005 (DODAAC)
- III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.
- | | Cat 1.1 | Cat 1.2 |
|---|---------|---------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 0 | 800 |
| Square footage available (including physical capacity limit): | 0 | 1410 |
| III.1.E.2 Normal installation mission storage requirement: | 689 | 4028 |
- Physical Limits for Cat 1.2 Munitions:**
 Fac#5120 7 igloos@13'x15'x9' limited by capacity
- III.1.F** The base has a dedicated hot cargo pad.
- III.1.F.1** Access to the hot cargo pad is not limited.
- III.1.F.2** The size of the hot cargo pad is 25,447 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 200
- III.1.F.4** The hot pad access is turn around.
- III.1.F.5** The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 64.
- III.1.F.6** Aircraft using pad over the last 5 years:

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No aircraft of any type has used the Designated Hot Cargo Pad in the last five years.

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

ABERDEEN PROVING GROUND	14 NM
FORT A.P. HILL	75 NM
FORT DIX	83 NM
FORT EUSTIS	132 NM
FORT INDIANTOWN GAP	67 NM
FORT LEE	132 NM

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Aberdeen	16 NM
Alexandria - Newington	50 NM
Baltimore	9 NM
Bayonne	133 NM
Chambersburg - Culbertson	69 NM
Eatontown - Earle	118 NM
Fredericksburg - Guinea	86 NM
Harrisburg - New Cumberland	58 NM
Havre De Grace	20 NM
Little Creek - NAB	145 NM
Mechanicsburg	60 NM
Newport News - Lee Hall	128 NM
Norfolk - Sewells Point	142 NM
Petersburg	134 NM
Philadelphia	69 NM
Picatiny - Picatiiny	131 NM
Portsmouth	150 NM
Quantico	63 NM
Richmond - Bellbluff	117 NM
Scranton	130 NM
Williamsburg - NWS	124 NM

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Williamsburg - Pennimam	124 NM
Woodzell - Bowie	26 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Baltimore	3 NM
Bayonne	131 NM

III.1.H The base does Not have a dedicated passenger terminal.

III.1.I The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.L The base medical facility performs No unique missions.

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities have No facilities projects planned to begin before to 1999.

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have a total covered storage capacity of 22,438 sq ft.

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III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	21,456 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	9,137 sq ft

III.1.O 51 light military vehicles are on base.

III.1.P 77 heavy military and special vehicles are on base.

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Section IV**1. Base Budget****IV.1 Non-payroll portion of the base budget for prior years:**

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	24.00 \$sK	0.00 \$sK	24.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	15.20 \$sK	0.00 \$sK		15.20 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	39.50 \$sK	0.00 \$sK			39.50 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	24.40 \$sK	0.00 \$sK				24.40 \$sK
		xxx56 TOTALS:			24.00 \$sK	15.20 \$sK	39.50 \$sK	24.40 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	34.00 \$sK	0.00 \$sK				34.00 \$sK
		xxx76 TOTALS:			0.00 \$sK	0.00 \$sK	0.00 \$sK	34.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	1,041.50 \$sK	0.00 \$sK	1,041.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	44.60 \$sK	0.00 \$sK		44.60 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	1,424.00 \$sK	0.00 \$sK			1,424.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK				0.00 \$sK
		xxx78 TOTALS:			1,041.50 \$sK	44.60 \$sK	1,424.00 \$sK	0.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3840	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK				0.00 \$sK
		xxx90 TOTALS:			0.00 \$sK	0.00 \$sK	0.00 \$sK	0.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	89.50 \$sK	0.00 \$sK	89.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	150.40 \$sK	0.00 \$sK		150.40 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	103.60 \$sK	0.00 \$sK			103.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	108.00 \$sK	0.00 \$sK				108.00 \$sK
		xxx95 TOTALS:			89.50 \$sK	150.40 \$sK	103.60 \$sK	108.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	2,207.90 \$sK	0.00 \$sK	2,207.90 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	2,332.50 \$sK	0.00 \$sK		2,332.50 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	2,442.90 \$sK	0.00 \$sK			2,442.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	2,534.10 \$sK	0.00 \$sK				2,534.10 \$sK
		xxx96 TOTALS:			2,207.90 \$sK	2,332.50 \$sK	2,442.90 \$sK	2,534.10 \$sK

2. Relocation Costs

IV.2 All Large, unusual items integral to the unit mission, can be moved as regular freight.

Total relocation costs: \$ 0.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 93\$sM

Twenty year Net Present Value 66\$sM

Steady state savings 2\$sM per year

Manpower savings associated with closure 25

Return on Investment (years): 100+

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Section VI Economic Impact**Economic Area Statistics:****Baltimore, MD PMSA****Total population: 2,431,000 (FY 92)****Total employment: 1,357,930 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****7.3% / 7.1% / 5.7%****Average annual job growth: 9,434****Average annual per capita income: \$22,411****Average annual increase in per capita income: \$5.4%****Projected economic impact:**

Direct Job Loss:	510	
Indirect Job Loss:	303	
Closure Impact:	813	(0.1% of employment total)
Other BRAC Losses:	(1,241)	
Cumulative Impact:	-428	(0.0% of employment total)

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Section VII

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Section VIII**1. Air Quality - Clean Air Act**

VIII.1.A Air Quality Management District for the base: Baltimore Metro Area

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 Maintenance area regulated pollutant(s):

Carbon monoxide

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Ozone

Severe

VIII.1.C There are NO critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

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E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c The state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is **Local Community** and the source is:
Aquifer

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. Brackish plume from clay breaching

VIII.3.A.2 The contaminated groundwater is a potable water source

VIII.3.B The base is **Not** actively involved in groundwater remediation activities.

VIII.3.C 2 water wells exist at the base.

VIII.3.D 2 wells have been abandoned for the following reasons:

Potential for excessive chlorobenzene levels (just above detection level)

4. Water - Surface Water

VIII.4.A There **No** perennial bodies of water located on base.

VIII.4.A.2 These bodies do **Not** receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

The base is involved in cooperative agreements regarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeake Bay Program)?

VIII.4.B Special permits are **Not** required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is **No** known contamination to the base or local community surface water

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5. Wastewater

VIII.5.A Base wastewater is treated by Local Community facilities.

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

Martin State Airport from who we lease our land, holds the permit for the whole airport. 3 out of a total 11 NPDES sites are located on base.

VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:

MDANG does not treat wastewater.

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 7.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. Ecological or wildlife management areas ADJACENT TO the base:
Back River Peninsula Wetlands
Chesapeake Bay Critical Area
- VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.
Back River Peninsula Wetlands
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D The presence of these resources does not constrain CURRENT construction activities/operations.
The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

- VIII.9.A There are No Threatened or endangered species identified on the base.
- VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

- VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:
- VIII.10.A.1 Identification and type of wetland: Approximate acreage:

Unknown	2
---------	---
- VIII.10.A.2 The base is involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.
- VIII.10.B.1 Survey was completed in Mar 92
- VIII.10.B.2 100 percent of the base was included in the survey.
- VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

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U.S. Army Corps of Engineer Delineation Manual

- VIII.10.C Part of the base is located in a 100-year floodplain.
- VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

- VIII.11.A Floodplains are present on the base.
- VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.
- VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

- VIII.12.A No historic, prehistoric, archaeological sites or other cultural resources are located on the base.
- VIII.12.B None of the buildings on-base are over 50 years old.
- VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.
- VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.
- VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.
- VIII.12.D The base has been archeologically surveyed.
- VIII.12.D.1 50 percent of the base has been surveyed.
- VIII.12.D.2 No archeological sites have been found.
- VIII.12.D.3 No archeological collections are housed on base.
- VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.
- VIII.12.E The base has no agreements with historic preservation agencies.
- Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 15 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2006

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Other(s) Specify. Master Plan	\$192,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify. Hazardous Mat'l Storage Fac	\$4,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Hazardous Waste Disposal/Remediation	\$1,020.000 K	\$521.000 K	\$24.000 K	\$27.000 K	\$32.000 K
IRP	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$408.000 K
Natural Resources	\$2.000 K	\$2.000 K	\$2.000 K	\$2.000 K	\$2.000 K
Other(s) Specify. Dike Construction	\$1,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify:	\$233.000 K	\$6.000 K	\$22.000 K	\$39.000 K	\$8.000 K
Other(s) Specify: Underground Storage Tank Test	\$6,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Environ Compl & Mgmt Prog Audit	\$30,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$10.000 K	\$11.000 K	\$11.000 K	\$12.000 K	\$12.000 K

15. Other Issues

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VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: Chesapeake Bay Critical Area legislation. Joint-Use runway would constrain expansion of base operations.

16. Air Quality - Clean Air Act**VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**

Baltimore Metropolitan Area; Area III

VIII.16.B Air quality regulatory agency responsible for the AQCA: Maryland Department of the Environment**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**

Mr. Russ Summers

(410) 631-3230

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Non-Attainment for Ozone

VIII.16.C.2 In Maintenance for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.01 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 12.7 ppm

VIII.16.D.3 Ozone Design value is 10.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 141.1% of NAAQS

VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Severe-15

VIII.16.E.2 Baltimore Metropolitan Area; Area III

VIII.16.E.3 Multi-state ozone transport region for the base: Northeast Transport Region

VIII.16.E.4 The base is Not in a rural transport area

VIII.16.E.5 The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated

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VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:
based on the AQCA 1990 baseline AND in the required attainment year
inventory.

	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a		G.1.d		G.2.a		G.2.d	
Military Aircraft Associated with the Base	G.1.b	706	G.1.e	239	G.2.b	1241	G.2.e	420
Stationary Source	G.1.c	88	G.1.f	0	G.2.c	155	G.2.f	0

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

	VOCs		NOx	
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0
Stationary Source	G.3.b	0	G.3.d	0

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx
Mobile Source Including Aircraft	G.5.a	Missing data	G.5.c	Missing data
Stationary Source	G.5.b	76.14%	G.5.d	#Num!
TOTAL	G.5.e	Missing data	G.5.f	Missing data

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Section IX

ARC Installations and Bases with ARC Units

IX.1 Regularly used ground training facilities are off base.

IX.1.A All off base ground training facilities are within 1 hour travel time.

IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.

IX.2.A Non-local training requires over 1 hour of travel time from the base:

IX.2.B Training:	Estimated travel time.
IX.2.B.1 Dover AFB DE	2 hrs, 30 min
IX.2.B.2 Pope AFB NC	7 hrs

IX.3 Available dormitory space will house 0.0 percent of the population requiring billets

IX.3.A 8.8 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 52.0 percent drill billeting requirements are met with commercial billeting establishments.

IX.4 Adequate dining facilities are available.

IX.5 A physical fitness center is available.

The fitness center is adequate

IX.6 A consolidated club is Not available..

IX.7 Ninety percent of the unit's population

Is within 90 min travel time from the base.

Lives within 50 miles of the base.

IX.8 30.0 Percent of the recruiting areas's population is in the recruitable range.

IX.9 2,348,219 is the total population of the recruiting area.

IX.10 75.0 percent of the recruitable population has completed high school.

IX.11 Authorization data over the last 5 years is not available.

IX.12 There are a total of 6 other reserve components in the local recruiting area:

Army National Guard; US Army Reserve; AF Reserve; Marine Corps Reserve; Naval Reserve; US Coast Guard Reserve

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IX.13 The current total reserve component population is 0.00 percent of the recruitable age range.

IX.14 92.3 percent is the average AFRES/ANG personnel retention rate.

Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.

IX.15 Unit reservist/guardsman participated in 11.0 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

IX.16 No other government aviation units are collocated on the airfield.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE
Maxwell AFB - AETC

Section I**1. Force Structure****I.1.A List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	376 Field Depot	4	51	4	59
I.1.A.2	3rd Army ROTC Auburn University	3	2	-	5
I.1.A.3	AAFES	-	-	416	416
I.1.A.4	ANG Readiness	-	52	-	52
I.1.A.5	Army Corps of Engineers	1	-	18	19
I.1.A.6	Army Missile Command	12	16	-	28
I.1.A.7	Army Recruiting Battalion	7	37	14	58
I.1.A.8	Bank	-	-	8	8
I.1.A.9	COM L, 3d BN, 23 Marines	35	206	-	241
I.1.A.10	Center for Environment Exc	-	-	1	1
I.1.A.11	Credit Union	-	-	21	21
I.1.A.12	DECA	2	14	194	210
I.1.A.13	Def Contract Admin	13	-	-	13
I.1.A.14	Def Finance & Accounting Service	-	18	42	60
I.1.A.15	Def Info Sys Agency	13	181	-	194
I.1.A.16	Def Investigative Svc	-	-	7	7
I.1.A.17	Def Reutilization & Marketing Office	-	-	10	10
I.1.A.18	Dependent School	-	-	71	71
I.1.A.19	Federal Aviation Administration	-	-	36	36
I.1.A.20	Federal Prison Camp	-	-	127	127
I.1.A.21	Federal Prison Inmate	-	-	836	836
I.1.A.22	HQ Navy Recruiting District	7	36	5	48
I.1.A.23	Military Entrance Processing Station	3	23	28	54
I.1.A.24	Navy Field Printing Plant	-	-	43	43
I.1.A.25	Post Office	-	-	3	3
I.1.A.26	Red Cross	-	-	175	175
TOTAL:					2795

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I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:

I.1.B.1 Supported Unit: HQ 187th Fighter Group

GSU

GSU - Geographically Separated Unit

Location: Montgomery AL

REM - Remote Unit

Support provided: ISSA - See Attached

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2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 None of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	41000	15000	26000	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 15
 27550 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

None, the close proximity of Dannelly Field Class D airspace overlaps Maxwell airspace 2.5 miles to the south. Special handling and coordination is required when operating aircraft within this vicinity.

I.2.A.6 The base experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 4

The total number of sorties per month: 1806

The average length of the delays: 0:05

I.2.A.6.b There is a common rationale for the delays:

Opposite Direction Traffic

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT BENNING distance 70 NM
 Nearest major primary airdrop customer: FORT BENNING distance 70 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 2913 NM

Rota AB: 3962 NM

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Hickam AFB: 3870 NM
 RAF Mildenhall: 3956 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	DANNELLY FLD	5
I.2.B.4	Military airfield, runway \geq 8,000ft	DANNELLY FLD	5
I.2.B.5	Military airfield, runway \geq 10,000ft	BIRMINGHAM	74
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft	Dannelly Field	6
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft	Dannelly Field	6
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft	Birmingham Municipal	80
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations	Birmingham Municipal	80
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations	Birmingham Municipal	80
I.2.B.11	Other runways on base can be used for emergency landings.		

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151 A,B,C,D	177 NM	W-155 A,B	181 NM	W-470 A,B,C,D,E	221 NM

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	146 NM	W-151B	176 NM	W-151 A,B,C,D	177 NM
W-155 A,B	181 NM	W-155B	199 NM		

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	146 NM	W-151B	176 NM	W-151 A,B,C,D	177 NM
W-155 A,B	181 NM	W-155B	199 NM	W-151D	221 NM
W-470 A,B,C,D,E	221 NM	W-157A	332 NM	W-132A,B/W-134/W-157A	355 NM
W-158A	359 NM	W-168A	365 NM	W-168 A,B,C	368 NM

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W-92	369 NM	W-132 A,B	371 NM	W-177A	390 NM
W-157B	399 NM	W-161A,B/W-177A,B	404 NM	W-497A	406 NM
W-158B	408 NM	W-174A	443 NM	W-157C	449 NM
W-497 A,B	469 NM	W-174 A,B,C,D,F,G	474 NM	W-122I	478 NM
W-497B	478 NM	W-174B	486 NM	W-122J	487 NM
W-122 D	510 NM	W-122 E	510 NM	W-602	519 NM
W-122F	527 NM	W-122 A,B,C,D,E,F,G,H,I	528 NM	W-122G	546 NM
W-122 A,B,C,F,G,H,I,J	559 NM	W-174D	566 NM	W-465 A,B,C,	584 NM
W-122C	592 NM				

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
EGLIN C62	104 NM	EGLIN C52	109 NM	SHELBY EAST	152 NM
SHELBY WEST	158 NM	GRAND BAY	185 NM	TOWNSEND	250 NM
POINSETT	308 NM	PINECASTLE	309 NM	CLAIBORNE	340 NM
AVON PARK BRAVO/FO	384 NM	AVON PARK CHARLIE/E	392 NM	JEFFERSON PROVING G	400 NM
ATTERBURY	414 NM	RAZORBACK	422 NM	CANNON	427 NM
CHERRY POINT BT-11	519 NM	USAF DARE COUNTY	557 NM	NAVY DARE COUNTY	560 NM
FALCON	632 NM	INDIANTOWN GAP	672 NM	SMOKEY HILL	676 NM
McMULLEN	689 NM	WARREN GROVE	729 NM	HARDWOOD	733 NM
GRAYLING	754 NM				

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

SHELBY EAST	152 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	192 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

EGLIN C62	104 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	9	16	21	56	86	121
SR	10	16	18	43	88	135
VR	13	19	30	63	120	189
Total Routes:	32	51	69	162	294	445

Identify Routes:

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SR-069 13 NM	SR-070 13 NM	SR-072 13 NM	SR-071 13 NM	IR-041 14 NM	IR-063 14 NM
VR-1067 14 NM	VR-1056 21 NM	VR-1070 21 NM	VR-060 39 NM	IR-017 42 NM	VR-1017 42 NM
SR-039 50 NM	VR-1054 51 NM	SR-038 59 NM	VR-1005 81 NM	IR-077 83 NM	VR-1082 83 NM
VR-1085 83 NM	VR-1084 83 NM	VR-1030 84 NM	IR-059 94 NM	IR-057 95 NM	SR-103 95 NM
SR-106 95 NM	SR-104 95 NM	SR-101 95 NM	IR-069 95 NM	IR-066 97 NM	IR-067 97 NM
VR-1051 97 NM	VR-1050 97 NM				
IR-021 105 NM	VR-1014 110 NM	VR-1031 110 NM	VR-1020 118 NM	IR-030 121 NM	IR-031 121 NM
VR-1033 124 NM	SR-035 127 NM	SR-040 127 NM	SR-037 127 NM	SR-036 127 NM	IR-089 135 NM
IR-037 141 NM	IR-044 142 NM	VR-1052 145 NM	SR-137 146 NM	VR-1083 146 NM	SR-031 148 NM
IR-091 150 NM					
IR-038 153 NM	VR-092 153 NM	IR-040 157 NM	VR-1021 157 NM	VR-1024 157 NM	VR-1023 157 NM
SR-029 158 NM	IR-016 161 NM	IR-015 165 NM	VR-1065 165 NM	VR-1022 175 NM	VR-1016 177 NM
VR-094 179 NM	SR-102 185 NM	VR-1072 192 NM	IR-042 194 NM	VR-1068 194 NM	VR-1066 196 NM
IR-083 205 NM	VR-179 205 NM	SR-030 210 NM	IR-032 211 NM	IR-068 213 NM	IR-070 216 NM
IR-078 217 NM	VR-1032 217 NM	VR-1049 218 NM	IR-023 224 NM	SR-075 224 NM	VR-058 226 NM
VR-1055 226 NM	SR-105 228 NM	VR-1001 228 NM	VR-1002 236 NM	IR-002 237 NM	IR-090 239 NM
IR-019 240 NM	VR-097 243 NM	IR-075 244 NM	VR-1008 244 NM	VR-095 249 NM	SR-073 250 NM
SR-074 250 NM	VR-1004 251 NM	VR-1059 253 NM	SR-238 254 NM	IR-079 258 NM	IR-080 258 NM
VR-1006 264 NM	VR-1007 264 NM	VR-1003 268 NM	VR-1010 268 NM	SR-166 270 NM	VR-1011 270 NM
IR-074 273 NM	IR-036 276 NM	SR-059 278 NM	SR-225 278 NM	SR-062 278 NM	SR-061 278 NM
SR-060 278 NM	VR-088 287 NM	IR-018 290 NM	IR-046 297 NM	IR-157 299 NM	IR-174 299 NM
VR-1039 300 NM	IR-081 303 NM	VR-1041 303 NM	VR-1196 303 NM	IR-033 308 NM	VR-1009 310 NM
VR-1097 310 NM	IR-160 316 NM	IR-161 316 NM	IR-020 335 NM	VR-087 337 NM	IR-047 340 NM
SR-218 346 NM	SR-219 346 NM	SR-221 346 NM	SR-226 346 NM	SR-229 346 NM	SR-231 346 NM
SR-237 346 NM	SR-232 346 NM	SR-230 346 NM	SR-227 346 NM	SR-222 346 NM	SR-220 346 NM
IR-121 347 NM	VR-1103 347 NM	IR-082 350 NM	IR-049 359 NM	VR-1098 359 NM	IR-050 359 NM
IR-051 359 NM	VR-093 365 NM	IR-592 368 NM	IR-743 370 NM	VR-1013 370 NM	VR-1743 370 NM
IR-726 377 NM	VR-1726 377 NM	IR-022 378 NM	IR-120 383 NM	VR-1102 383 NM	IR-048 384 NM
VR-1060 392 NM	SR-239 397 NM	VR-1668 400 NM			
IR-055 408 NM	VR-106 408 NM	VR-1040 412 NM	VR-1667 412 NM	IR-035 415 NM	VR-619 415 NM
VR-1679 415 NM	VR-1069 415 NM	IR-618 415 NM	VR-1721 419 NM	IR-012 422 NM	SR-871 427 NM
SR-872 427 NM	SR-873 427 NM	SR-874 427 NM	IR-721 429 NM	SR-224 429 NM	SR-223 429 NM
VR-1074 432 NM	IR-164 434 NM	VR-1104 434 NM	VR-1182 434 NM	VR-615 439 NM	VR-1089 447 NM
VR-085 448 NM	VR-086 448 NM	IR-723 450 NM	VR-189 450 NM	VR-1087 453 NM	VR-1088 453 NM
VR-1631 462 NM	IR-608 466 NM	VR-1633 466 NM	VR-1632 466 NM	SR-732 470 NM	SR-734 470 NM

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SR-735	470 NM	IR-127	473 NM	VR-187	473 NM	VR-1546	474 NM	VR-1641	474 NM	VR-1642	474 NM
SR-733	475 NM	VR-1722	476 NM	IR-762	477 NM	VR-073	477 NM	VR-1756	477 NM	IR-614	478 NM
VR-1635	478 NM	VR-096	479 NM	VR-1046	481 NM	VR-1130	481 NM	IR-761	482 NM	VR-1751	482 NM
SR-738	485 NM	SR-737	487 NM	VR-1043	488 NM	VR-188	489 NM	IR-129	490 NM	VR-1061	493 NM
SR-228	497 NM	VR-1640	510 NM	IR-034	516 NM	SR-714	516 NM	SR-713	516 NM	SR-711	516 NM
SR-710	516 NM	SR-708	516 NM	SR-707	516 NM	IR-056	516 NM	IR-062	521 NM	IR-504	521 NM
IR-502	521 NM	SR-709	524 NM	SR-712	524 NM	SR-715	524 NM	IR-715	533 NM	IR-718	533 NM
VR-1752	533 NM	VR-1758	535 NM	IR-719	536 NM	IR-053	537 NM	IR-527	537 NM	VR-1525	539 NM
IR-720	540 NM	VR-1617	543 NM	VR-1638	543 NM	VR-1759	548 NM	SR-867	552 NM	VR-1058	552 NM
SR-815	553 NM	SR-816	553 NM	SR-822	553 NM	SR-270	557 NM	SR-292	557 NM	SR-290	557 NM
IR-117	567 NM	VR-1113	567 NM	VR-1128	567 NM	VR-151	567 NM	VR-1137	567 NM	IR-142	568 NM
VR-1057	574 NM	VR-152	576 NM	VR-104	578 NM	VR-1124	579 NM	SR-261	585 NM	SR-835	585 NM
SR-821	585 NM	SR-820	585 NM	SR-296	585 NM	SR-802	587 NM	SR-804	587 NM	SR-808	587 NM
SR-807	587 NM	SR-806	587 NM	SR-803	587 NM	SR-817	587 NM	SR-774	589 NM	IR-714	590 NM
IR-760	590 NM	VR-1754	590 NM	VR-1120	590 NM	VR-1110	591 NM	IR-105	593 NM	VR-1146	593 NM
IR-103	594 NM	SR-616	595 NM	SR-617	595 NM	SR-818	596 NM	VR-1753	598 NM	VR-1755	598 NM
VR-1145	602 NM	VR-533	602 NM	VR-534	605 NM	VR-535	605 NM	VR-1139	607 NM	VR-119	607 NM
VR-158	609 NM	IR-139	611 NM	SR-294	613 NM	SR-295	613 NM	VR-162	613 NM	IR-136	614 NM
VR-163	615 NM	SR-773	617 NM	VR-1713	617 NM	VR-1712	617 NM	VR-138	617 NM	VR-1711	617 NM
SR-618	618 NM	SR-619	618 NM	VR-1143	619 NM	SR-286	620 NM	VR-708	621 NM	IR-145	623 NM
IR-146	623 NM	VR-1122	624 NM	VR-1709	624 NM	VR-118	627 NM	VR-1757	627 NM	SR-293	630 NM
VR-1138	630 NM	VR-143	632 NM	IR-123	633 NM	VR-159	633 NM	IR-171	635 NM	IR-182	635 NM
VR-704	636 NM	VR-705	636 NM	VR-101	638 NM	VR-1142	639 NM	VR-1144	639 NM	VR-1140	643 NM
SR-701	644 NM	VR-532	644 NM	SR-703	644 NM	IR-181	646 NM	VR-531	646 NM	IR-183	646 NM
SR-702	648 NM	IR-175	651 NM	IR-166	652 NM	VR-168	652 NM	IR-185	652 NM	IR-148	654 NM
SR-771	654 NM	VR-511	659 NM	IR-147	661 NM	SR-205	664 NM	VR-541	664 NM	VR-1105	665 NM
VR-156	665 NM	VR-1152	665 NM	IR-167	668 NM	SR-800	672 NM	SR-801	672 NM	SR-805	672 NM
VR-1624	675 NM	VR-1625	675 NM	VR-544	675 NM	IR-716	677 NM	VR-1141	677 NM	SR-208	680 NM
SR-846	680 NM	SR-217	680 NM	SR-845	680 NM	SR-844	680 NM	IR-135	682 NM	IR-149	684 NM
VR-512	684 NM	VR-1121	685 NM	SR-823	686 NM	VR-552	686 NM	VR-1106	687 NM	VR-1123	690 NM
IR-124	691 NM	VR-186	691 NM	SR-233	694 NM	SR-234	694 NM	SR-242	694 NM	SR-240	694 NM
SR-236	694 NM	SR-243	694 NM	SR-245	694 NM	SR-250	694 NM	SR-249	694 NM	SR-273	694 NM
SR-267	694 NM	SR-258	694 NM	SR-255	694 NM	SR-251	694 NM	SR-244	694 NM	IR-505	701 NM
SR-206	702 NM	VR-1626	704 NM	VR-664	706 NM	VR-545	712 NM	SR-785	717 NM	SR-280	719 NM
VR-634	720 NM	VR-707	722 NM	SR-776	724 NM	IR-506	726 NM	VR-1522	726 NM	SR-216	727 NM
IR-524	728 NM	SR-847	728 NM	IR-517	731 NM	VR-1520	731 NM	VR-1515	731 NM	VR-536	737 NM

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VR-1116 738 NM	IR-503 742 NM	VR-510 746 NM	VR-540 746 NM	VR-1645 749 NM	IR-155 750 NM
IR-154 751 NM	VR-1644 754 NM	VR-1647 754 NM	IR-180 756 NM	VR-1574 756 NM	IR-128 758 NM
IR-173 758 NM	IR-172 758 NM	SR-825 761 NM	VR-1523 762 NM	VR-1628 762 NM	VR-1650 762 NM
VR-1627 762 NM	IR-169 766 NM	VR-1616 766 NM	SR-781 768 NM	IR-609 770 NM	SR-782 774 NM
IR-507 780 NM	VR-1636 785 NM	IR-170 786 NM	IR-518 788 NM	SR-728 798 NM	VR-1117 798 NM
SR-729 798 NM					

I.2.C.9 IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 990 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
3	16	42

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-200	92 NM	AR-216 NORTHEAST	124 NM	AR-627	180 NM		
AR-302 WEST	216 NM	AR-302 EAST	230 NM	AR-203 NORTHEAST	234 NM	AR-101 SOUTH	236 NM
AR-103	241 NM	AR-633B	247 NM	AR-216 SOUTHWEST	249 NM	AR-615	255 NM
AR-633A	269 NM	AR-207NE NORTHEA	274 NM	AR-101 NORTH	282 NM	AR-111 WEST	296 NM
AR-315 WEST	300 NM						
AR-315 EAST	309 NM	AR-203 SOUTHWEST	316 NM	AR-646	316 NM	AR-655	319 NM
AR-111 EAST	327 NM	AR-455 EAST	330 NM	AR-108 WEST	332 NM	AR-600	340 NM
AR-716	340 NM	AR-328	342 NM	Racoon MOA	348 NM	AR-455 WEST	355 NM
AR-601	367 NM	AR-207SW SOUTHW	369 NM	AR-108 EAST	378 NM	AR-620	391 NM
AR-618	410 NM	AR-110 WEST	411 NM	AR-313 NORTH	414 NM	AR-637	428 NM
AR-202S SOUTH	430 NM	AR-202AN ALTERNA	436 NM	AR-112 WEST	448 NM	AR-110 EAST	454 NM
AR-202N NORTH	464 NM	AR-313 SOUTH	470 NM				

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
4549	6233

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-216	124 NM	64	AR-302	216 NM	445	AR-203	234 NM	223	AR-101	236 NM	217
AR-111	296 NM	303	AR-455	330 NM	372	AR-108	332 NM	140	Racoon	348 NM	1829

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AR-110	411 NM	596	AR-112	448 NM	360	0	0				
AR-016	508 NM	157	AR-102	571 NM	10	AR-218	583 NM	359	AR-309	617 NM	138

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 348NM from the base."

I.2.C.10d Percentage of tanker demand in region: 27.0

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	333 NM	✓	✓	✓	0	0
BASTOGNE	262 NM	✓	✓	✓	0	0
BIFF	158 NM	✓	✓		0	0
BIG SANDY (WTR)	257 NM	✓	✓		0	0
BILL BAG	144 NM	✓	✓		0	0
BLACKJACK R+CIR	329 NM	✓	✓	✓	0	0
BRUSHY	345 NM	✓	✓	✓	0	0
BURMA SPECIAL N	107 NM				3	4
BURMA SPECIAL S	107 NM				3	4
CARENTAN (A)	266 NM		✓	✓	0	1
CAVALIER NORTH	106 NM	✓	✓	✓	3	4
CAVALIER SOUTH	106 NM	✓	✓		3	4
CENTRAL CITY NO	297 NM	✓			0	0
CENTRAL CITY SO	297 NM	✓			0	0
CLERKIN	136 NM	✓	✓		0	0
CORREGIDOR	263 NM		✓	✓	0	0
DARLINGTON	347 NM	✓	✓	✓	0	0
ELIZABETH WEST	110 NM	✓	✓	✓	3	4
FRYAR	72 NM	✓	✓	✓	4	6
GALLAHAD #1	247 NM				0	1
GERONIMO NORTH	345 NM		✓	✓	0	0
GERONIMO SOUTH	345 NM		✓	✓	0	0
GRAHAM	84 NM	✓	✓	✓	4	6
HUNTER	266 NM		✓		0	0
JONES	292 NM	✓	✓	✓	6	0

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LOS BANOS	260 NM	✓	✓	✓	0	0
LOWRY LAKE	271 NM	✓	✓		2	0
MALLON	153 NM	✓	✓		0	0
MCKENNA	79 NM	✓	✓	✓	4	6
MITCHELL	24 NM	✓	✓	✓	0	0
NORTHFIELD E-W	276 NM	✓	✓	✓	2	1
NORTHFIELD S-N	276 NM	✓	✓	✓	0	0
PAYNE	206 NM	✓	✓		0	0
PRESTON	217 NM		✓	✓	0	0
QUICK	249 NM	✓			0	0
REMAGEN	232 NM	✓	✓	✓	1	1
REMAGEN REVERSE	232 NM	✓	✓		1	1
SANDY DOG	107 NM	✓	✓	✓	3	4
SHARON	343 NM	✓	✓	✓	0	0
SHAW, JOHN	246 NM	✓	✓		0	0
SHEILA	343 NM		✓	✓	0	0
SHELBY	157 NM	✓	✓	✓	0	3
TAYLORS CREEK	238 NM	✓	✓	✓	1	1
THUNDERBOLT	266 NM	✓	✓		0	0
WESTERN KENTUCK	296 NM	✓	✓	✓	0	0
WHITE FALCON	116 NM	✓	✓		3	4

I.2.C.11.a

Drop Zone

Servicing Instrument and Slow Routes (IRs and SRs)

BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CARENTAN (A)	SR-225								
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
LOWRY LAKE	IR-032	IR-033							
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071

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	SR-072								
NORTHFIELD E-W	IR-035	IR-036	SR-166						
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

MCKENNA 79 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
FRYAR	72 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT STEWART 246 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base does Not uses ranges on a regular basis**

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Airspaces scheduled or managed by the base:

SR69	Low Alt Tac Nav Area
SR70	Low Alt Tac Nav Area
SR71	Low Alt Tac Nav Area
SR72	Low Alt Tac Nav Area

Details for airspace scheduled or managed by the base:

Airspace: SR69

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

I.2.E.7 Published availability of the airspace:

1400-0400Z

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Range scheduling statistics (yearly average from 1990 to 93).

I.2.E.7.a Hours scheduled: 72 hrs
I.2.E.7.b Hours used: 85 hrs

Unsafe ground conditions at the local drop zone often required use of the SR routes that exceeded original schedule

I.2.E.8 Utilization of the airspace can be increased.

I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.

I.2.E.10 Description of the volume or area of the Airspace:

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles. Routes do not exceed 1500 AGL altitude.

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: SR70

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

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I.2.E.7 Published availability of the airspace:

1400-0400z

Range scheduling statistics (yearly average from 1990 to 93.)

I.2.E.7.a Hours scheduled: 72 hrs**I.2.E.7.b Hours used: 85 hrs**

Unsafe ground conditions at the local drop zone often required use of the SR routes that exceeded original schedule

I.2.E.8 Utilization of the airspace can be increased.**I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.****I.2.E.10 Description of the volume or area of the Airspace:**All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles.
Routes do not exceed 1500 AGL altitude.**I.2.E.11 100.00 percent of the airspace is usable.****Airspace: SR71****I.2.E.2 An environmental analysis has Not been conducted for this airspace.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.**I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:****I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

1300-0500Z

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled: 72 hrs**

I.2.E.7.b **Hours used: 85 hrs**

Unsafe ground conditions at the local drop zone often required use of the SR routes that exceeded original schedule.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles. Routes do not exceed 1500 AGL altitude.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR72

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

1300-0500Z

Range scheduling statistics (yearly average from 1990 to 93).

I.2.E.7.a **Hours scheduled:** 72 hrs

I.2.E.7.b **Hours used:** 85 hrs

Unsafe ground condtions at the local drop zone often required use of the SR routes that exceeded original schedule.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles. Routes do not exceed 1500 AGL altitude.

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Alexander City	Uncontrolled
Auburn-Opelika	General Aviation
Autauga County	Uncontrolled
Bibb Co	Uncontrolled
Brundidge Municipal	Uncontrolled
Craig	Uncontrolled
Dannelly Field	Commercial
Fort Deposit-Lowndes County	Uncontrolled
Frank Sikes	Uncontrolled
Franklin Field	Uncontrolled

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Gragg-Wade Field	Uncontrolled
Greenville Municipal	Civilian
Irkshaw	Uncontrolled
Kershaw	Uncontrolled
Killyhevin	Uncontrolled
Mayfield	Uncontrolled
McGowin	Uncontrolled
Perry Co	Uncontrolled
Sehoy	Uncontrolled
Shyharbor	Uncontrolled
Tallapoosa Co	Uncontrolled
Thomas C. Russell Field	Uncontrolled
Troy Municipal	Commercial
Ware Island	Uncontrolled
Wetumpka Municipal	Uncontrolled
Willow Point	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** Expansion of training airspace is possible.
- I.2.F.1.a** Estimated expansion potential is 100.0 percent. Rationale for estimate:
Maximum unencroached airspace is available.
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
-
- I.2.F.4** Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a** Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
FORT BENNING
70 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:
COM HELTAC WING ATLANT FLEET
600 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
Air Force Special Ops Command
110 mi from the base.
- I.2.G.5** DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.5	99.0	89.8	82.9	79.7

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.0 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 2 Days have freezing participation (mean per year).

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Section II

I. Installation Capacity & Condition

A. Land

Site	Description	Total	Average Presently Developed	Average Suitable for New Development
II.A.1 Gunter Annex	Annex (17 Leased)	365	365	
II.A.2 Maxwell AFB	Main Base (10 Leased)	2,477	2,242	235
II.A.3 Maxwell Heights	Housing (3 Leased)	31	31	
TOTALS:		2,873	2,638	235

B. Facilities

II.B.1 From real property records:

Facility Category	Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	60,313	75.0	0.0	25.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	86,335	65.0	2.0	33.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	23,364	27,202	100.0	0.0	0.0	3,838
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	3,000	1,929	0.0	100.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	781,746	92.0	1.0	7.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	158,483	82.0	0.0	18.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	17,051	8,192	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	25,267	35,784	34.0	0.0	66.0	10,517
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	1,344	1,344	0.0	100.0	0.0	0

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11.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	4,008	15,158	100.0	100.0	0.0	0.0	11,150
11.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	13,400	18,637	100.0	100.0	0.0	0.0	5,237
11.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0			0.0	0.0	0
11.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	4,162	3,249	0.0	100.0	0.0	100.0	0
11.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0			0.0	0.0	0
11.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	51,451	51,619	100.0	100.0	0.0	0.0	168
11.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0			0.0	0.0	0
11.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	22,254	24,500	100.0	100.0	0.0	0.0	2,246
11.1.B.1.e.xiii	211-183	Test Cell	SF	0	0			0.0	0.0	0
11.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0			0.0	0.0	0
11.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0			0.0	0.0	0
11.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0			0.0	0.0	0
11.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0			0.0	0.0	0
11.1.B.1.g	214	Maintenance-Automotive	SF	N/A	14,686	94.0	6.0	0.0	0.0	N/A
11.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0			0.0	0.0	0
11.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	2,031	100.0	100.0	0.0	0.0	0
11.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0			0.0	0.0	0
11.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0			0.0	0.0	0
11.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	6,472	77.0	23.0	0.0	0.0	N/A
11.1.B.1.j.i	217-712	Avionics Shop	SF	5,010	5,010	100.0	100.0	0.0	0.0	0
11.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0			0.0	0.0	0
11.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0			0.0	0.0	0
11.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	9,020	1,253	0.0	100.0	0.0	100.0	0
11.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,135	3,670	100.0	100.0	0.0	0.0	0
11.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	7,200	100.0	100.0	0.0	0.0	0
11.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	188,209	81.0	19.0	0.0	0.0	N/A
11.1.B.1.m	310	Science Labs	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.n	311	Aircraft RD&E Facilities	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.o	312	Missile and Space RD&E Facs	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.p	315	Weapons and Weapon Syst RD&E Facilities	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.q	317	Elect Comm & Elect Equip RD&E Facilities	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.r	318	Propulsion RD&E Facilities	SF	N/A	0			0.0	0.0	N/A
11.1.B.1.s.i	411-135	Jet Fuel Storage	BL	20,000	20,808	100.0	100.0	0.0	0.0	808
11.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	1,397	100.0		0.0	0.0	N/A
11.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0			0.0	0.0	0

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Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
11.B.1.t.ii	Above Ground Magazine	SF	1,205	1,205	100.0	0.0
11.B.1.t.iii	Igloo Magazine	SF	192	192	100.0	0.0
11.B.1.t.iv	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0	0.0	0.0
11.B.1.t.v	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0
11.B.1.u	Storage-Covered Depot & Arsenal	SF	N/A	35,648	94.0	N/A
11.B.1.v	Storage-Covered-Installation & Organ	SF	N/A	216,234	77.0	N/A
11.B.1.v.i	Hydrazine Storage	SF	0	0	0.0	0.0
11.B.1.v.ii	LOX Storage	GA	1,336	1,900	100.0	0.0
11.B.1.v.iii	Base Warehousing Supplies and Equipment	SF	122,099	119,905	99.0	1.0
11.B.1.v.iv	Base Warehousing Supplies and Equipment (W	SF	4,560	4,560	100.0	0.0
11.B.1.v.v	Warehousing Supplies and Equipment (AGS Par	SF	0	0	0.0	0.0
11.B.1.w	Medical Center and/or Hospital	SF	N/A	220,412	67.0	N/A
11.B.1.x	Medical Laboratories	SF	N/A	2,640	100.0	N/A
11.B.1.y	Dental Clinics	SF	N/A	13,208	52.0	N/A
11.B.1.z	Dispensaries and/or Clinics	SF	N/A	0	0.0	N/A
11.B.1.aa	Administrative Buildings	SF	N/A	1,589,034	72.0	N/A
11.B.1.aa.i	Munitions Maintenance Administration	SF	0	0	0.0	0.0
11.B.1.aa.ii	Munitions Line Delivery/Storage Section	SF	0	0	0.0	0.0
11.B.1.bb	Unaccompanied Enlisted (UEPH & VAO)	PN	N/A	1,428	90.0	N/A
11.B.1.bb.i	Unaccompanied Enlisted Dorm	PN	1,348	1,106	87.0	0.0
11.B.1.cc	Dining Hall	SF	N/A	39,970	100.0	N/A
11.B.1.cc.i	Airman Dining Hall	SF	31,000	37,236	100.0	6,236
11.B.1.dd	Unaccompanied Officer Housing (OQ & VOO)	PN	N/A	1,533	73.0	N/A
11.B.1.ee	Personnel Support and Services Facilities	SF	N/A	161,908	65.0	N/A
11.B.1.ff	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	811,683	73.0	N/A
11.B.1.gg	Act Support Equipment Storage	SY	0	0	0.0	0

11.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
11.B.1.a	Aircraft Pavement-Runway(s)	SY	734,000	98.0	2.0	0.0
11.B.1.b	Airfield Pavements-Taxways	SY	410,738	100.0	0.0	0.0
11.B.1.c	Airfield Pavement-Apron(s)	SY	385,628	99.0	1.0	0.0
11.B.1.d	Dangerous Cargo Pad	SY	1,111	100.0	0.0	0.0
11.B.1.e	Elec Power-Trans & Distr Lines	LF	1,098,554	75.0	25.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	38,811	75.0	25.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	144,862	40.0	60.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	281,741	30.0	70.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,410	90.0	10.0	0.0
II.1.B.1.j	851	Roads	SY	650,082	80.0	20.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	694,396	85.0	15.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

979

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-913

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was Not used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-905

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

453

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

510

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 23.0 percent of officer families live on base.

II.1.C.3.b 27.0 percent of enlisted families live on base.

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II.1.C.3.a 25.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
15 Primary	7000 ft	150 ft	No	None	

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (15).

II.2.C.1 Length: 7,000 ft

II.2.C.2 Width: 150 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 100 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency (AFCEA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCEA Pavement Evaluation Report was used to complete this section.

Aircraft Group		Criteria		Primary Pavements			
				Runways	Taxiways	Aprons	
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a)	(9.b)	(9.c)
		Unit of Measure	Quantity	Description of Work
Taxiway	B-1B	SY	204,330	16" PCC Pavement

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Runway	B-1B	SY	253,780	16" PCC Pavement
Aprons	B-1B	SY	259,580	15.5" PCC Pavement
Taxiway	B-52	SY	204,330	16" PCC Pavement
Runway	B-52	SY	253,780	16" PCC Pavement
Aprons	B-52	SY	259,580	15.5" PCC Pavement
Runway	C-141	SY	253,780	16" PCC Pavement
Taxiway	C-141	SY	204,330	16" PCC Pavement
Aprons	C-141	SY	259,580	15.5" PCC Pavement
Aprons	C-5B	SY	259,580	15.5" PCC Pavement
Runway	C-5B	SY	253,780	16" PCC Pavement
Taxiway	C-5B	SY	204,330	16" PCC Pavement
Taxiway	F-15	SY	204,330	16" PCC Pavement
Runway	F-15	SY	253,780	16" PCC Pavement
Aprons	F-15	SY	259,580	15.5" PCC Pavement
Taxiway	KC-10	SY	204,330	16" PCC Pavement
Runway	KC-10	SY	253,780	16" PCC Pavement
Aprons	KC-10	SY	259,580	15.5" PCC Pavement
Aprons	KC-135R	SY	259,580	15.5" PCC Pavement
Taxiway	KC-135R	SY	204,330	16" PCC Pavement
Runway	KC-135R	SY	253,780	16" PCC Pavement

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 237,509 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	C-130	1,500 ft	160 ft	Primary Aircraft
C-21	300 ft	130 ft	Primary Aircraft	Yes
Light Aircraft	500 ft	380 ft	Neither	Yes

II.2.G.2 Permanently assigned aircraft currently require 67,287 Sq Yds of parking space.

II.2.G.3 307,874 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

Weight bearing capacity and narrow aprons (wing tip clearance)

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- II.2.H** The dimensions of the (largest) transient parking area:
- II.2.I** Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)
- II.2.J** Critical features relative to the airfield pavement system that limit its capacity:
Review of the base Airfield waiver file shows no restrictions to airfield operations.

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	9.1 MG/D	MG/D - million gallons per day	26 %
II.3.A.2 Sewage:	2.1 MG/D		73 %
II.3.A.3 Electrical distribution:	24.35 MW	MW - million watts	98 %
II.3.A.4 Natural Gas:	5.76 MCF/D	MCF/D - million cubic feet per day	54 %
II.3.A.5 High temperature water/steam generation/distribution:	100,416.0 MBTUH	MBTUH - million British thermal units per hour	80 %

II.3.B Characteristics regarding the utility system that should be considered:

All service contracts are without "take or pay" clauses, no natural gas is purchased through the DFSC central office, no electrical power is purchased from the Federal Power Marketing Administrations, cathodic protection on plastic gas/water lines.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 689 Hanger
Current Use: ISO Dock

II.4.A.2 Size (SF): 56,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	160 ft	26 ft	
II.4.A.6 Largest unobstructed space inside the facility:	160 ft	27 ft	46 ft

II.4.A.1 Facility number: 843 Hanger
Current Use: C-21 Hanger

II.4.A.2 Size (SF): 30,321 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	110 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	110 ft	23 ft	220 ft

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II.4.A.1 Facility number: 1449 Hanger
Current Use: Fuel Cell Repair and Wash Down

II.4.A.2 Size (SF): 24,500 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	163 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	106 ft	28 ft	159 ft

5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
AU Library	121,837 SF	171-356	Library and Air Force Historical Research Center
Administrative Support	57,502 SF	610-287	Academics
Air Command & Staff College	99,684 SF	171-851	Academics
Air Force Wargaming Center	55,827 SF	171-851	Wargaming Exercises
Air War College	104,008 SF	171-851	Academics
Senior NCO Academy	90,637 SF	171-815	Academics
Squadron Officer School	93,560 SF	171-851	Academics

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	15	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	33	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.2	15	APZ 1	348	344	12.0	Sig Incompat	7.0	5.0	85.0	3.0	0.0	0.0
	33	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	15	APZ 2	1,625	482	37.0	Sig Incompat	27.0	18.0	41.0	10.0	0.0	4.0
	33	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
		DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN

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II.6.A.4	65-70	1,038	1,420	14	Sig Incompat	14.0	5.0	40.0	0.0	2.0	39.0
II.6.A.5	70-75	121	435	3	Gen Compat	3.0	0.0	48.0	0.0	0.0	49.0
II.6.A.6	75-80	0	20	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	15	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	33	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	15	APZ 1	348	344	12	Sig Incompat	7.0	5.0	85.0	3.0	0.0	0.0
	33	APZ 1	1,075	344	25	Sig Incompat	25.0	0.0	0.0	0.0	0.0	75.0
II.6.B.3	15	APZ 2	1,850	482	44	Sig Incompat	32.0	19.0	37.0	12.0	0.0	0.0
	33	APZ 2	180	482	3	Gen Compat	3.0	0.0	0.0	0.0	0.0	97.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	1,160	1,420	16	Sig Incompat	16.0	5.0	40.0	0.0	2.0	37.0
II.6.B.5	70-75	200	435	5	Gen Compat	5.0	0.0	48.0	0.0	0.0	47.0
II.6.B.6	75-80	0	20	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C The most recent, publicly released AICUZ study is dated Nov 93

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Nov 93

The study is still valid.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

II.6.F.1 AICUZ recommended height restrictions.

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	Government name:	Types of controls in place	Types of encroachment limited:
	City of Montgomery	Zoning	
II.6.F.2	AICUZ recommended development limits for Accident Potential Zone 1.		
	City of Montgomery	Zoning	
II.6.F.3	AICUZ recommended development limits for Accident Potential Zone 2.		
	City of Montgomery	Zoning	
II.6.F.4	AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.F.5	AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.F.6	AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.F.7	AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.G	Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.		

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Significant development currently exists in one or more AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Montgomery	134394	133386	177857	187106	237000

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Montgomery County	169210	167790	197038	209085	221865

II.6.I All clear zone acquisition has been completed.

II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 1.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has not implemented noise abatement procedures.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 1 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: One 10K 463L Forklift

III.1.A.2 2 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is serviced by a pipeline.

III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.

III.1.D.2 There are No limitations to continuous service from the primary source.

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III.1.D.3 No excess storage capacity

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).
Storage for others is excluded.

- III.1.D.4 Other receipt modes available:** Tank truck
 Number of offload headers: 10
 10 tank trucks can be simultaneously offloaded
 Tank cars can Not be offloaded.

III.1.D.5 4 refueling unit fillstands are available.**III.1.D.5.a 2 refuelers can be filled simultaneously.**

- III.1.D.6 Current despensing capabilities as defined in AFR 144-1** sustained: 375648
 maximum: 375648

III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**III.1.D.7.a Supporting DFSP:** Standard Trans Corporation, 460 Hunter Loop Road, Montgomery AL 36108**III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.****III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**

Square footage available (including physical capacity limit):

III.1.E.2 Normal installation mission storage requirement:**Physical Limits for Cat 1.1 Munitions:**

One standard igloo for NEW 30 lbs TOTAL

Physical Limits for Cat 1.2 Munitions:

One standard igloo for NEW 30 lbs TOTAL

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	30	30
Square footage available (including physical capacity limit):	225	225
Normal installation mission storage requirement:	18	30

III.1.F The base has a dedicated hot cargo pad.**III.1.F.1 Access to the hot cargo pad is not limited.****III.1.F.2 The size of the hot cargo pad is 10,000 sq feet.****III.1.F.3 The sited explosive capacity of the hot cargo pad is 0****III.1.F.4 The hot pad access is taxi-on/taxi-off.****III.1.F.5 The taxiway servicing the hot pad is 100 ft wide and has a pavement classification number (PCN) of 62.****III.1.F.6 Aircraft using pad over the last 5 years:**

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III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

FORT BENNING	70 NM
FORT MCCLELLAN	85 NM
FORT RUCKER	74 NM

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Albany - Acree	131 NM
Anniston - Bynum	76 NM
Anniston - Fort McClellan	85 NM
Columbus - Fort Benning	71 NM
Norcross - Doraville	138 NM
Panama City - Lynn Haven	136 NM
Warner Robins	137 NM
Waterford - Daleville	73 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Mobile	144 NM
--------	--------

III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility routinely receives referral patients.

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Fort McClellan	Regional Referral Hospital, Orthopedics
Fort Rucker	Regional Referral Hospital, Orthopedics
Moody AFB	Regional Referral Hospital, Orthopedics
Columbus AFB	Regional Referral Hospital, Orthopedics
Various GSUs in Alabama, Georgia, and Tennessee	Regional Referral Hospital, Orthopedics

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

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III.1.L Unique missions performed by the base medical facility:

War taskings: Air Transportable Hosp Surgical Aug, ATH Surgical/Orthopedica Aug, 2nd Ech Decon Unit, 2nd Ech Patient Retrieval Tea

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

MCP: \$23M MCP approved for 1996. The MCP is for an addition/alteration to add 58,000 sq ft and alter 146,500 sq ft. O&M: Replace a

Facilities projects include military construction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.M.1 The project has been approved.**III.1.M.2 Major MCP completed since 1989:**

A \$1.6M Life Safety Code upgrade was completed in October 1992.

III.1.N Base facilities have a total excess storage capacity of 2,414 sq ft.**III.1.N.1 Base facilities have a total covered storage capacity of 119,905 sq ft.****III.1.N.2 Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	108,685 sq ft
Mobility storage:	11,220 sq ft
War Readiness Support Kits (WRSK) storage:	4,560 sq ft

III.1.O 193 light military vehicles are on base.**III.1.P 294 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

Environmental Compliance		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct	10.30 \$sK			
3400	10.30 \$sK				
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Direct		1,453.90 \$sK		
3400	1,453.90 \$sK				
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Direct			1,789.90 \$sK	
3400	1,759.30 \$sK				
Appropriation	Reimbursable				
3400	30.60 \$sK				
Appropriation	Direct				
3400	1,044.00 \$sK				
xxx56 TOTALS:		10.30 \$sK	1,453.90 \$sK	1,789.90 \$sK	1,044.00 \$sK
Real Property Maintenance A					
Appropriation	Direct	321.70 \$sK			
3400	321.70 \$sK				
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Direct		599.90 \$sK		
3400	599.90 \$sK				
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Direct			778.60 \$sK	
3400	778.60 \$sK				
Appropriation	Reimbursable				
3400	0.00 \$sK				
xxx76 TOTALS:		321.70 \$sK	599.90 \$sK	778.60 \$sK	0.00 \$sK
Real Property Maintenance S					
Appropriation	Direct	9,219.70 \$sK			
3400	9,177.70 \$sK				
Appropriation	Reimbursable				
3400	42.00 \$sK				
Appropriation	Direct		10,388.80 \$sK		
3400	10,235.20 \$sK				
Appropriation	Reimbursable				
3400	153.60 \$sK				
Appropriation	Direct				
3400	6,987.80 \$sK			7,144.40 \$sK	
Appropriation	Reimbursable				
3400	156.60 \$sK				
Appropriation	Direct				
3400	4,110.00 \$sK				
xxx78 TOTALS:		9,219.70 \$sK	10,388.80 \$sK	7,144.40 \$sK	4,139.80 \$sK
Audio Visual					
Appropriation	Direct				
xxx90					
FY-91					
xxx79 TOTALS:		9,219.70 \$sK	10,388.80 \$sK	7,144.40 \$sK	4,139.80 \$sK
FY-91					
xxx80 TOTALS:		9,219.70 \$sK	10,388.80 \$sK	7,144.40 \$sK	4,139.80 \$sK
FY-91					

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		3400	0.10 \$sK	0.00 \$sK	0.10 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.10 \$sK	0.00 \$sK		0.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	595.70 \$sK	28.00 \$sK			623.70 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	308.80 \$sK	3.20 \$sK			312.00 \$sK	
		xxx90 TOTALS:			0.10 \$sK	0.10 \$sK	623.70 \$sK	312.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	877.60 \$sK	32.70 \$sK			910.30 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	805.00 \$sK	0.00 \$sK				805.00 \$sK
		xxx95 TOTALS:			0.00 \$sK	0.00 \$sK	910.30 \$sK	805.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	11,274.30 \$sK	558.20 \$sK	11,832.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	12,780.10 \$sK	2,044.80 \$sK		14,824.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	18,152.80 \$sK	2,041.80 \$sK			20,194.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	20,105.50 \$sK	1,405.70 \$sK				21,511.20 \$sK
		xxx96 TOTALS:			11,832.50 \$sK	14,824.90 \$sK	20,194.60 \$sK	21,511.20 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	4,371.50 \$sK	32.60 \$sK	4,404.10 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	4,666.70 \$sK	37.40 \$sK		4,704.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	5,599.00 \$sK	71.00 \$sK			5,670.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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7045	3,518.50 \$sK	70.00 \$sK				3,588.50 \$sK
MFH TOTALS:			4,404.10 \$sK	4,704.10 \$sK	5,670.00 \$sK	3,588.50 \$sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact**Economic Area Statistics:****Anytown, USA****Total population: 963,493 (FY 92)****Total employment: 764,804 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****4.1% / 0.0% / 4.2%****Average annual job growth: 8,392****Average annual per capita income: \$16,730****Average annual increase in per capita income: \$3.8%****Projected economic impact:**

Direct Job Loss:	15,354	
Indirect Job Loss:	<u>20,935</u>	
Closure Impact:	36,289	(4.7% of employment total)
Other BRAC Losses:	<u>381</u>	
Cumulative Impact:	36,670	(4.8% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.A.1 Off-base housing is affordable

VII.A.2 Units are available for families

VII.A.2 Units are available for single members.

VII.A.3 6.5 Percent of off-base housing was rated as unsuitable in the latest VHA survey

VII.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$671

Describe the transportation systems.

VII.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:
The Montgomery Area Transit System

VII.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 10 miles

VII.B.2 Airport name: Dannelly Field Municipal Airport

VII.B.3 Number of commercial air carriers available at the airport: 5

VII.B.4 Average round trip commuting time to work: 42 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time
VII.C.1	Swimming pool	Central YMCA	0 Hrs. 10 Min.
VII.C.2	Movie theater	Movies 4	0 Hrs. 15 Min.
VII.C.3	Public golf course	Lagoon Park Public Golf Course	0 Hrs. 18 Min.
VII.C.4	Bowling lane	Bama Lanes	0 Hrs. 16 Min.
VII.C.5	Boating	Montgomery Marina	0 Hrs. 15 Min.
VII.C.6	Fishing	Alabama River, River Street Dock	0 Hrs. 10 Min.
VII.C.7	Zoo	Montgomery Zoo	0 Hrs. 12 Min.
VII.C.8	Aquarium	Chattanooga City Aquarium, Chattanooga TN	5 Hrs. 00 Min.
VII.C.9	Family theme park	Six Flags Over Georgia, Atlanta GA	3 Hrs. 30 Min.
VII.C.10	Professional sports	Birmingham Barons Baseball Park	2 Hrs. 00 Min.
VII.C.11	Collegiate sports	Alabama State University	0 Hrs. 08 Min.

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VII.1.C.12	Camping facilities	Kampgrounds of America (KOA)	18	0 Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Lake Jordan	35	0 Hrs.	40	Min.
VII.1.C.14	Outdoor winter sports	Bridgeport Ski Resort	125	3 Hrs.	15	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Eastdale Mall 0 hrs 20 min (13 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Downtown Montgomery 0 hrs 7 min (3 Miles)

Local area crime rate:

- VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 790
- VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 4895

2. Education

- VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 17 to 1
- VII.2.B Local high schools offer a four-year English program.
- VII.2.B Local high schools offer a four-year Math program.
- VII.2.B Local high schools offer four-year Foreign Language programs.
- VII.2.C Local high schools offer an Honors program.
- VII.2.D 60.0 percent of high school students go on to either a two- or four-year college
- VII.2.E There are opportunities for off-base education within 25 miles of the base.
- VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:
See Attached
- VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:
See Attached
- VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:
See Attached

3. Spousal Employment

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- VII.3.A** 38.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B** 48.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 6.2 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D** 6.5 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A** Current ratio of active, non-federal physicians in the community: 2.0 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 5.0 beds/1000 people

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Section VIII**1. Air Quality - Clean Air Act**

- VIII.1.A** Air Quality Management District for the base: 81.58 Columbus (GA)-Phenix City (AL) Interstate Air Quality Control Region
- VIII.1.B** The base is NOT located within a maintenance or non-attainment area for pollutants.
- VIII.1.C** There are NO critical air quality regions within 100 kilometers of the base
(Critical air quality regions are non-attainment areas, national parks, etc.)
- VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.
(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)
- VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions
(i.e. carpooling or emissions credit transfer)
- VIII.1.E** Restrictions placed on operations by state or local air quality regulatory agencies:
- VIII.E.1** Aerospace Ground Equipment (AGE):
- E.1.a** No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.
- E.1.b** No state or local air quality regulatory agency Requires permits for such units.
- E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.
- E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.
- VIII.E.2** Infrastructure Maintenance / Public Works
- E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).
- E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

1995 AIR FORCE BASE QUESTIONNAIRE**Maxwell AFB - AETC****VIII.E.3 Open Burn/Open Detonation**

- E.3.a** The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b** The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c** No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d** No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

- E.4.a** No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b** No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

- E.5** No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

- E.6.a** No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b** No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergent generators.
- E.6.d** No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d** No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

- E.7.a** No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b** No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c** No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d** No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

- E.8** No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

- E.9** No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

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Municipal Supply

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. Perchloroethylene. 1) Volatile Organic Compounds, 2) Polynuclear Aromatic Hydrocarbons, 3) Metals

VIII.3.A.2 The contaminated groundwater is Not a potable water source.

VIII.3.B The base is Not actively involved in groundwater remediation activities.

VIII.3.C 3 water wells exist at the base.

VIII.3.D 4 wells have been abandoned for the following reasons:

Lost, due to construction

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	Alabama River Lakes, Northern Boundary	8.00 Acres
	Base Lakes, Western Boundary	5.00 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

VIII.4.B Special permits are required as follows:

Corp of Engineers Construction Permit

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

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VIII.4.C There is No known contamination to the base or local community surface water

5. Wastewater

VIII.5.A Base wastewater is treated by Local Community facilities.

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

National Pollutant Discharge Elimination System (NPDES) Permit # AL0003727, Gunter Annex NPDES Permit # AL0003719

VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:

KTR City of Montgomery Water and Sewer System

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 92.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

- VIII.9.A There are No Threatened or endangered species identified on the base.
- VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

- VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:
- VIII.10.A.1 Identification and type of wetland: Approximate acreage:

Possible Wetlands	5
-------------------	---
- VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

- VIII.10.C Part of the base is located in a 100-year floodplain.

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VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A Historic, prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites:

Significant status:

118 Structures

Eligible for National Register of Historical Places, but not individually evaluated

2 Administrative Buildings

Listed on National Register of Historical Places

6 Potential Archaeological Sites

Not Evaluated

99 Housing Units with Associated
Garages

Listed on National Register of Historical Places

VIII.12.B 80 percent of the buildings on base are over 50 years old.

VIII.12.C Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:

2 Administrative Buildings

99 Housing Units with Associated Garages

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 100 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 42 IRP sites have been identified

VIII.13.A.2 5 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$90.000 K	\$90.000 K	\$90.000 K	\$90.000 K	\$90.000 K
IRP	\$7.052 K	\$5,940.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Natural Resources	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Storm Water Plan	\$0.000 K	\$30.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$0.000 K	\$2.500 K	\$2.500 K	\$2.500 K	\$2.500 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

- VIII.16.A** Air Quality Control Area (AQCA) geographic region in which the base is located:
81.58 Columbus (GA)-Phenix City (AL) Interstate Air Quality Control Region
- VIII.16.B** Air quality regulatory agency responsible for the AQCA: Alabama Department of Environmental Management (ADEM)
- VIII.16.B** Name and phone number of the AQCA program manager for issues pertaining to the base:
Mr. Nathan Hartman (205) 271-7861
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- | | |
|---|--|
| VIII.16.C.1 In Attainment for Ozone | VIII.16.C.2 In Attainment for Carbon Monoxide |
| VIII.16.C.3 In Attainment for Particulate matter (PM-10) | VIII.16.C.4 In Attainment for Sulfur Dioxide |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) | VIII.16.C.6 In Attainment for Lead |
- VIII.16.C.7** The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
-
- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
- VIII.16.D.3** Ozone % of NAAQS can not be computed
- VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed

Air Quality Survey complete, No additional data required.

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Section IX

Document Separator

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Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

Unit or Activity:	Personnel Authorizations for FY93/4			
	Officer	Enlisted	Civilian	Total
I.1.A.1 116TH Weather, Washington ANG	3	-	-	3
I.1.A.2 9th Infantry Division	2	-	-	2
I.1.A.3 AAFES Alterations	-	-	7	7
I.1.A.4 AAFES Barber/Beauty Shops	-	-	37	37
I.1.A.5 AAFES Base Exchange	-	-	300	300
I.1.A.6 AAFES Car Care Service Center	-	-	10	10
I.1.A.7 AAFES Class Six store-Package	-	-	-	0
I.1.A.8 AAFES Dry Cleaners & Alterations	-	-	4	4
I.1.A.9 AAFES Exchange Food Deli	-	-	3	3
I.1.A.10 AAFES Exchange French Pastry Shop	-	-	2	2
I.1.A.11 AAFES Flower Shop	-	-	2	2
I.1.A.12 AAFES Furniture Store	-	-	6	6
I.1.A.13 AAFES Gas Filling Station	-	-	2	2
I.1.A.14 AAFES Image Maker Optical	-	-	2	2
I.1.A.15 AAFES Mall Food Cluster	-	-	2	2
I.1.A.16 AAFES McChord Food Office	-	-	30	30
I.1.A.17 AAFES Military Clothing/Nail & Things	-	-	2	2
I.1.A.18 AAFES One-hour Photo	-	-	2	2
I.1.A.19 AAFES Radio-TV Repair	-	-	2	2
I.1.A.20 AAFES Store & Shoppette	-	-	27	27
I.1.A.21 AAFES Watch Repair	-	-	1	1
I.1.A.22 AEIM Industrial (Gr Equip Maint)	-	-	1	1
I.1.A.23 ALPHA Maintenance (Custodial)	-	-	15	15
I.1.A.24 Allied Mgt Services (Trans Maint)	-	-	16	16
I.1.A.25 American Red Cross	-	-	9	9
I.1.A.26 Ben C Waren (Wash Rack)	-	-	10	10
I.1.A.27 Burger King	-	-	25	25

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I.1.A.28	CAE Link (C-130 Simulator)	-	-	27	27
I.1.A.29	Canadian Air Force	16	-	-	16
I.1.A.30	Chapman College	-	-	3	3
I.1.A.31	DECA	1	12	162	175
I.1.A.32	DTS (Radio Maintenance)	-	-	12	12
I.1.A.33	Daven Fletcher Co. (Photo Lab)	-	-	5	5
I.1.A.34	Defense Courier Service	-	8	-	8
I.1.A.35	Defense Finance & Acct Service (DFAS)	-	17	24	41
I.1.A.36	Defense Investigative Service (DIS)	-	-	1	1
I.1.A.37	Defense Printing Service	2	-	2	4
I.1.A.38	Det 1, Washington ANG	1	1	-	2
I.1.A.39	Det 8, Civil Air Patrol	-	-	1	1
I.1.A.40	Do Well Service & Suppy (Custodial)	-	-	12	12
I.1.A.41	Embry Riddle University	-	-	3	3
I.1.A.42	Federal Aviation Administration	2	-	1	3
I.1.A.43	First Interstate Bank	-	-	10	10
I.1.A.44	Food Service INC	-	-	25	25
I.1.A.45	HUGHES (141 Simulator)	-	-	24	24
I.1.A.46	JACES Interprize INC (Custodial)	-	-	3	3
I.1.A.47	Jr Services Industry (Furniture Mgt)	-	-	1	1
I.1.A.48	Libary	-	-	10	10
I.1.A.49	MARCO POLO LTD (Postal Service)	-	-	1	1
I.1.A.50	McChord Credit Union	-	-	62	62
I.1.A.51	McChord Tour & Travel	-	-	6	6
I.1.A.52	NAF Arts & Crafts Program	-	-	11	11
I.1.A.53	NAF Athletic Programs	-	-	1	1
I.1.A.54	NAF Bowling Center	-	-	38	38
I.1.A.55	NAF Child Development Center	-	-	42	42
I.1.A.56	NAF Fund Overhead	-	-	21	21
I.1.A.57	NAF Golf Facilities	-	-	32	32
I.1.A.58	NAF Lodging	-	-	48	48
I.1.A.59	NAF MWR Logistic Support	-	-	4	4
I.1.A.60	NAF Officer Club Operations	-	-	47	47

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I.1.A.61	NAF Other Base Support Programs	-	-	3	3
I.1.A.62	NAF Outdoor Recreation	-	-	12	12
I.1.A.63	NAF Veterans Affairs Office	-	-	7	7
I.1.A.64	NAF Youth Affairs Office	-	-	15	15
I.1.A.65	NCO Club Barber's	-	-	3	3
I.1.A.66	NCO Club Operations	-	-	102	102
I.1.A.67	Officers Club Barber's	-	-	1	1
I.1.A.68	Pierce College	-	-	4	4
I.1.A.69	Public Schools	-	-	42	42
I.1.A.70	Reflectone (Air Refueling)	-	-	6	6
I.1.A.71	Retiree Affairs Office	-	-	3	3
I.1.A.72	SATO	-	-	5	5
I.1.A.73	SEI Solid Waste Ref	-	-	2	2
I.1.A.74	Southern Ill University	-	-	3	3
I.1.A.75	St. Martins College	-	-	2	2
I.1.A.76	U.S. Customs	-	-	2	2
I.1.A.77	U.S. Post Office	-	-	2	2
I.1.A.78	Worldwide Serv (Shuttle Serv)	-	-	2	2
TOTAL:					1437

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

- I.1.B.1 **Supported Unit:** 1 FDI DT Det 112 GSU **GSU - Geographically Separated Unit**
Location: Seattle (no ISAs for rest) **REM - Remote Unit**
Support provided: Personnel, finance and accounting.
- I.1.B.2 **Supported Unit:** 1 ASG GSU **GSU - Geographically Separated Unit**
Location: Ft Lewis, WA **REM - Remote Unit**
Support provided: Chapel, pub affirs, social actions, suggestions, wing plans, libraries, morale, fitness, police, safety, shuttle, admin, aud/vis, clubs, comm, community support, educ, motor pool, explos ordn, fin and acctg, food, health, housing, supply, legal, mil pers, mortuary
- I.1.B.3 **Supported Unit:** 1 ASG (cont) GSU **GSU - Geographically Separated Unit**
Location: Ft Lewis, WA **REM - Remote Unit**
Support provided: Purchasing & contracting, TMO, weather, CAMS, PMEL, munitions
- I.1.B.4 **Supported Unit:** 1 Wea GP GSU **GSU - Geographically Separated Unit**
Location: Ft Lewis, WA **REM - Remote Unit**
Support provided: same

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I.1.B.5	Supported Unit: 104 ACN Sq Location: Coos Head, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.6	Supported Unit: 104 ACN Sq O/L AA Location: Kingsley, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.7	Supported Unit: 104 ACS Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.8	Supported Unit: 111 ASOS Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.9	Supported Unit: 114 FS Location: Klamath Falls, Ore. Support provided: Civilian personnel, education, finance and accounting, supply, weather, CAMS.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.10	Supported Unit: 116 ACN Sq Location: Camp Rile, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.11	Supported Unit: 116 ACPF Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.12	Supported Unit: 116 ACS Location: Camp Rilea, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.13	Supported Unit: 119 FG Alert Det Location: Klamath Falls, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.14	Supported Unit: 12 AOP GP Location: Portland IAP, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.15	Supported Unit: 12 AOP GP O/L Location: Coos Head, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.16	Supported Unit: 12 AOP GP O/L AL	GSU	GSU - Geographically Separated Unit
	Location: Camp Rilea, OR		REM - Remote Unit
	Support provided: same		
I.1.B.17	Supported Unit: 12 AOP GP O/L EA	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.18	Supported Unit: 12 AOP GP O/L E	GSU	GSU - Geographically Separated Unit
	Location: Camp Murray, WA		REM - Remote Unit
	Support provided: same		
I.1.B.19	Supported Unit: 12 AOP GP O/L EDA	GSU	GSU - Geographically Separated Unit
	Location: Bellingham, WA		REM - Remote Unit
	Support provided: same		
I.1.B.20	Supported Unit: 123 Ftr Sq	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, OR		REM - Remote Unit
	Support provided: same		
I.1.B.21	Supported Unit: 123 Weather Flight	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: same as above		
I.1.B.22	Supported Unit: 129 ARRГ	GSU	GSU - Geographically Separated Unit
	Location: Moffett Field, AC		REM - Remote Unit
	Support provided: shuttle,housing, lodging, compass calibrator.		
I.1.B.23	Supported Unit: 142 FG	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: suggestion program,disaster prep.,automated data processing/automation,civilian personnel,communication,finance and accounting,food service (MREs only),health, supply,mil. personnel,mortuary,weather, alft trng, NICAD battery storage, CAMS, PMEL		
I.1.B.24	Supported Unit: 143 CCS	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.25	Supported Unit: 176 Composite Group	GSU	GSU - Geographically Separated Unit
	Location: Kulis ANG, Anchorage AK		REM - Remote Unit
	Support provided: Compass Swing only.		

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I.1.B.26	Supported Unit: 1816 RKC Sq O/L Location: Paine, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.27	Supported Unit: 1818 RKS Sq Location: Paine, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.28	Supported Unit: 215 EIS Location: Everett, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.29	Supported Unit: 241 CES Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.30	Supported Unit: 244 CCS Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.31	Supported Unit: 252 CCG Location: Camp Murray, WA Support provided: complete base support	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.32	Supported Unit: 256 CCS Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.33	Supported Unit: 262 CCS Location: Bellingham, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.34	Supported Unit: 272 CCS Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.35	Supported Unit: 304 ARRS Location: Portland IAP, Ore. Support provided: same as above	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.36	Supported Unit: 361 Recruiting Sdn Location: 17 loc:WA/OR.All ISAs follow Support provided: All ISAs follow, except as noted at end. Suggestion program,admin,civilian personnel,education,finance and accounting,health,legal,military personnel,mortuary.	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.37	Supported Unit: 361 Recruiting Sqdn	GSU	GSU - Geographically Separated Unit
	Location: 9 locations in Wash. and Orego		REM - Remote Unit
	Support provided: Chapel svcs, socail actions, suggestion program, library, morale and fitness, admin., audio/visual, automated data processing, automation, civ. pers., clubs, comm., community support, education, fin. and acctg., health, housing, lodging, legal, mil pers, mortuar		
I.1.B.38	Supported Unit: 366CMN Sq O/L A	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, OR		REM - Remote Unit
	Support provided: same		
I.1.B.39	Supported Unit: 412 LST Sq	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.40	Supported Unit: 58 OPS GP	GSU	GSU - Geographically Separated Unit
	Location: Kingsley Field, OR		REM - Remote Unit
	Support provided: same as above, and no ISA for above, this one, and remainder.		
I.1.B.41	Supported Unit: 615 SMS Sq Det 1	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.42	Supported Unit: 83 APS	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: Again, these are all ISAs following, except as noted for those at end of list. same as above		
I.1.B.43	Supported Unit: 939 Rescue Wing	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: Emergency transportation, communication, health, military personnel, weather, C130 Compass Rose equip, core automated maintenance system (CAMS), PMEL.		
I.1.B.44	Supported Unit: AYM HQ O/L TS	GSU	GSU - Geographically Separated Unit
	Location: Kingsley, OR		REM - Remote Unit
	Support provided: same		
I.1.B.45	Supported Unit: CAP AP Det 8	GSU	GSU - Geographically Separated Unit
	Location: Eugene, OR		REM - Remote Unit
	Support provided: same		
I.1.B.46	Supported Unit: Canadian Air Force	GSU	GSU - Geographically Separated Unit
	Location: McChord AFB WA		REM - Remote Unit
	Support provided: Included in NWADS ISA		

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I.1.B.47	Supported Unit: Cobra Judy Program	GSU	GSU - Geographically Separated Unit
	Location: Patrick AFB, FL		REM - Remote Unit
	Support provided: PMEL		
I.1.B.48	Supported Unit: DCIS	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: Admin, audio/vis,civ pers.,finance and accounting,supply, purchasing and contracting, traffic management.		
I.1.B.49	Supported Unit: DCMAO	GSU	GSU - Geographically Separated Unit
	Location: Bellevue, WA		REM - Remote Unit
	Support provided: Social actions,education,finance and accounting, health,housing,lodging,legal,military personnel,traffic management.		
I.1.B.50	Supported Unit: DEC AG	GSU	GSU - Geographically Separated Unit
	Location: Ft Lewis, WA		REM - Remote Unit
	Support provided: same		
I.1.B.51	Supported Unit: DIS	GSU	GSU - Geographically Separated Unit
	Location: Tacoma, WA		REM - Remote Unit
	Support provided: Finance and accounting.		
I.1.B.52	Supported Unit: DPRO	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: Chapel, chaplain,social actions,suggestion pgm,disaster preparedness, police, safety, communications,finance and accounting,health, housing, lodging,supply, legal, military personnel,mortuary, traffic mangt, flight mangt, land survival training, PMEL		
I.1.B.53	Supported Unit: Det 1, 605 TS	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: Chapel Svs, pub affairs, soc act, suggest prog, libraries, morale & fitness, police, Admin, aud vis, comm, education, motor pool, finance/accounting, health, housing, supply, legal, mil personnel, mortuary, TMO, airlift trng, PMEL.		
I.1.B.54	Supported Unit: Det 1, HQ WA ANG	GSU	GSU - Geographically Separated Unit
	Location: Camp Murray,WA		REM - Remote Unit
	Support provided: same		
I.1.B.55	Supported Unit: Det 35	GSU	GSU - Geographically Separated Unit
	Location: Mukilteo, WA		REM - Remote Unit
	Support provided: Public affairs,social actions,suggestion program,disaster prep, PMEL, environ. compliance,fire prot.,libraries,safety,admin.,civ pers.,comm.,engineering,motor pool,fac. and real prop.,fac. maint.,fin. and acctg.,health, supply,purchasing and contract		

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I.1.B.56	Supported Unit: Det 685, AFROTC Sr Location: Corvallis, OR Support provided: Chapel, chaplain, public affairs, social actions, suggestions, support agreements, library, morale, fitness, police, safety, shuttle, admin, aud/vis, auto data process., communications, educ, fin and acctg, food, health, housing, supply, legal, mil pers, trfc mgt, res mg	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.57	Supported Unit: Det 695, AFROTC Sr Location: Portland, OR Support provided: same as above	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.58	Supported Unit: Det 895, AFROTC Sr Location: Ellensburg, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.59	Supported Unit: Det 910, AFROTC Sr Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.60	Supported Unit: ESD CE O/L AA Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.61	Supported Unit: FAA Location: Auburn, WA Support provided: PMEL, PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.62	Supported Unit: FSA FO Location: Renton, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.63	Supported Unit: HQ I Corps & Ft Lewis Location: Ft Lewis, WA Support provided: Fire prot., communcations, education, motor pool, life support, facilities and real property, facility maint. and repair, food, health, supply, purchasing and contracting, refuse, aerial port, utilities, const equip rental.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.64	Supported Unit: HQ ORANG Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.65	Supported Unit: HQ WA ANG Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.66	Supported Unit: JPPS-LEW-DIR Location: Ft Lewis, WA Support provided: Finance and accounting, housing, lodging, military personnel.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.67	Supported Unit: NGS DU O/L ORSA Location: Salem, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.68	Supported Unit: NGS DU O/L WACM Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.69	Supported Unit: NWD SX O/L AG Location: Portland IAP, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.70	Supported Unit: NWD SX O/L AI Location: Hector IAP, ND Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.71	Supported Unit: NWD SX O/L AK Location: Great Falls, MT Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.72	Supported Unit: Strategic Wea Fac Location: Silverdale, WA Support provided: Fire protection, police, safety, motor pool, facilities and real property, facility amintenance and repair, supply, aerial port, maint/repair of aircraft cradles, AGS.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.73	Supported Unit: US Postal Service Location: Federal Way, WA Support provided: PMEL, PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.74	Supported Unit: USA TMDE Spt Gp Location: Ft Lewis, WA Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.75	Supported Unit: USCG MLCPAC Alameda Location: WA and OR units Support provided: Supply, PMEL.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.76	Supported Unit: USPROP & Fiscal Office Location: Camp Murray, WA Support provided: Housing, lodging, NDI, Inspect/repair life preservers, fabricate/test flexible hose & rigid tubing, PMEL.	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.77	Supported Unit: VA Med Ctr Location: Tacoma, WA Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.78	Supported Unit: WA-083, AFROTC Jr Location: Tacoma, WA Support provided: same as above	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.79	Supported Unit: WA-931, AFROTC Jr Location: Tacoma, WA Support provided: Support agreements, shuttle, admin, audio/visual, automated data processing, finance and accounting, health, housing, lodging, supply, traffic management, reports of survey.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.80	Supported Unit: WA-941, AFROTC Jr Location: Tacoma, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.81	Supported Unit: Water Port Logistics Location: Seattle, WA Support provided: Chapel, chaplain, social actions, suggestions, police, safety, admin., audio/vis, civ pers, communication, educ., fin and acctg, health, housing, lodging, supply, legal, mil pers, purchasing and contracting.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.82	Supported Unit: Yakima Research Location: Yakima, WA Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.83	Supported Unit: ZDK DG Location: Ft Lewis, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.84	Supported Unit: ZDO DO O/L WA10 Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.85	Supported Unit: ZHA ME O/L TSBC Location: Ft Lewis, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.86	Supported Unit: ZQU DL Det 9 Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	61512			N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 34

61512 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

There are no known or projected airspace problems that would prevent this.

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT LEWIS distance 5 NM
 Nearest major primary airdrop customer: FORT LEWIS distance 5 NM

I.2.B.2 Distance to foward deployment Air Bases:
 Lajes AB: 4208 NM
 Rota AB: 5203 NM

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Hickam AFB: 2310 NM

RAF Mildenhall: 4754 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	GRAY AAF	5
I.2.B.4	Military airfield, runway \geq 8,000ft	WHIDBEY ISLAND NAS	73
I.2.B.5	Military airfield, runway \geq 10,000ft	PORTLAND INTL	93
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft	Gray AAF	6
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft	Seattle Tacoma IAP	20
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft	Seattle Tacoma IAP	20
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations	Seattle Tacoma IAP	20
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations	Seattle Tacoma IAP	20
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		
	Gray Army Airfield, Ft Lewis	6 NM	

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-570	157 NM	W-460	187 NM	W-93	267 NM

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-237 A,B	108 NM	W-570	157 NM	W-460B	165 NM
W-460	187 NM				

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-237 A,B	108 NM	W-570	157 NM	W-460B	165 NM
W-460	187 NM	W-460A	231 NM	W-93	267 NM
OWYHEE/ PARADISE	390 NM	GABBS NORTH	492 NM	AUSTIN 1	496 NM
AUSTIN/GABBS CN	508 NM	AUSTIN/GABBS N/C	508 NM	Austin1/GABBS N&C	508 NM

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W-260	524 NM	HAYS	560 NM	UTTR	571 NM
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I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
SAYLOR CREEK	394 NM	FALLON B-19	507 NM	FALLON B-17	509 NM
EAGLE/UTTR	545 NM	KITTYCAT/UTTR	562 NM	HAG/UTTR	594 NM
NELLIS R65	697 NM	NELLIS R63	704 NM	CHINA LAKE	706 NM

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

SAYLOR CREEK	394 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

FALLON TACTS	507 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

SAYLOR CREEK	394 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	6	6	9	16	29	58
SR	2	8	11	11	18	19
VR	2	4	5	14	23	39
Total Routes:	10	18	25	41	70	116

Identify Routes:

SR-488 38 NM	SR-489 38 NM	IR-313 69 NM	IR-314 69 NM	IR-344 69 NM	IR-348 79 NM
VR-1350 79 NM	VR-1351 79 NM	IR-341 90 NM	IR-343 90 NM		
VR-1355 129 NM	SR-476 133 NM	SR-475 135 NM	SR-470 142 NM	SR-472 142 NM	SR-471 142 NM
SR-474 143 NM	VR-1354 144 NM				
SR-473 154 NM	SR-478 154 NM	SR-477 154 NM	IR-346 167 NM	VR-1352 185 NM	IR-342 189 NM
IR-340 199 NM					
VR-1302 265 NM	IR-304 272 NM	IR-307 284 NM	IR-300 291 NM	VR-1301 300 NM	VR-319 313 NM
VR-316 322 NM	IR-303 328 NM	IR-301 333 NM	VR-1254 334 NM	IR-302 375 NM	VR-1304 375 NM
VR-1300 375 NM	VR-1250 378 NM	VR-1353 383 NM	IR-271 392 NM		
IR-275 436 NM	VR-1251 447 NM	SR-311 455 NM	VR-202 473 NM	VR-1261 476 NM	IR-280 480 NM
IR-282 480 NM	SR-353 483 NM	SR-301 485 NM	SR-398 496 NM	IR-281 497 NM	IR-290 510 NM
IR-293 510 NM	IR-290A 510 NM	SR-381 519 NM	SR-359 526 NM	VR-1422 542 NM	VR-1423 542 NM
IR-498 543 NM	SR-300 548 NM	IR-264 550 NM	VR-1446 550 NM	IR-235 551 NM	VR-1445 556 NM

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IR-418	567 NM	IR-420	567 NM	VR-201	568 NM	IR-279	572 NM	VR-1205	588 NM		
IR-206	603 NM	IR-237	608 NM	VR-1260	608 NM	IR-425	609 NM	VR-1259	610 NM	VR-209	610 NM
IR-234	611 NM	IR-238	611 NM	VR-1264	613 NM	IR-310	623 NM	IR-479	623 NM	IR-479A	623 NM
IR-478A	623 NM	IR-478	623 NM	VR-208	623 NM	IR-207	637 NM	VR-1252	642 NM	IR-285	650 NM
IR-484	650 NM	VR-249	651 NM	VR-1257	668 NM	IR-485	672 NM	VR-1255	683 NM	IR-266	687 NM
VR-1262	690 NM	VR-1406	691 NM	IR-203	698 NM	IR-286	703 NM	VR-1256	704 NM	IR-431	706 NM
IR-482	706 NM	VR-1253	708 NM	IR-400	723 NM	IR-910	735 NM	SR-390	755 NM	IR-644	760 NM
VR-1265	760 NM	IR-649	760 NM	VR-1206	761 NM	VR-1293	761 NM	IR-480	767 NM	IR-481	767 NM
IR-678	769 NM	IR-200	780 NM	IR-320	788 NM	IR-211	798 NM				

I.2.C.9 IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 543 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
4	13	34

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-626	141 NM	AR-717B	160 NM	AR-628	161 NM	AR-654	175 NM
AR-717A	211 NM	AR-4A SOUTH	231 NM	AR-645	233 NM	AR-630	244 NM
AR-4B SOUTH	263 NM	AR-8A	267 NM	AR-009 EAST	271 NM	AR-9A EAST	271 NM
AR-4A NORTH	285 NM						
AR-4B NORTH	306 NM	AR-010 SOUTHEAST	308 NM	AR-7A	331 NM	AR-8B	353 NM
AR-9A WEST	371 NM	AR-611B	376 NM	AR-452 NORTHEAST	379 NM	AR-452 SOUTHWEST	383 NM
AR-7B	391 NM	AR-610	428 NM	AR-611A	430 NM	AR-648B	444 NM
AR-010 NORTHWEST	455 NM	AR-462	457 NM	AR-648A	474 NM	AR-224	478 NM
AR-001 EAST	489 NM	AR-009 WEST	489 NM	AR-5H WEST	493 NM	AR-5L WEST	493 NM
AR-214	500 NM						

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
983	1240

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-004A	231 NM	372	AR-004B	263 NM	86	AR-010	308 NM	525			0

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I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 308NM from the base."

I.2.C.10d Percentage of tanker demand in region: 6.0
 Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Rich

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BANGER (WATER)	38 NM	✓	✓		0	0
BARBRA (CIR)	56 NM	✓	✓		0	0
BELLER	90 NM	✓	✓	✓	0	0
BORDEN SPRINGS	104 NM	✓	✓	✓	0	0
BRANDON	115 NM	✓	✓	✓	0	0
BUOY(CIR) (H2O)	89 NM		✓		0	0
COMMENCEMENT BAY	9 NM		✓		0	0
DESDEMONA (H2O)/JETTY	82 NM		✓		0	0
GRANT	129 NM	✓	✓		0	9
LARSON CIRCULAR	115 NM	✓	✓	✓	0	9
MICHAEL (A)	115 NM	✓	✓	✓	0	0
MICHAEL (B)	114 NM	✓	✓	✓	0	0
MOSES	129 NM	✓	✓		0	9
POINT SALINAS	7 NM	✓	✓	✓	0	0
PRECIP	7 NM	✓	✓	✓	0	0
RIO HATO - FT LEWIS	7 NM	✓	✓		0	0
ROGERS	7 NM	✓	✓	✓	0	1
ROSE	7 NM	✓	✓	✓	0	1
SELAH CREEK	92 NM	✓	✓	✓	0	0
SILICA	91 NM	✓	✓	✓	0	0
SILICA WEST	91 NM	✓	✓	✓	0	0
SOLO POINT H2O	8 NM		✓		0	0
SUNSET	87 NM		✓		0	0
ZODIAC (H2O)	91 NM		✓		0	0

I.2.C.11.a Drop Zone Servicing Instrument and Slow Routes (IRs and SRs)

GRANT	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
LARSON CIRCULAR	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478

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MOSES	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
ROGERS	SR-488								
ROSE	SR-488								

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:
PACEMAKER 7 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
POINT SALINAS	7 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM)>
YAKIMA FIRING CENTER 88 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base uses ranges on a regular basis

I.2.D.19 The mission or training is adversely impacted by training area airspace encroachment or other conflicts.

The mission/training is impacted by training area airspace encroachment as follows:

Two encroachments: 1) Near Merrill DZ inside the SR 489 corridor 2) Near Rogers DZ inside the 488 corridor.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

Nature and extent of the conflicts: 1)FAA has given approval for a private use airpark to be built 300 meters from leading edge of Merrill DZ, which could make it unsafe to use 2) Restrictions are in place to minimize disturbances to horse ranch .5NM from leading edge of Rogers DZ.

I.2.D.20 MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:

I.2.D.20.a Rogers DZ 1) No high altitude air drop headings due to McChord AFB traffic pattern 2) Restricted run-in headings due to noise problems with nearby horse ranch and bird farm.

I.2.D.21 MOAs/bombing ranges/other training areas are projected to have scheduling restrictions/limitations as follows:

I.2.D.21.a Merrill DZ Falls inside the SR 489 corridor. FAA approved private citizen to build a private use airpark 300 meters from the leading edge of Merrill DZ

I.2.D.22 No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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E. Airspace Used by Base
I.2.E.1 Airspaces scheduled or managed by the base:

AR 606	Air Refueling Track / Anc
AR 619	Air Refueling Track / Anc
AR 628	Air Refueling Track / Anc
AR 630	Air Refueling Track / Anc
AR 717	Air Refueling Track / Anc
DEVILS LAKE EAST	MOA
DEVILS LAKE WEST	MOA
SR 470/471/472	MOA
SR 473	MOA
SR 474	Low Alt Tac Nav Area
SR 475	Low Alt Tac Nav Area
SR 476	Low Alt Tac Nav Area
SR 477	Low Alt Tac Nav Area
SR 478	Low Alt Tac Nav Area
SR 488	Other
SR 489	Low Alt Tac Nav Area
TIGER N/S	MOA
W-570	Warning Area
W-93	Warning Area

Details for airspace scheduled or managed by the base:

Airspace: AR 606

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

I.2.E.2.b There are problems No associated with the environmental analysis.

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**
- I.2.E.5.b** **Primary Rationale:**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 Mil/ARTCC radar operational
- I.2.E.7** **Published availability of the airspace:**
 NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled: 58 hrs**
- I.2.E.7.b** **Hours used: 58 hrs**
- I.2.E.8** **Utilization of the airspace can Not be increased.**
- I.2.E.9** **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: AR 619
- I.2.E.2** **An environmental analysis has Not been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**

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The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a
- I.2.E.5.b Primary Rationale:
- I.2.E.6 Restrictions currently acting on this airspace:
 Mil/ARTCC radar operational
- I.2.E.7 Published availability of the airspace:
 NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled: 15 hrs
- I.2.E.7.b Hours used: 15 hrs
- I.2.E.8 Utilization of the airspace can Not be increased.
- I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10 Description of the volume or area of the Airspace:
- I.2.E.11 100.00 percent of the airspace is usable.
 Airspace: AR 628
- I.2.E.2 An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:
- I.2.E.2.b There are problems No associated with the environmental analysis.

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I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.5.a

I.2.E.5.b **Primary Rationale:**

I.2.E.6 **Restrictions currently acting on this airspace:**

 Mi/ARTCC radar operational

I.2.E.7 **Published availability of the airspace:**

 NOT PUBLISHED

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled: 51 hrs**

I.2.E.7.b **Hours used: 51 hrs**

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR 630

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

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- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**
- I.2.E.5.b** **Primary Rationale:**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 F1240/260
- I.2.E.7** **Published availability of the airspace:**
 NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled: 3 hrs**
- I.2.E.7.b** **Hours used: 3 hrs**
- I.2.E.8** **Utilization of the airspace can Not be increased.**
- I.2.E.9** **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: AR 717

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- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
Mil/ARTCC radar operational
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 18 hrs
- I.2.E.7.b** Hours used: 18 hrs
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
- I.2.E.11** 100.00 percent of the airspace is usable.

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Airspace: DEVILS LAKE EAST

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
No supersonic ops
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,488 hrs
- I.2.E.7.b** Hours used: 717 hrs
- I.2.E.7.c** Reasons for non-use:
Maintenance and weather aborts
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:

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- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: DEVILS LAKE WEST
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
No supersonic ops
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,488 hrs
- I.2.E.7.b** Hours used: 718 hrs
- I.2.E.7.c** Reasons for non-use:
Maintenance and weather aborts
- I.2.E.8** Utilization of the airspace can be increased.

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- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: SR 470/471/472
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
 Completed in June 1993 and remain current.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
 The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
 None
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Badger pocket Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Bird farm near Silver Lake Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Columbia nat Wildlife refuge Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Coulee Dam National Recreation Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Cow Creek Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Desert airport Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.

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- | | | |
|-----------|---|------------|
| I.2.E.3.a | Eagle Reservoir | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Hanford Nuclear Reservation | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Horse ranch near Rogers DZ | Not Listed |
| I.2.E.3.b | Affect on or threat to the quality of training or the mission:
Restrictions have been placed on Rogers DZ to minimize disturbance to the horse ranch. | |
| | | |
| I.2.E.3.a | Mink Farms in Cle Elum area | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Port of Kennewick Tank Farm | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Scootney Reservoir | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Sprague Lake | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Town of Mattawa | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.3.a | Winchester wasteway | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| | | |
| I.2.E.4 | Commercial / civilian encroachment problems associated with the airspace: | |
| | | |
| I.2.E.5 | There are planned expansions (including new airspace) to the base's special use airspace. | |
| I.2.E.5.a | HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes. | |
| I.2.E.5.b | Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft. | |

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I.2.E.3.a	Bird farm near Silver Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Columbia Nat Wildlife Refuge	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Coulee Dam Nat Recreation Are	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse Ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Restrictions have been placed on Rogers DZ to minimize the disturbance to the horse ranch	
I.2.E.3.a	Mink farm in the Cle Elum Area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	

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- I.2.E.3.a** Sprague Lake Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Town of Mattawa Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Winchester wasteway Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
I.2.E.5.a
 McChord is developing MTRs to support future C-17 training.
- I.2.E.5.b** Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6** Restrictions currently acting on this airspace:
 2000' AGL over Columbia Refuge
- I.2.E.7** Published availability of the airspace:
 Availability not published, but all slow routes sceduled at McChord are available 24 hrs/day.
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 38 hrs
I.2.E.7.b Hours used: 38 hrs
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
 The airspace within 5 NM either side of centerline from 300' AGL to 1500' AGL.
- I.2.E.11** 100.00 percent of the airspace is usable.
 Airspace: SR 474
- I.2.E.2** An environmental analysis has been conducted for this airspace.

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- I.2.E.3.a Horse ranch near Rogers DZ Not Listed
- I.2.E.3.b Affect on or threat to the quality of training or the mission:
Restrictions have been placed on the DZ to minimize disturbance to the horse ranch.
- I.2.E.3.a Mink farms, nr Cle Elum Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Port of Kennewick tank farm Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Scootney Reservoir Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Sprague Lake Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Town of Mattawa Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Winchester wasteway Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a
HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 **Restrictions currently acting on this airspace:**
2000' AGL over Coulee Nat Rec
- I.2.E.7 **Published availability of the airspace:**
Availability not published, but all slow routes scheduled at McChord are available 24 hrs/day.
Range scheduling statistics (yearly average from 1990 to 93.

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- I.2.E.7.a** **Hours scheduled:** 24 hrs
- I.2.E.7.b** **Hours used:** 23 hrs
- I.2.E.7.c** **Reasons for non-use:**
 Aircraft and mission cancellations due to maintenance, lack of airframes, operational needs, HHQ direction, ground and weather aborts.
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The airspace within 5 NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route defined in route section in each description.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 475
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 Completed in June 93 and still current.
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a** **Badger Pocket** Not Listed
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a** **Bird Farm near Silver Lake** Not Listed
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a** **Columbia Nat Wildlife Refuge** Not Listed
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**

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I.2.E.3.a	Coolee Dam Nat Recreation area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hansford Nuclear Reservation,	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Restrictions have been placed on Rogers DZ to minimize disturbance to the horse ranch	
I.2.E.3.a	Mink farms near Cle Elum	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Sprague Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Town of Mattawa	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	

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- I.2.E.3.a** Winchester wasteway Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b** **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6** **Restrictions currently acting on this airspace:**
- 2000' AGL over Columbia Refuge
- I.2.E.7** **Published availability of the airspace:**
- Availability not published, but all slow routes scheduled at McChord are available 24 hrs/day.
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled:** 0 hrs
- I.2.E.7.b** **Hours used:** 0 hrs
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** **Description of the volume or area of the Airspace:**
- The airspace within 5 NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route defined in "route" section in each description.
- I.2.E.11** 100.00 percent of the airspace is usable.
- Airspace: SR 476**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
- Environmental analysis completed in June 1993 and is still current.
- I.2.E.2.b** There are problems No associated with the environmental analysis.

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- I.2.E.3.a Mink farms in CLE Elum area Not Listed
- I.2.E.3.b Affect on or threat to the quality of training or the mission:
Affect on quality of training - 3000 ft AGL restriction from point D to F
- I.2.E.3.a Port of Kennewick tank farm Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Scootney Reservoir Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Sprague Lake Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Town of Mattawa Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Winchester Wasteway Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a
HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 Restrictions currently acting on this airspace:
2000' AGL over Alpine Lakes
Route width between pt F and G
- I.2.E.7 Published availability of the airspace:
The availability of each route is not published but are available 24 hours a day.
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 0 hrs
- I.2.E.7.b Hours used: 0 hrs

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- I.2.E.8 Utilization of the airspace can be increased.**
- I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10 Description of the volume or area of the Airspace:**
 Airspace within 5NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route is defined in the "route" sectiona in each description. SR 476, between points F and G does have a decreased route width as noted in "Route Width".
- I.2.E.11 100.00 percent of the airspace is usable.**
Airspace: SR 477
- I.2.E.2 An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a Status of the environmental analysis and supplement:**
 Completed in June 1993 and is still current.
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
 The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Badger Pocket Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Bird farm near Silver Lake Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Columbia Nat Wildlife Refuge Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Coulee Dam Nat Recreation Are Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**

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I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Restrictions have been placed on Rogers DZ to minimize the disturbance to the horse ranch.	
I.2.E.3.a	Mink farm in the Cle Elum area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Sprague Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Town of Mattawa	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Winchester Wasteway	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.4	Commercial / civilian encroachment problems associated with the airspace:	

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I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.5.a

HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.

I.2.E.5.b **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

The availability of each route is not published but is available 24 hours per day.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 78 hrs

I.2.E.7.b **Hours used:** 77 hrs

I.2.E.7.c **Reasons for non-use:**

Aircraft and mission cancellations due to maintenance, lack of airframes, operational needs, higher headquarters direction, and ground and air weather aborts.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The airspace within 5NM either side of centerline from 300' AGL to 1500' AGL.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 478

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed in June 1993 and is still current.

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Badger Pocket Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Bird farm near Silver Lake Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Columbia Nat Wildlife Refuge Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Coulee Dam Nat Recreation Are Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Cow Creek Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Desert Airport Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Eagle Reservoir Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Hanford Nuclear Reservation Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Horse ranch near Rogers DZ Not Listed
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:
-
- I.2.E.3.a** Mink farm in the Cle Elum area Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
-
- I.2.E.3.a** Port of Kennewick tank farm Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.

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- I.2.E.3.a Scootney Reservoir Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Sprague Lake Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Town of Mattawa Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Winchester Wasteway Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.
 I.2.E.5.a
 HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:
 The availability of each route is not published but is available 24 hours per day.
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 56 hrs
 I.2.E.7.b Hours used: 56 hrs
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10 Description of the volume or area of the Airspace:
 The airspace within 5NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route is defined in the "route" section i

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I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Affect on quality of training	
I.2.E.3.a	Mink farm in the Cle Elum area	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Affect on quality of training - 3000 ft AGL restriction from point D to F	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Sprague Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Town of Mattawa	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Winchester Wasteway	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.4	Commercial / civilian encroachment problems associated with the airspace:	
I.2.E.5	There are planned expansions (including new airspace) to the base's special use airspace.	
I.2.E.5.a	HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.	
I.2.E.5.b	Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.	

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I.2.E.3.a	Bird farm near Silver Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Columbia Nat Wildlife Refuge	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Coulee Dam Nat Recreation Are	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission:	
I.2.E.3.a	Mink farm in the Cle Elum area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	

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Airspace: TIGER N/S

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
No supersonic ops
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 537 hrs
- I.2.E.7.b** Hours used: 258 hrs
- I.2.E.7.c** Reasons for non-use:
Maintenance and weather aborts
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:

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- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: W-570
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
 The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- Laterally realign and expand to the north and west - no written proposal yet so community reaction cannot be assessed
- I.2.E.5.b** **Primary Rationale:** Purpose is to provide needed low altitude airspace to continue flying operations in VFR conditions away from coastal weather
- I.2.E.6** **Restrictions currently acting on this airspace:**
- Supersonic >30NM coast
- I.2.E.7** **Published availability of the airspace:**
- PUBLISHED BY NOTAM
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled:** 3,261 hrs
- I.2.E.7.b** **Hours used:** 3,261 hrs
- I.2.E.8** **Utilization of the airspace can be increased.**

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- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
155 NM from McChord from surface to FL500
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: W-93
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
Vertically increase altitude, status is ongoing - no written proposal yet so community reaction cannot be assessed
- I.2.E.5.b** **Primary Rationale:** Purpose is to establish a standard upper limit altitude which is vertically uniform with adjacent warning areas
- I.2.E.6** **Restrictions currently acting on this airspace:**
Supersonic >30NM coast
- I.2.E.7** **Published availability of the airspace:**
PUBLISHED BY NOTAM
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:** 215 hrs
- I.2.E.7.b** **Hours used:** 215 hrs

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- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10 Description of the volume or area of the Airspace:
277 NM from McChord from surface to FL 180
- I.2.E.11 100.00 percent of the airspace is usable.

Commercial Aviation Impact

- I.2.E.12 The base is Not joint-use (military/civilian).
- I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Aero Plaza	Uncontrolled
American Lake	Uncontrolled
Apex	Uncontrolled
Asplund	Uncontrolled
Auburn Academy	Uncontrolled
Auburn Muni	Civilian
Bandera State	Uncontrolled
Bear Canyon	Uncontrolled
Bear Valley	Uncontrolled
Bergseth	Uncontrolled
Boeing Field	Commercial
Bremerton	Civilian
Burnt Ridge	Uncontrolled
Campbell	Uncontrolled
Cawley St Prairie	General Aviation
Chehalis/Centralia	Civilian
Cougar Mtn	Uncontrolled
Crest	General Aviation
Curtis	Uncontrolled
D&B	Uncontrolled
Dwight	Uncontrolled
Elma	General Aviation

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Enumclaw	General Aviation
Evergreen	Uncontrolled
Firstair	General Aviation
Flying B	Uncontrolled
Flying Carpet	Uncontrolled
Fort Lawton	Military
Gower	Uncontrolled
Gray Army Airfield	Military
Harris	Uncontrolled
Harvey	General Aviation
Kadwell	Uncontrolled
Kapowsin	General Aviation
Kenmore	Civilian
Kimbrel Farms	Uncontrolled
Kishman	General Aviation
Lake Union	Civilian
Martha Lake	Civilian
My Arpt	Uncontrolled
Olympia	Civilian
Packwood	Uncontrolled
Paine Field	General Aviation
Pierce County	Civilian
Port of Poulsbo	Civilian
Port Orchard	Uncontrolled
R&K	General Aviation
Randle-Kiona	Uncontrolled
Renton	General Aviation
Sanderson	Civilian
Sea-Tac Int'l	Commercial
Shady Acres	Uncontrolled
Skatter Creek	Uncontrolled
Spanaway	Civilian
Strom	Uncontrolled
Swanson	General Aviation

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Tacoma Narrows	Civilian
Tate	Uncontrolled
Taylor	Uncontrolled
Toledo-Win.	General Aviation
Vashon Muni	Uncontrolled
Wax Orchards	Uncontrolled
Western	Uncontrolled
Wissler	Uncontrolled

12.E.14 Civilian/commercial operators or other airspace users constrain or limit operations:

12.E.14.a Description of impacts: Operational constraints. Civilian and commercial traffic in our training airspace and in the vicinity of McChord is steadily increasing. This, in conjunction with the McChord MTRs, has made flying in the local area and training area more difficult.

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Appleton Gwen Site	Communications Site	11	11	
II.1.A.2	Grant Trng Annex	Hangar			
II.1.A.3	McChord AFB, WA	Main Base	4,616	4,333	180
II.1.A.4	McChord Train. Anx	Drop Zone-Train Anne	1,129		
II.1.A.5	Mukilteo DFP	Fuel Storage	21	20	1
		TOTALS:	5,777	4,364	181

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	30	83.0	17.0	0.0	30
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	34,910	61.0	39.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	597,411	71.0	15.0	14.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	76,400	74,675	100.0	0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	100,410	100,426	66.0	25.0	9.0	16
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	172,729	172,729	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	34,915	30,629	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	8,815	8,815	100.0	0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	167,086	61.0	14.0	25.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	27,206	27,206	46.0	54.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	26,351	18,480	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	712,018	31.0	68.6	0.4	N/A
II.1.B.1.e.i	211-111	Maintenance Hangar	SF	39,000	318,629	6.0	94.0	0.0	279,629
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	72,000	93,180	80.0	20.0	0.0	0

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II.1.B.1.e.iii	211-152a	DASH 21	SF	24,000	21,559	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,983	0.0	100.0	0.0	983
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	27,705	91,673	49.0	51.0	0.0	63,968
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	12,130	56,996	93.0	7.0	0.0	44,866
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	77,471	49,159	8.0	92.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	44,839	63,555	29.0	71.0	0.0	18,566
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	43,940	25,391	76.0	24.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	5,445	7,793	59.0	0.0	41.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	240	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	68,221	74.0	0.0	26.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	47,500	42,796	79.0	0.0	21.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	6,512	6,512	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	14,580	20,421	100.0	0.0	0.0	5,841
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	21,967	27,555	100.0	0.0	0.0	5,588
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	19,882	59.0	19.0	22.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	24,436	11,714	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	23,233	27,501	100.0	0.0	0.0	4,268
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,448	9,448	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,600	8,539	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	88,084	19.0	0.0	81.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
	312			N/A	0				

Offending Command = Fn
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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** Expansion of training airspace is possible.
- I.2.F.1.a** Estimated expansion potential is 100.0 percent. Rationale for estimate:
The number of slow routes could be doubled in eastern Wash. state, since the primary drop zone there is circular and can be approached from almost any direction. Expansion not possible in western Wash.
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
- I.2.F.4** Current special use airspace and training areas do Not meet all training requirements.
- I.2.F.4.a** Some of training requirements ONLY be met by deployed, off-station training.
- I.2.F.4.b** Degradation experienced:

G. Composite / Integrated Force Training

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
FORT LEWIS
5 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:
Whidbey Island NAS
90 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
McChord, 39th Aeromed Sqdn
1 mi from the base.
- I.2.G.5** DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / 1/2 mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
97.3	96.1	88.8	78.2	75.9

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 98.6 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 11 Days have freezing participation (mean per year).

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	4.3 MG/D	MG/D - million gallons per day	48%
II.3.A.2 Sewage:	4.5 MG/D		32%
II.3.A.3 Electrical distribution:	19.44 MW	MW - million watts	94%
II.3.A.4 Natural Gas:	4.93 MCF/D	MCF/D - million cubic feet per day	33%
II.3.A.5 High temperature water/steam generation/distribution:	250.0 MBTUH	MBTUH - million British thermal units per hour	16%

II.3.B Characteristics regarding the utility system that should be considered:

Adequate water supply exists. Electricity inexpensive; 10% increase in elect. requirements possible. Natural gas fuels steam gen. plant; service adequate. Steam plant has significant additional capacity. Waste treated at adjacent Ft Lewis...

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 1 Hanger

Current Use:

II.4.A.2 Size (SF): 90,422 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	212 ft	92 ft	220 ft

II.4.A.1 Facility number: 2 Hanger

Current Use:

II.4.A.2 Size (SF): 90,422 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	216 ft	92 ft	220 ft

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II.4.A.1 Facility number: 3 Hanger

Current Use:

II.4.A.2 Size (SF): 90,694 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	214 ft	92 ft	245 ft

II.4.A.1 Facility number: 4 Hanger

Current Use:

II.4.A.2 Size (SF): 100,209 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	214 ft	92 ft	245 ft

II.4.A.1 Facility number: 300 Hanger

Current Use: Hangar-warehouse

II.4.A.2 Size (SF): 43,394 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	64 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	69 ft	30 ft	66 ft

II.4.A.1 Facility number: 304 Hanger

Current Use: Hangar

II.4.A.2 Size (SF): 28,347 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	172 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	161 ft	30 ft	119 ft

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II.4.A.1 Facility number: 342 Hanger

Current Use: Fuel Cell

II.4.A.2 Size (SF): 6,180 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	68 ft	20 ft	
II.4.A.6	Largest unobstructed space inside the facility:	68 ft	24 ft	60 ft

II.4.A.1 Facility number: 1164 Nose Dock

Current Use:

II.4.A.2 Size (SF): 18,566 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	198 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	35 ft	86 ft

II.4.A.1 Facility number: 1165 Nose Dock

Current Use:

II.4.A.2 Size (SF): 26,378 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	198 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	179 ft	35 ft	88 ft

II.4.A.1 Facility number: 1166 Nose Dock

Current Use:

II.4.A.2 Size (SF): 26,378 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	198 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	35 ft	88 ft

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II.4.A.1 Facility number: 1167 Nose Dock

Current Use:

II.4.A.2 Size (SF): 21,571 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	35 ft	88 ft

II.4.A.1 Facility number: 1169 Nose Dock

Current Use: Supply Warehouse

II.4.A.2 Size (SF): 11,600 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	166 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	152 ft	26 ft	68 ft

II.4.A.1 Facility number: 1170 Nose Dock

Current Use: Supply Warehouse

II.4.A.2 Size (SF): 12,275 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	166 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	152 ft	26 ft	68 ft

II.4.A.1 Facility number: 1175 Hanger

Current Use: Fuel Cell

II.4.A.2 Size (SF): 19,194 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	201 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	203 ft	35 ft	85 ft

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AMU facility	35	75-80	AMU must be "ramp side" to provide maintenance to the supported aircraft. FY96 MILCON project programmed to replace this building.
Air Freight Terminal	100	CZ	Facility became incompatible when CZ was expanded.
Army Deployment	0	65-70	MILCON project will allow for demolition of this building o/a April 1997.
Army deployment facilities	50	70-75	Incompatibility came after construction
Base Billeting Office	12	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY98 MILCON program.
Base Chapel	240	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Base Chapel	240	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Base Chaplain Admin building	15	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Base Education Center	108	70-75	Incompatibility caused by a past runway extension. Approval and funding of an FY97 consolidated Support Center MILCON project will allow demolition of this facility.
CCT Squadron facilities	30	75-80	A past, major airfield extension placed these buildings in incompatible noise zone. An FY98 MILCON project programmed to replace the buildings.
Fighter aircraft hush house.	5	CZ	Permanent waiver to airfield criteria was issued.
MFH	60	65-70	Incompatibility caused by a past runway extension. Replacement facilities programmed in the FY96 MFH project.
MFH facilities	9	70-75	Incompatibility created by increased flying operations since construction. Continued use of these facilities is required due to a housing shortage at McChord AFB.
Medical Clinic Facilities	146	70-75	It is necessary for these facilities to be in the immediate vicinity of the permanent, masonry clinic building. Approval and funding of an FY2000 composite medical clinic will allow demolition of these facilities.
OSI	20	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 Mission Support Center MILCON project.
Religious Ed Facility (B609)	80	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.

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Religious Ed facility	40	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Security Police fox hole	2	CZ	Permanent waiver has been issued for this facility.
Security Police squadron facilities	30	70-75	A past R/W extension caused incompatibility. Approval and funding of an FY99 MILCON project for a Mission Support Center will allow demolition of these facilities.
VAQ	26	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
VORTAC	0	CZ	Permanent waiver issued.
Weapons release shop.	18	CZ	A permanent waiver was issued.
light pole--40ft. Penetrates the 7:1 transitional plane	0	APZ 1	Required for lighting of L ramp during nighttime munitions loading. Waiver granted.
water well	0	CZ	Uninhabited facility that has been granted a permanent waiver.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary	Anticipated completion date
3000 SF control tower will penetrate 7:1 transitional plane.	11	APZ 1	Only available site that satisfies requirement to provide controllers an unobstructed view of entire runway, approach zones, and taxiways.	Jan 96

Air Space Encroachment

- II.6.K Noise complaints are received from off base residents.**
- II.6.K.1 5.0 noise complaints per month (average) are received from off base residents.**
- II.6.L The base has implemented noise abatement procedures as follows:**
- II.6.L.1 1. Local base regulation specifies noise abatement procedures for flight and maintenance operations between 2300L and 0600L hrs ("quiet hours). 2. A large flight planning chart on display in Base Ops shows "no fly" areas for flight crews.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 12 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: Assigned: seven 40K, eleven 25K, nine 25K TAC loaders; three Cochran loaders; two TA-40s; and these forklifts: 16-4Ks, 35-10Ks (std), 30-10Ks (AT), 3-13Ks (AT).

III.1.A.2 18 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 4 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
Panero-I	2400	4	4	4	4
Pritchard-II	1800	4	12	4	4
Phillips-III	1200	0	2	2	2
III Modified	2400	0	7	5	5

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III.1.C.3 13 fuel storage tanks support the operational fuel hydrant system:

Storage tank Capacity:	Tanks with this capacity
49980	10
105000	1
420000	2

III.1.C.4 The hydrant system is 0.7 miles from the bulk storage area.

III.1.C.5 No pits are certified for hot pit operations.

III.1.D The base bulk storage facility is serviced by a pipeline.

III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.

III.1.D.2 There are no limitations to continuous service from the primary source.

III.1.D.3 -491,862 gallon shortfall

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 Other receipt modes available: Tank Trucks

Number of offload headers: 6

3 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 6 refueling unit fillstands are available.

III.1.D.5.a 6 refuelers can be filled simultaneously.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1 sustained: 705600
maximum: 3450310

III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).

III.1.D.7.a Supporting DFSP: Buckeye Pipeline

III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:

Square footage available (including physical capacity limit):

III.1.E.2 Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	1016000	0
Square footage available (including physical capacity limit):	43266	0
Normal installation mission storage requirement:	499729	18872

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III.1.F The base has a dedicated hot cargo pad.

III.1.F.1 Hot cargo pad access limitations:

Not accessible to wide-bodied aircraft..

III.1.F.2 The size of the hot cargo pad is 70,000 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000

III.1.F.4 The hot pad access is turn around.

III.1.F.5 The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 60.

III.1.F.6 Aircraft using pad over the last 5 years:

C-141,C-9, C-5, FH-227, KC-10, KC-135, DC-8, C-130, A-10, F-16, A-7.Also, various small contract aircraft.

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

FORT LEWIS	5 NM
------------	------

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Bangor	34 NM
Bremerton	26 NM
Lakeview - Mobase	1 NM
Seattle	29 NM
Tacoma - Fort Lewis	7 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Seattle/Tacoma	83 NM
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III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

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- III.1.K** No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.
- III.1.L** Unique missions performed by the base medical facility:
 A 250-bed aeromedical staging facility, second echelon patient retrieval team, second echelon decontamination team, second echelon medic
 Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,
- III.1.M** Base medical facilities project planned to begin before to 1999:
 1) Install AC/Split Svc/Modify Temp control in numerous buildings 2) Replace flight medicine 3) Construct Mental health Clinic 4) Renov
 Facilities projects include military construction program (MCP) or Operations and Maintenance (O&M) alterations.
- III.1.M.1** The project has been approved.
- III.1.M.2** No major MCP has been completed since 1989.
- III.1.N** Base facilities have a total excess storage capacity of 12,258 sq ft.
- III.1.N.1** Base facilities have a total covered storage capacity of 256,240 sq ft.
- III.1.N.2** Breakout of the total covered storage capacity:
- | | |
|--|---------------|
| Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store): | 209,801 sq ft |
| Mobility storage: | 44,215 sq ft |
| War Readiness Support Kits (WRSK) storage: | 23,876 sq ft |
- III.1.O** 220 light military vehicles are on base.
- III.1.P** 395 heavy military and special vehicles are on base.

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Section IV**1. Base Budget****IV.1 Non-payroll portion of the base budget for prior years:**

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,210.00 \$sK	0.00 \$sK	1,210.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,966.00 \$sK	0.00 \$sK		1,966.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,930.00 \$sK	0.00 \$sK			1,930.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	998.00 \$sK	0.00 \$sK				998.00 \$sK
		xxx56 TOTALS:			1,210.00 \$sK	1,966.00 \$sK	1,930.00 \$sK	998.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	9,825.00 \$sK	2,582.00 \$sK	12,407.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,234.00 \$sK	2,275.00 \$sK		6,509.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	268.00 \$sK	0.00 \$sK			268.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	955.00 \$sK	0.00 \$sK				955.00 \$sK
		xxx76 TOTALS:			12,407.00 \$sK	6,509.00 \$sK	268.00 \$sK	955.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,656.00 \$sK	1,093.00 \$sK			9,749.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,994.00 \$sK	788.00 \$sK				2,782.00 \$sK
		xxx78 TOTALS:			0.00 \$sK	0.00 \$sK	9,749.00 \$sK	2,782.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	243.00 \$sK	0.00 \$sK	243.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	228.00 \$sK	0.00 \$sK		228.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	285.00 \$sK	0.00 \$sK			285.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	256.00 \$sK	0.00 \$sK				256.00 \$sK
		xxx90 TOTALS:			243.00 \$sK	228.00 \$sK	285.00 \$sK	256.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,086.00 \$sK	6.00 \$sK	1,092.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	488.00 \$sK	20.00 \$sK		508.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	474.00 \$sK	43.00 \$sK			517.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	372.00 \$sK	43.00 \$sK				415.00 \$sK
		xxx95 TOTALS:			1,092.00 \$sK	508.00 \$sK	517.00 \$sK	415.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	8,881.00 \$sK	223.00 \$sK	9,104.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,671.00 \$sK	581.00 \$sK		7,252.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,502.00 \$sK	1,972.00 \$sK			11,474.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,644.00 \$sK	2,095.00 \$sK				8,739.00 \$sK
		xxx96 TOTALS:			9,104.00 \$sK	7,252.00 \$sK	11,474.00 \$sK	8,739.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	4,388.00 \$sK	0.00 \$sK	4,388.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	3,516.00 \$sK	0.00 \$sK		3,516.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	5,477.00 \$sK	0.00 \$sK			5,477.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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7045	3,108.00 \$sK	10.00 \$sK				3,118.00 \$sK
MFH TOTALS:			4,388.00 \$sK	3,516.00 \$sK	5,477.00 \$sK	3,118.00 \$sK

2. Relocation Costs

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

Total relocation costs: \$ 0.00 K

UNCLASSIFIED

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Section IV/V Level Playingfield COBRA Data

16-Feb-95

UNCLASSIFIED

IV/V.79

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Section VI Economic Impact

Economic Area Statistics:

Unemployment Rates (FY93/3 Year Average/10 Year Average)

//

Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 18.0 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$778

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
Pierce County Transit Service. Route 204: 37 busses Mon-Fri, 27 busses Sat & Sun. Route 300: 62 busses Mon-Fri, 50 busses Sat, 32 busses Sun.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 28 miles
- VII.1.B.2 Airport name: Sea-Tac IAP
- VII.1.B.3 Number of commercial air carriers available at the airport: 22
- VII.1.B.4 Average round trip commuting time to work: 42 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	Lakewood YMCA	3	0 Hrs.	08	Min.
VII.1.C.2 Movie theater	Lakewood Mall Cineplex	3	0 Hrs.	07	Min.
VII.1.C.3 Public golf course	Meadow Park	5	0 Hrs.	10	Min.
VII.1.C.4 Bowling lane	Bowlero Lanes	3	0 Hrs.	08	Min.
VII.1.C.5 Boating	American Lake	4	0 Hrs.	10	Min.
VII.1.C.6 Fishing	American Lake	4	0 Hrs.	10	Min.
VII.1.C.7 Zoo	Point Defiance Zoo	16	0 Hrs.	30	Min.
VII.1.C.8 Aquarium	Point Defiance Zoo/Aquarium	16	0 Hrs.	30	Min.
VII.1.C.9 Family theme park	Wild Waves/Enchanted Park	16	0 Hrs.	30	Min.
VII.1.C.10 Professional sports	Tacoma Dome	10	0 Hrs.	15	Min.

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VII.1.C.11	Collegiate sports	Pacific Lutheran University	8	0 Hrs.	17	Min.
VII.1.C.12	Camping facilities	Nisqually	14	0 Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Steilacom	8	0 Hrs.	17	Min.
VII.1.C.14	Outdoor winter sports	Crystal Mountain	70	1 Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Lakewood Mall 0 hrs 7 min (3 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Tacoma, WA 0 hrs 15 min (10 Miles)

Local area crime rate:

- VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 920
- VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 5833

2. Education

- VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1
- VII.2.B Local high schools offer a four-year English program.
- VII.2.B Local high schools offer a four-year Math program.
- VII.2.B Local high schools offer four-year Foreign Language programs.
- VII.2.C Local high schools offer an Honors program.
- VII.2.D 38.0 percent of high school students go on to either a two- or four-year college
- VII.2.E There are opportunities for off-base education within 25 miles of the base.
- VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:
Bates Technical, Clover Park Technical, Green River Community College, Pierce College, Puget Sound Community Col, Tacoma Community Col., Capitol Business College, Auburn Flight Svcs., Teller Training Institute, Kent Beauty School, BJs Beauty and Barber School
- VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:
City Univ., Evergreen State, Green River CC, Highline CC, Pacific Lutheran Univ, Pierce Col., St Martin's Col., Tacoma CC, Univ of Puget Sound, Univ of Washington (Tacoma).
- VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:
City Univ., Evergreen State, Pacific Lutheran Univ., St Martin's College, Univ of Puget Sound, Univ of Washington (Tacoma)

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3. Spousal Employment

- VII.3.A 84.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 69.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 7.5 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 4.9 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 1.7 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 3.5 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: Puget Sound Air Pollution Control Agency

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 No pollutants in maintenance

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Moderate
Ozone	Marginal
PM-10	Moderate

VIII.1.C There are critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

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II.4.A.1 Facility number: 1178 Hanger
 Current Use: Wash Rack

II.4.A.2 Size (SF): 33,431 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	200 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	220 ft	35 ft	134 ft

5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	16 CZ	42	207	60.0	Sig Incompat	18.0	18.0	24.0	9.0	0.0	31.0
	34 CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	16 APZ 1	1,727	344	25.0	Sig Incompat	23.0	20.0	27.0	18.0	0.0	12.0
	34 APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.3	16 APZ 2	3,448	482	82.0	Sig Incompat	81.0	8.0	1.0	2.0	0.0	8.0
	34 APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	17,097	5,183	44	Sig Incompat	44.0	23.0	7.0	15.0	0.0	11.0
II.6.A.5	70-75	6,489	732	51	Sig Incompat	50.0	11.0	12.0	7.0	0.0	20.0
II.6.A.6	75-80	278	200	54	Sig Incompat	50.0	4.0	15.0	18.0	0.0	13.0
II.6.A.7	80+	0	16	0	Gen Compat	0.0	0.0	25.0	20.0	0.0	55.0

II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.B.1	16 CZ	42	207	60.0	Sig Incompat	18.0	18.0	24.0	9.0	0.0	31.0

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II.6.B.1	16	CZ	42	207	0	Sig Incompat	20.0	20.0	45.0	9.0	0.0	0.0
	34	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	16	APZ 1	1,727	344	25	Sig Incompat	23.0	20.0	36.0	18.0	0.0	3.0
	34	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.3	16	APZ 2	3,789	482	90	Sig Incompat	89.0	7.0	1.0	2.0	0.0	1.0
	34	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	19,283	5,183	51	Sig Incompat	51.0	23.0	7.0	14.0	0.0	5.0
II.6.B.5	70-75	7,323	732	56	Sig Incompat	55.0	15.0	14.0	2.0	0.0	14.0
II.6.B.6	75-80	314	200	54	Sig Incompat	50.0	4.0	30.0	16.0	0.0	0.0
II.6.B.7	80+	0	16	0	Gen Compat	0.0	0.0	80.0	20.0	0.0	0.0

II.6.C The most recent, publicly released AICUZ study is dated Aug 93

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Oct 92
 The study is still valid.

II.6.F Local governments have Not incorporated AICUZ recommendations into land use controls

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

Significant development currently exists in one or more AICUZ zone.

No significant development is projected for any AICUZ zone.

Summary of existing, started, announced, or anticipated development:

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
CZ	Industrial/Resi den	Existing	TBD	City of Tacoma	The 33 acres of existing devel consist of 13acres industrial,10acres commercial,10 acres single family residential.

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APZ 1	Residential	Existing	TBD	City of Tacoma	Total of 344 acres. Single family and multi-family units with density of some exceeding the 1 to 2 dwelling units per acre criteria constitute 25% incompatible land use. Further development expected for industrial uses within existing open areas.
APZ 2	Residential	Existing	TBD	City of Tacoma	Total of 482 acres. Single family and some multi-family units with density of some exceeding the 1 to 2 dwelling units per acre criteria. Incompatible land use: 82%. Foresee further increases in incompatible uses due to residential construction.
65-70	Residential	Existing	TBD	City of Tacoma	The 44 to 54 percent incompatible land uses within the DNL contours north of the base are predominantly single family dwelling units and some multi-family units with inadequate noise attenuation. Expect added attenuation as older homes are replaced

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H Population figures and projections:

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Tacoma PMSA	322000	412000	486000	586000	656085
Pierce County/City of Tacoma	321600	412344	485643	586203	656085

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Pierce County/ City of Tacoma	321600	412344	485643	586203	656085

II.6.I Clear zone acquisition has Not been completed.

II.6.I.1

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
16	44 acres	Oct 1997	\$ 27 M

II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatibility is necessary
2 Wind socks	0	CZ	Permanent waiver issued.
8-bay fighter aircraft alert hangar.	10	CZ	Became incompatible when CZ was expanded. Permanent waiver issued.

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E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a The state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b The state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergent generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is On-base and the source is:
Aquifers

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. TCE, jet fuel and diesel in some of the groundwater.

VIII.3.A.2 The contaminated groundwater is Not a potable water source.

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 9 water wells exist at the base.

VIII.3.D No wells have been abandoned.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	Carter Lake	2.00 Acres
	Clover Creek	0.00 Acres
	Morey Pond	3.00 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

VIII.4.B Special permits are Not required

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(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is No known contamination to the base or local community surface water

5. Wastewater

VIII.5.A Base wastewater is treated by On-Base facilities.

VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:

McChord's wastewater treated at a plant on adjacent Ft Lewis

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

Storm water discharges to Clover Creek must meet oil, grease and pH criteria.

VIII.6.B

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 35.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

VIII.8.A Ecological or wildlife management areas ON the base:

There are No ecological or wildlife management areas
ADJACENT TO the base.

Clover Creek, Morey Creek, Morey Pond, Carter Lake.
Mountain View, Porter Hills, Westcott Hills, Gasking Park,

VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.

Oregon White Oak woodland
Ponderosa Pine savanna

VIII.8.B The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.

oak woodland
pine woodland
wetlands

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D The presence of these resources does not constrain CURRENT construction activities/operations.

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A Threatened and/or endangered species identified on the base:

Species	Kingdom				Remarks
Aster curtus (White top aster)	Plant	Federa	Candidate	Threatened	
Aster curtus	Plant	State	Candidate	Threatened	
Bald Eagle	Animal	State	Listed	Threatened	Not resident at McChord but "flies over" on occasion
Bald Eagle	Animal	Federa	Listed	Threatened	Not resident at McChord but "flies over" on occasion
Sciurus griseus (Western gray squirrel)	Animal	State	Listed	Threatened	Squirrels found in five locations in 1993 survey.
Sialia mexicana (Western blue bird)	Animal	State	Candidate	Threatened	Successful nest box and banding program over last three years: 58 nest boxes placed and 20 fledgling birds banded.

VIII.9.B Special Concern species identified on the base:

Species	Kingdom			Remarks
Great blue heron (Ardea herodias)	Animal	State	Special Concern	Seen feeding at a lake and creek but no nest sites have been noted.

VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

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10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1 Identification and type of wetland: Approximate acreage:
Study underway to identify our "types" of wetlands 123

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites: Significant status:
Cultural resources survey now Survey to be completed by Dec 95.
underway.

VIII.12.B 20 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

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VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 Native Americans or others use/identified sacred areas or burial sites on or near base:

Native American sacred areas located at adjacent US Army fort, Ft Lewis

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 65 IRP sites have been identified

VIII.13.A.2 3 IRP sites extend off base.

VIII.13.A.3 4All on-site remediation is estimated to be in place in 7484

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Analysis and Testing	\$152.000 K	\$160.000 K	\$165.000 K	\$170.000 K	\$175.000 K
Clean Oil/Water Separators	\$406.000 K	\$428.000 K	\$450.000 K	\$475.000 K	\$500.000 K
Hazardous Waste Disposal/Remediation	\$371.000 K	\$400.000 K	\$450.000 K	\$500.000 K	\$550.000 K
IRP	\$3,302.000 K	\$1,342.000 K	\$300.000 K	\$200.000 K	\$200.000 K
JP Fuel Transportation	\$5.000 K	\$6.000 K	\$7.000 K	\$8.000 K	\$9.000 K
Natural Resources	\$280.000 K	\$500.000 K	\$250.000 K	\$250.000 K	\$250.000 K
Permits	\$26.300 K	\$27.000 K	\$28.000 K	\$29.000 K	\$30.000 K
Survey Industrial Waste Water System	\$70.000 K	\$80.000 K	\$90.000 K	\$100.000 K	\$110.000 K

15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: Local gov't proposal to construct "cross-base highway" with corridor crossing McChord and Ft Lewis along base's south boundary. F

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posal will be closely monitored at all levels to ensure minimal adverse impact on current and future base operations.

16. Air Quality - Clean Air Act

- VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**
Puget Sound Air Pollution Control Agency Area, Pierce County
- VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Puget Sound Air Pollution Control Agency
- VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**
Margaret Corbin 206-689-4057
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:**
- | | |
|---|--|
| VIII.16.C.1 In Non-Attainment for Ozone | VIII.16.C.2 In Non-Attainment for Carbon Monoxide |
| VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10) | VIII.16.C.4 In Attainment for Sulfur Dioxide |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) | VIII.16.C.6 In Attainment for Lead |
- VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**
-
- VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.12 ppm
- VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 9.0 ppm
- VIII.16.D.3 Ozone Design value is 100.0% of NAAQS**
- VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS**
- VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Marginal**
- VIII.16.E.2 Puget Sound Air Pollution Control Agency Area, Pierce County**
- VIII.16.E.3**
- VIII.16.E.4 The base is Not in a rural transport area**
- VIII.16.E.5 The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated**
- VIII.16.E.5. The EPA has proposed a designation of attainment both in the Federal Register**
- VIII.16.F.1 The EPA has not requested an extension to the ozone attainment deadline**

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- VIII.16.F.2 The AQCA expects EPA to conclude that the AQCA has fulfilled the 15 Nov 93 attainment date
- VIII.16.F.3 The AQCA does Not expect the EPA to redesignate the area to a worse classification of ozone nonattainment
- VIII.16.F.3a
- VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is MODERATE
- VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.
Measures include quantitative limits, projections, restrictions, or emissions budgets.
- VIII.16.J The AQCA does not have VMT forecasts or they can not be obtained.

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Section IX

16-Feb-95

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Section I

I. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

Unit or Activity:	Personnel Authorizations for FY93/4			Total
	Officer	Enlisted	Civilian	
I.1.A.1 AAFES	-	-	70	70
I.1.A.2 AAFES (part-time)	-	-	-	-
I.1.A.3 Canadian Forces	-	-	257	257
I.1.A.4 DECA	2	-	1	3
I.1.A.5 DECA (part-time)	-	11	90	101
I.1.A.6 DFAS	-	-	68	68
I.1.A.7 DRMO	1	8	130	139
I.1.A.8 Defense Logistics Agency	-	-	73	73
I.1.A.9 FAA	1	-	602	603
I.1.A.10 Fefense Printing Service	-	-	80	80
I.1.A.11 McClellan Credit Union	-	-	51	51
I.1.A.12 NAF (full-time)	-	-	9	9
I.1.A.13 NAF (part-time)	-	-	218	218
I.1.A.14 Red Cross	-	9	202	211
I.1.A.15 Royal Australian Air Force	-	-	1	1
I.1.A.16 Safe Credit Union	6	3	4	13
I.1.A.17 Safe Credit Union (part-time)	-	-	6	6
I.1.A.18 US Coast Guard	-	-	6	6
I.1.A.19 US GAO Site	26	164	-	190
I.1.A.20 US Post Office	-	-	9	9
TOTAL:				2110

I.1.B

Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:

I.1.B.1 Supported Unit:

Air Force Base Convergent Ag

GSU

Location:

Mather AFB CA

GSU - Geographically Separated Unit

Support provided:

Cmd Element, Environmental, Fire Protection, Safety, Admin, ADP, Fin & Acctg, Retail Supply, Transportation, Communications

REM - Remote Unit

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2. Operational Effectiveness**A. Air Traffic Control**

ATCALs - Air Traffic Control and Landing Systems
 NAS - National Airspace System

I.2.A.1 None of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	58593	18750	39843	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 16

46875 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

None

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: SIERRA ARMY DEPOT distance 106 NM
 Nearest major primary airdrop customer: CAMP W.G. WILLIAMS distance 451 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 4415 NM
 Rota AB: 5466 NM

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Hickam AFB: 2146 NM
 RAF Mildenhall: 5134 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	BEALE AFB	28
I.2.B.4	Military airfield, runway \geq 8,000ft	BEALE AFB	28
I.2.B.5	Military airfield, runway \geq 10,000ft	BEALE AFB	28
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft	Sacramento Metro Airport	8
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft	Sacramento Metro Airport	8
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft	Beale AFB	28
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations	Sacramento Metro Airport	8
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations	Metropolitan Oakland Apt	68

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

Sacramento Metropolitan Airport 8 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-283/W-285A,B	170 NM	AUSTIN/GABBS CN	213 NM	AUSTIN/GABBS N/C	213 NM
Austin1/GABBS N&C	213 NM	W-289 N/W-60-61	218 NM	W-532	236 NM
W-532/537	251 NM				

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-260	134 NM	W-285A	160 NM	W-283/W-285A,B	170 NM
W-283	178 NM				

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-260	134 NM	W-285A	160 NM	W-283/W-285A,B	170 NM
GABBS NORTH	173 NM	W-283	178 NM	AUSTIN/GABBS CN	213 NM

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Austin/GABBS N&C	213 NM	AUSTIN/GABBS N/C	213 NM	AUSTIN 1	215 NM
W-289 N/W-60-61	218 NM	W-532	236 NM	ISABELLA	242 NM
W-532/537	251 NM	PANAMINT	261 NM	W-537	290 NM
OWYHEE/ PARADISE	315 NM	DESERT	319 NM	W-93	320 NM
W-289	324 NM	UTTR	377 NM	W-570	421 NM
W-291	499 NM	W-460B	532 NM	W-460	537 NM
W-460A	549 NM	W-237 A,B	556 NM		

I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALLON B-19	130 NM	FALLON B-17	150 NM	CHINA LAKE	240 NM
NELLIS R65	298 NM	NELLIS R63	306 NM	SAYLOR CREEK	360 NM
KITTYCAT/UTTR	390 NM	HAG/UTTR	405 NM	EAGLE/UTTR	409 NM
EL CENTRO	435 NM	GOLDWATER RANGE 4	536 NM	GOLDWATER RANGE 2	548 NM
GOLDWATER RANGE 1	552 NM	GOLDWATER RANGE 3	552 NM	AIRBURST	775 NM

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

FALLON TACTS	188 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

FALLON TACTS	188 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

FALLON B-16	124 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	3	5	34	55	64
SR	7	7	7	8	20	28
VR	0	4	14	38	62	74
Total Routes:	7	14	26	80	137	166

Identify Routes:

SR-359 18 NM	SR-301 38 NM	SR-300 40 NM	SR-353 43 NM	SR-381 58 NM	SR-398 75 NM
SR-311 90 NM					
VR-201 119 NM	IR-271 127 NM	IR-207 131 NM	VR-1261 139 NM	VR-202 140 NM	VR-249 144 NM
IR-264 150 NM					
VR-1257 158 NM	VR-1251 160 NM	VR-1205 169 NM	VR-1254 178 NM	VR-1264 179 NM	VR-208 179 NM

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VR-1262 180 NM	VR-1256 193 NM	IR-203 194 NM	IR-206 195 NM	VR-1353 199 NM	VR-1250 200 NM
VR-1255 217 NM	IR-237 220 NM	VR-1252 221 NM	IR-275 225 NM	IR-279 231 NM	IR-300 233 NM
VR-1260 236 NM	VR-1259 240 NM	VR-209 240 NM	IR-234 253 NM	IR-238 253 NM	VR-1265 259 NM
IR-303 265 NM	VR-1206 267 NM	SR-390 268 NM	VR-1293 270 NM	IR-200 271 NM	IR-280 278 NM
IR-282 278 NM	IR-211 292 NM	IR-286 295 NM	IR-285 312 NM	IR-281 315 NM	IR-290 323 NM
IR-293 323 NM	IR-290A 323 NM	VR-1217 327 NM	VR-1218 327 NM	VR-1214 330 NM	VR-1215 330 NM
VR-1253 331 NM	VR-316 332 NM	IR-235 335 NM	IR-310 349 NM	VR-319 349 NM	IR-212 356 NM
IR-213 356 NM	IR-217 356 NM	IR-266 360 NM	VR-1406 362 NM	IR-342 367 NM	IR-252 370 NM
IR-304 372 NM	IR-425 373 NM	IR-346 374 NM	VR-1352 375 NM	VR-289 378 NM	VR-296 378 NM
VR-1300 384 NM	IR-216 386 NM	VR-1302 387 NM	VR-1445 395 NM	VR-1225 397 NM	VR-1446 400 NM
VR-1301 403 NM	IR-302 409 NM	IR-307 409 NM	VR-1304 409 NM	IR-214 410 NM	IR-218 410 NM
VR-299 414 NM	SR-397 416 NM	IR-255 423 NM	IR-301 425 NM	VR-1211 431 NM	VR-1355 431 NM
VR-1354 432 NM	IR-400 433 NM	VR-1422 434 NM	VR-1423 434 NM	IR-418 439 NM	IR-420 439 NM
VR-288 443 NM	IR-250 455 NM	VR-1267 461 NM	VR-1266 473 NM	VR-1267 473 NM	VR-1268 473 NM
SR-488 474 NM	IR-341 476 NM	IR-343 476 NM	SR-489 477 NM	IR-313 484 NM	IR-314 484 NM
IR-254 494 NM	IR-276 508 NM	SR-477 508 NM	SR-478 508 NM	SR-473 508 NM	SR-475 509 NM
IR-344 511 NM	VR-244 515 NM	VR-246 515 NM	VR-1219 516 NM	VR-1220 516 NM	VR-242 516 NM
VR-231 519 NM	SR-470 521 NM	SR-471 521 NM	VR-239 525 NM	VR-245 525 NM	SR-472 533 NM
SR-474 535 NM	SR-476 535 NM	IR-498 540 NM	VR-223 554 NM	IR-340 559 NM	IR-320 579 NM
IR-348 587 NM	VR-1350 587 NM	VR-1351 587 NM			
VR-1233 650 NM	VR-263 650 NM	VR-260 650 NM	VR-269 650 NM	VR-268 650 NM	VR-267 650 NM
VR-259 650 NM	IR-112 684 NM	IR-126 692 NM	IR-109 696 NM	VR-176 700 NM	SR-212 708 NM
SR-210 710 NM	SR-211 710 NM	IR-416 752 NM	VR-412 770 NM	VR-413 770 NM	SR-214 773 NM
VR-1195 776 NM	SR-540 778 NM	SR-541 778 NM	SR-542 778 NM	SR-213 788 NM	VR-1107 788 NM
IR-110 789 NM	IR-478 797 NM	IR-478A 797 NM	IR-479 797 NM	IR-479A 797 NM	

I.2.C.9 IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 540 NM from the base.

I.2.C.10 Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
15	23	44

I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-208	21 NM	AR-221	52 NM	AR-224	52 NM	AR-222	65 NM

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AR-462	74 NM	AR-223	84 NM	AR-7B	127 NM	AR-214	136 NM
AR-006	158 NM	AR-625H	159 NM	AR-625L	159 NM	AR-621	166 NM
AR-7A	180 NM	AR-634	183 NM	AR-8B	194 NM		
AR-611A	221 NM	AR-5H WEST	227 NM	AR-5L WEST	227 NM	AR-611B	229 NM
AR-452 NORTHEAST	247 NM	AR-648B	277 NM	AR-645	290 NM	AR-8A	291 NM
AR-641B	317 NM	AR-641A	319 NM	AR-4A NORTH	321 NM	AR-648A	326 NM
AR-630	328 NM	AR-635	336 NM	AR-4B NORTH	338 NM	AR-642W WEST	343 NM
AR-5H EAST	348 NM	AR-5L EAST	348 NM	AR-642E EAST	361 NM	AR-001 EAST	366 NM
AR-628	416 NM	AR-209 WEST	427 NM	AR-452 SOUTHWEST	427 NM	AR-649	432 NM
AR-654	442 NM	AR-651	443 NM	AR-624	450 NM	AR-603	458 NM
AR-657	478 NM						

I.2.C.10b The total number of refueling events within:

500 NM	700 NM
458	1482

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-004A	321 NM	372	AR-004B	338 NM	86			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 524NM from the base."

I.2.C.10d Percentage of tanker demand in region: 26.0

Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APRIL	293 NM	✓	✓	✓	0	0
BULL	310 NM	✓	✓	✓	0	0
CALVIN	313 NM		✓	✓	0	0
CINTHIA	123 NM	✓			2	0
COIN (CIR)	247 NM				1	0
DESERT ROCK(CR)	283 NM	✓	✓		0	0
DIXIE VALLEY	168 NM	✓	✓	✓	0	0
ENAD EAST	281 NM	✓	✓	✓	0	1
ENAD WEST	281 NM	✓	✓	✓	0	1

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FARM	285 NM	✓	✓	✓	0	1
GRETCHEN (CIR)	123 NM	✓	✓	✓	2	0
KEITHA	165 NM	✓	✓	✓	0	0
LAVIC	341 NM		✓	✓	0	0
MACHINEGUNFLATS	123 NM	✓	✓	✓	2	0
NELSON - FT IRWIN	297 NM		✓	✓	0	0
NOAH	313 NM	✓	✓	✓	0	0
OFFICE	285 NM	✓	✓	✓	0	1
PALMER	163 NM	✓	✓	✓	0	0
PATRICIA CIRCUL	164 NM	✓	✓	✓	0	0
REBEL (AREA DZ)	246 NM				1	0
ROCK (A)	316 NM	✓	✓	✓	0	0
ROCK (B)	316 NM	✓	✓	✓	0	0
ROGERS LAKE (C)	286 NM	✓	✓	✓	0	1
SAN PABLO (CIR)	59 NM	✓	✓		1	0
SPEER CIRCULAR	285 NM	✓	✓	✓	0	1
TONTO	161 NM	✓	✓	✓	0	0
XM	265 NM	✓	✓	✓	0	0

I.2.C.11.a Drop Zone Servicing Instruement and Slow Routes (IRs and SRs)

CINTHIA	IR-203	IR-207								
COIN (CIR)	IR-237									
ENAD EAST	SR-390									
ENAD WEST	SR-390									
FARM	SR-390									
GRETCHEN (CIR)	IR-203	IR-207								
MACHINEGUNFLATS	IR-203	IR-207								
OFFICE	SR-390									
REBEL (AREA DZ)	IR-237									
ROGERS LAKE (C)	SR-390									
SAN PABLO (CIR)	IR-207									
SPEER CIRCULAR	SR-390									

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

SCHOONOVER 162 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

										Route Count
--	--	--	--	--	--	--	--	--	--	-------------

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Name	Distance	Night?	Personnel?	Equipment?	IR	SR
SAN PABLO (CIR)	59 NM	✓	✓		0	0
TONTO	161 NM	✓	✓	✓	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM)

FORT HUNTER LIGGETT 159 NM

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D. Ranges**Ranges (Controlled/managed by the base)**

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base uses ranges on a regular basis

I.2.D.19 The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.

I.2.D.20 MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:

I.2.D.20.a Edwards AFB

Access to Edwards AFB airspace is occasionally limited by local scheduling priorities by the airspace owner's aircraft.

I.2.D.20.a NAS Fallon

Access to NAS Fallon airspace is limited when the Navy's fleet is in port and training in the NAS Fallon Airspace

I.2.D.20.a Nellis AFB

Access to Nellis AFB airspace is occasionally limited by local scheduling priorities by the airspace owner's aircraft.

I.2.D.21 MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.

I.2.D.22 No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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E. Airspace Used by Base**I.2.E.1 Airspaces scheduled or managed by the base:**

China MOA	Other
IR 271	Other

Details for airspace scheduled or managed by the base:

Airspace: China MOA

I.2.E.2 An environmental analysis has been conducted for this airspace.

I.2.E.2.a Status of the environmental analysis and supplement:

Current and Complete

I.2.E.2.b There are problems No associated with the environmental analysis.

**I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.**

Explanation for any lack of reports:

None

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 Restrictions currently acting on this airspace:

Hours of Operation

I.2.E.7 Published availability of the airspace:

1600 zulu to sunset

Range scheduling statistics (yearly average from 1990 to 93.

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- I.2.E.7.a** Hours scheduled: 344 hrs
- I.2.E.7.b** Hours used: 101 hrs
- I.2.E.7.c** Reasons for non-use:
 Airspace reservations for production aircraft are made in advance based upon projected production output. Changes to the reservation schedule occur as the production output fluctuates causing cancellations in some airspace reservations.
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
 700 square nautical miles
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: IR 271
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
 Current and Complete
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
 The DOPAA was used in the latest environmental analysis and supersonic waiver.
 Explanation for any lack of reports:
 None
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Horse Ranch Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Turkey Ranch Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.

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I.2.E.6 Restrictions currently acting on this airspace:

Hours of Operation

I.2.E.7 Published availability of the airspace:

Sunrise to 2400 hours local

Range scheduling statistics (yearly average from 1990 to 93.)

I.2.E.7.a Hours scheduled: 60 hrs**I.2.E.7.b Hours used:** 15 hrs**I.2.E.7.c Reasons for non-use:**

Airspace Reservations for production aircraft are made in advance based upon projected production input. Changes to the reservation schedule occur as the production output fluctuates causing cancellations in some airspace reservations.

I.2.E.8 Utilization of the airspace can be increased.**I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.****I.2.E.10 Description of the volume or area of the Airspace:**

115 nm long.

I.2.E.11 100.00 percent of the airspace is usable.**Commercial Aviation Impact****I.2.E.12 The base is Not joint-use (military/civilian).****I.2.E.13 List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Aero Club	Uncontrolled
Akin	Uncontrolled
Alta Sierra	Uncontrolled
Amador County	Uncontrolled
Auburn	Uncontrolled
Bacchi Valley	Uncontrolled
Beale AFB	Military
Blake	Uncontrolled
Blue Canyon	Uncontrolled
Bob	Uncontrolled

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Borges-Clarksburg	Uncontrolled
Bottimore	Uncontrolled
Bowles	Uncontrolled
Brownsville	Uncontrolled
Calaveras County	Uncontrolled
Camanche	Uncontrolled
Cameron Park	Uncontrolled
CHP	Uncontrolled
Colusa County	Uncontrolled
Cortopassi	Uncontrolled
Davis	Uncontrolled
Delta	Uncontrolled
Dubey	Uncontrolled
Eagles Nest	Uncontrolled
Fiddymont	Uncontrolled
Flying B	Uncontrolled
Flying R	Uncontrolled
Fort Mountain NR 2	Uncontrolled
Fowlers	Uncontrolled
Franklin	Uncontrolled
G-3	Uncontrolled
Garibaldi	Uncontrolled
Georgetown	Uncontrolled
Hammonton	Uncontrolled
Holsclaws	Uncontrolled
Horse Shoe	Uncontrolled
Howard	Uncontrolled
Inglenuok	Uncontrolled
J-B	Uncontrolled
Jones	Uncontrolled
Kingdon	Uncontrolled
Lake Berryessa	Uncontrolled
Lincoln	Uncontrolled
Lodi	Uncontrolled

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McClellan AFB - AFMC

Lodi Airpark	Uncontrolled
Lomo	Uncontrolled
Lost Isle	Uncontrolled
Lucchetti	Uncontrolled
Lumberlost	Uncontrolled
Maine Prairie	Uncontrolled
Mather Field	General Aviation
McCabe	Uncontrolled
Medlock	Uncontrolled
Milhous	Uncontrolled
Moronis	Uncontrolled
Mosier	Uncontrolled
Moskowite	Uncontrolled
Mustang	Uncontrolled
Mysterious Valley	Uncontrolled
Napa County	Uncontrolled
Natomas	Uncontrolled
Nevada County	Uncontrolled
Nut Tree	Uncontrolled
Nyack	Uncontrolled
Old Aerodrome	Uncontrolled
Oroville	Uncontrolled
Perryman	Uncontrolled
Placerville	Uncontrolled
Pope Valley	Uncontrolled
Pruett	Uncontrolled
Ranch	Uncontrolled
Rancho Murrieta	Uncontrolled
Reigo	Uncontrolled
Rio Linda	Uncontrolled
Sacramento Executive Airport	General Aviation
Sacramento Metropolitan Airport	Commercial
Sanborn	Uncontrolled
Scheidel	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Sharpe AAF	Military
Siller	Uncontrolled
Skyway	Uncontrolled
Spezia	Uncontrolled
Stockton Metro	Commercial
Sunset Skyranch	Uncontrolled
Sutter County	Uncontrolled
Swansboro	Uncontrolled
Tenco Tragtor	Uncontrolled
Travis AFB	Military
University	Uncontrolled
USFS	Uncontrolled
Van Dyke	Uncontrolled
Van Vleck	Uncontrolled
Vetters	Uncontrolled
Virgil O Parrett	Uncontrolled
Wagner	Uncontrolled
Wallom	Uncontrolled
Watts-Woodland	Uncontrolled
Westover	Uncontrolled
Williams	Uncontrolled
Yolo County	Uncontrolled
Yuba County	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** Expansion of training airspace is possible.
- I.2.F.1.a** Estimated expansion potential is 175.0 percent. Rationale for estimate:
 By absorbing the Hummer MOA, made available by the closure of Mather AFB, and the Linden MOQ, which will be available upon the closure of Castle AFB, we would be able to expand our usable training airspace by 175%
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
- I.2.F.4** Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a** Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
 FORT HUNTER LIGGETT
 159 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:
 NAS Fallon
 130 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
 Nellis AFB
 335 mi from the base.
- I.2.G.5** DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.3	97.6	91.9	90.3	87.0

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.8 percent of the time

I.2.J.2.b Is at or below 25 knots 100.0 percent of the time

I.2.J.3 0 Days have freezing participation (mean per year).

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Section II**1. Installation Capacity & Condition****A. Land**

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Albuquerque	Log Supt Depot	5	5	
II.1.A.2	Camp Kohler	Admin Annex	36	13	23
II.1.A.3	Capehart Housing Anx	Housing Area	218	201	17
II.1.A.4	Davis Comm Site	Transmitter Site	316	286	30
II.1.A.5	Lincoln Comm Site	Receiver Site	231	226	5
II.1.A.6	Lincoln Comm Site 2	GWEN Site	11	11	
II.1.A.7	McClellan AFB	Main Base	2,948	2,592	356
II.1.A.8	McClellan Hosp Annex	Hospital (Mather)	26	21	5
II.1.A.9	Sacramento River Doc	Barge Crane & Marina	2	2	
TOTALS:			3,793	3,357	436

B. Facilities**II.1.B.1 From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	145,579	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	1,323,140	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	62,882	53,893	55.0	41.0	4.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	184,742	47.0	48.0	5.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	N/A	0			0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	6,758	17,560	14.0	86.0	0.0	10,802
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0

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II.1.B.1.d.v	171-618	Field Training Facility	SF	21,880	10,453	0.0	12.0	88.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	3,062,491	61.0	36.0	3.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	213,585	183,060	51.0	49.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	857,067	602,550	23.0	75.0	2.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	51,697	56,264	91.0	9.0	0.0	4,567
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	17,200	358,326	30.0	16.0	4.0	341,126
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	122,440	95,157	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	129,389	194,774	47.9	52.0	0.1	65,385
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	86,240	72,438	100.0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	172,914	174,085	100.0	0.0	0.0	1,171
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	65,353	65,353	65.0	35.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	178,439	52,301	0.0	0.0	100.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	63,371	63.0	34.0	3.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	39,255	55,627	61.0	39.0	0.0	16,372
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	5,272	5,272	68.0	32.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	579,942	69.0	30.0	1.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	95,097	50,932	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	47,494	71,418	92.0	6.0	2.0	23,924
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	63,049	20,919	47.0	53.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	81,102	51,548	53.0	4.0	43.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	133,545	66.0	7.0	27.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	18,500	96.0	4.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	7,578	100.0	0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A

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II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	1,894	100.0	0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	40,000	83,447	49.0	0.0	51.0	43,447
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	8,584	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	2,928	8,584	100.0	0.0	0.0	5,656
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	500	1,518	100.0	0.0	0.0	1,018
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	2,779,611	54.0	28.0	18.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	225,357	8.0	76.0	16.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	5,000	5,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	37,503	141,102	3.0	97.0	0.0	103,599
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	25,000	25,000	0.0	100.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	135,847	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	1,248	0.0	0.0	100.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	13,767	39.0	61.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	75,200	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,519,164	49.0	45.0	6.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,006	86.0	14.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,054	787	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	15,139	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	14,697	15,139	100.0	0.0	0.0	442
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	136	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	62,873	74.0	20.0	6.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	463,550	80.0	14.0	6.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	76,053	86,789	100.0	0.0	0.0	10,736

Notes for specific Cat Codes:

II.1.B.1.c.ii	141-753	Requirement exceeds current capacity
II.1.B.1.d.v	171-618	Requirement exceeds current capacity

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II.1.B.1.e.i	211-111	Requirement exceeds current capacity
II.1.B.1.e.ii	211-152	Requirement exceeds current capacity
II.1.B.1.e.vi	211-157	Requirement exceeds current capacity
II.1.B.1.e.ix	211-173	Requirement exceeds current capacity
II.1.B.1.e.xiii	211-183	Requirement exceeds current capacity
II.1.B.1.j.i	217-712	Requirement exceeds current capacity
II.1.B.1.k.ii	218-852	Requirement exceeds current capacity
II.1.B.1.k.iii	218-868	Requirement exceeds current capacity
II.1.B.1.bb.i	721-312	Requirement exceeds current capacity

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	235,560	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	377,641	92.0	8.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	869,860	72.0	28.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,186,692	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	79,692	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	373,666	76.0	24.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	479,049	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	19,662	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,031,725	99.0	1.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,224,124	97.0	3.0	0.0

Notes for specific Cat Codes:

II.1.B.1.j 851 (.04%--Camp Kohler)

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

673

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-839

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

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- II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units: (includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)
- II.1.C.2 Condition
- II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair: (includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)
- II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement: (Units meeting whole-house standards are those that were programmed/renovated after FY88).
- II.1.C.2.a Number of new housing units projected to meet current deficit.
- II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base
- II.1.C.3.a 33.0 percent of officer families live on base.
- II.1.C.3.b 31.0 percent of enlisted families live on base.
- II.1.C.3.a 32.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
16 Primary	10600 ft	200 ft	No	4	BAK 12b/14, BAK 9

- II.2.A There are 1 active runways.
- II.2.A.1 There are NO cross runways
- II.2.B There are NO parallel runways.
- II.2.C Dimensions of the primary runway (16).
- II.2.C.1 Length: 10,600 ft
- II.2.C.2 Width: 200 ft
- II.2.D Dimensions of all secondary runways are in the runway table.
- II.2.E The primary taxiway is 75 ft wide.

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- II.2.I** Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)
- II.2.J** There are No critical features relative to the airfield pavement system that limit its capacity:

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II.4.A.1 Facility number: 753 Hanger
Current Use: Fighter fuel system maintenance

II.4.A.2 Size (SF): 6,720 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	76 ft	31 ft	
II.4.A.6 Largest unobstructed space inside the facility:	76 ft	31 ft	85 ft

II.4.A.1 Facility number: 754 Hanger
Current Use: Fighter fuel system maintenance

II.4.A.2 Size (SF): 6,720 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	76 ft	31 ft	
II.4.A.6 Largest unobstructed space inside the facility:	76 ft	31 ft	75 ft

II.4.A.1 Facility number: 763 Hanger
Current Use: Fighter Fuel System Maintenance

II.4.A.2 Size (SF): 4,320 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-16

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	57 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

II.4.A.1 Facility number: 764 Hanger
Current Use: Fighter Fuel System Maintenance

II.4.A.2 Size (SF): 3,600 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-16

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	57 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

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II.4.A.1 Facility number: 765 Hanger
Current Use: Fighter Fuel System Maintenance

II.4.A.2 Size (SF): 3,600 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-16

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	57 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

II.4.A.1 Facility number: 767 Hanger
Current Use: Fighter Fuel System Maintenance

II.4.A.2 Size (SF): 4,320 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-16

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	57 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

II.4.A.1 Facility number: 1020 Hanger
Current Use: General Storage

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 Facility number: 1021 Hanger
Current Use: Aircraft Museum Restoration

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

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II.4.A.1 Facility number: 1022 Hanger
Current Use: General KC-135 Maintenance

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 Facility number: 1023 Hanger
Current Use: Aircraft Battle Damage Repair Training

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 Facility number: 1027 Hanger
Current Use: General KC-135 Maintenance

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 Facility number: 1028 Hanger
Current Use: General KC-135 Maintenance

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

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II.4.A.1 Facility number: 1032 Hanger
Current Use: General KC-135 Maintenance

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 Facility number: 1033 Hanger
Current Use: Aircraft Ground Equipment Storage

II.4.A.2 Size (SF): 12,073 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	151 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 Facility number: 1106 Hanger
Current Use: USCG C130 Maintenance

II.4.A.2 Size (SF): 68,343 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 2 C-137

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	160 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	160 ft	55 ft	206 ft

II.4.A.1 Facility number: 7600 Hanger
Current Use: Engine test (hush-house)

II.4.A.2 Size (SF): 5,166 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	63 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	63 ft	23 ft	82 ft

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II.4.A.1 Facility number: 7601 Hanger
 Current Use: Engine test (hush-house)

II.4.A.2 Size (SF): 5,986 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	73 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	73 ft	23 ft	82 ft

II.4.A.1 Facility number: 7602 Hanger
 Current Use: Engine test (hush-house)

II.4.A.2 Size (SF): 5,986 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	73 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	73 ft	23 ft	82 ft

II.4.A.1 Facility number: 7603 Hanger
 Current Use: Power Check Pad

II.4.A.2 Size (SF): 6,440 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	77 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	77 ft	32 ft	79 ft

II.4.A.1 Facility number: 7604 Hanger
 Current Use: Engine test (hush-house)

II.4.A.2 Size (SF): 5,166 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	63 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	63 ft	23 ft	82 ft

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II.4.A.1 Facility number: 7605 Hanger
Current Use: Power Check Pad

II.4.A.2 Size (SF): 6,440 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	77 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	77 ft	32 ft	79 ft

II.4.A.1 Facility number: 7606 Hanger
Current Use: Power Check Pad

II.4.A.2 Size (SF): 6,440 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	77 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	77 ft	32 ft	79 ft

5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
ACFT Instr. and Computer Fac	97,920 SF	211271	300,000 class and 100,000 class clean rooms environmentally controlled production space
Aircraft Cold Proof Facility	8,653 SF	211153	Aircraft Structural Inspection
Anechoic Chamb. for Ant Test	3,884 SF	217735	Test Tacan Antennas
Antenna Test Tower	8,191 SF	217736	Tower contains three radome electrical test ranges
DCS station McClellan TCF	4,800 SF	131	Major DCS nodal communications relay facility serving as a gateway for Command, Control, Communications, Computer, and Intelligence (C4I) systems from the Continental United States and the Pacific Theater.
DISA AUTODIN Switching Cntr	14,950 SF	131	Dedicated, worldwide, high-speed, computer controlled, common-user record communications service facility. It's the only DISA CONUS AUTODIN switching center west of Oklahoma.
Extendible Integration Spt Env	3,488 SF	141764	Provides unique capability to simulate software realistically on the ground for A-10 and F-111
FPS-117 Devel. Set Fac	3,744 SF	141411	Only operational phased array 592-class radar configured to support four separate production versions

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Far Field Test Tower	4,402 SF	217735	Tower facility is used for teardown, repair and elec test for all GCA antennas, Navy and AF
Hydraulic Repair Fac	165,872 SF	211254	Fac for overhaul and test of Hydraulic componets
Integrated Support Facility I	73,112 SF	141764	This is a special reinforced steel structure with filtered power, special security, and TEMPEST shielding. It is used for the insertion of advanced microelectronics technologies into fielded systems.
Integrated Support Facility II	75,000 SF	141764	This is a special reinforced steel structure with filtered power, special security, and TEMPEST shielding. It is used for the insertion of advanced microelectronics technologies into fielded systems.
Logistics Supt Operations Cntr	76,000 SF	610711	Computer and software Development
Man Neutron Radiography System	41,120 SF	211153	Large Item Nondestructive Inspection
McClellan Global HF Radio Fac	44,943 SF	131	Provides continuous, reliable, rapid, two-way communications to all DOD aircraft and ground agencies, regardless of their location.
Plastic Media Blast Fac	7,544 SF	211159	Fighter sized bead blast fac
Secure Storage	220,748 SF	441758	Secure Storage for Sensitive Material
Sta Neutron Radiography System	17,700 SF	310932	Small Item Nondestructive Inspection
Technical Laboratory	120,000 SF	141763	This facility is the principal location for analysis of nuclear materials collected by the US Atomic Energy Detection System. This mission directly supports US monitoring of international nuclear treaties compliance.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	16	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	34	CZ	0	207	5.0	Sig Incompat	0.0	0.0	5.0	0.0	0.0	95.0
II.6.A.2	16	APZ 1	50	344	2.0	Gen Compat	2.0	0.0	20.0	0.0	0.0	78.0
	34	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	40.0	0.0	60.0	0.0
II.6.A.3	16	APZ 2	60	482	0.0	Gen Compat	0.0	0.0	5.0	0.0	30.0	65.0
	34	APZ 2	1,140	482	20.0	Sig Incompat	40.0	35.0	15.0	0.0	10.0	0.0
DNL				Percent	Percent	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						

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	Noise Contour	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.4	65-70	19,437	10,083	2	Gen Compat	10.0	10.0	5.0	5.0	25.0	45.0
II.6.A.5	70-75	9,692	4,697	4	Gen Compat	5.0	5.0	10.0	0.0	20.0	60.0
II.6.A.6	75-80	6,805	2,474	24	Sig Incompat	24.0	5.0	11.0	0.0	30.0	30.0
II.6.A.7	80+	411	1,641	2	Gen Compat	2.0	0.0	30.0	0.0	1.0	67.0

II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	16	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	34	CZ	0	207	5	Sig Incompat	0.0	0.0	5.0	0.0	0.0	95.0
II.6.B.2	16	APZ 1	25	344	1	Gen Compat	1.0	0.0	20.0	0.0	0.0	79.0
	34	APZ 1	0	344	0	Gen Compat	0.0	0.0	40.0	0.0	60.0	0.0
II.6.B.3	16	APZ 2	60	482	0	Gen Compat	0.0	0.0	5.0	0.0	30.0	65.0
	34	APZ 2	1,140	482	20	Sig Incompat	40.0	35.0	15.0	0.0	10.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	23,000	10,083	2	Gen Compat	15.0	15.0	20.0	5.0	25.0	45.0
II.6.B.5	70-75	10,000	4,697	4	Gen Compat	5.0	10.0	15.0	0.0	20.0	50.0
II.6.B.6	75-80	6,805	2,474	20	Sig Incompat	20.0	5.0	20.0	0.0	30.0	25.0
II.6.B.7	80+	411	1,641	2	Gen Compat	2.0	0.0	30.0	0.0	1.0	67.0

II.6.C The most recent, publicly released AICUZ study is dated Jan 93

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Aug 93
 The study is still valid.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

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II.6.F.1 AICUZ recommended height restrictions.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As per Federal Aviation Regulation (FAR) Part 77	As per Federal Aviation Regulation (FAR) Part 77
Sacramento County	As outlined in the Federal Aviation Regulation (FAR) Part 77	As outlined in the Federal Aviation Regulation (FAR) Part 77

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name: **Types of controls in place** **Types of encroachment limited:**

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Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop	
Surrounding Communities		0	58834	59713	73549	103025

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop

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Sacramento MSA	654893	847626	1099814	1481102	1869522
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II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Sacramento County	502788	634373	783381	1041219	1320326

II.6.I All clear zone acquisition has been completed.
II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary
A/M ORGL SHOP	60	CZ	AIRCRAFT SUPPORT, built prior to establishment of AICUZ guidelines.
BE STOR CV FAC	5	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
ELECT POWER STN	0	CZ	NAVAIDS, built prior to establishment of AICUZ guidelines.
ENGINE TEST CELL	3	CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
ENVIRONMENTAL HEALTH	0	CZ	Base support, built prior to establishment of AICUZ guidelines.
LAN PEDESTAL	0	CZ	BASE SUPPORT, built prior to establishment of AICUZ guidelines.
LF FILL STD TRK A	0	CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
LF FILL STD TRK B	0	CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
LOG FAC DEP OPS	85	CZ	Base support, built prior to establishment of AICUZ guidelines.
ROAD (ELKHORN BLVD)	0	CZ	COUNTY ROAD, built prior to establishment of AICUZ guidelines.
SAN LATRINE A	0	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.
SAN LATRINE B	0	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.

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II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

				Primary Pavements		
Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips 300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips 300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips 15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips 50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips 50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips 15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips 50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips 50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 471,550 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
Mat A/F	450 ft	360 ft	Neither	Fighter PDM Staging
Mat C	850 ft	750 ft	Neither	Open. Hangar Access
Mat E (See Note)	ft	ft	Transient Aircraft	Transient Parking
Mat I	1,300 ft	110 ft	Neither	PDM Ops Test
Mat K	450 ft	275 ft	Neither	PDM Defuel/Fuel
Mat O (See Note)	ft	ft	Transient Aircraft	PDM Staging/Trans Pk
Mat T (1)	250 ft	200 ft	Neither	PDM Flight Test Ops
Mat T (2)	250 ft	200 ft	Neither	PDM Flight Test Ops
Mat U	1,660 ft	780 ft	Neither	940 ARG Ops/PDM Stag
Mat V	900 ft	725 ft	Primary Aircraft	Coast Guard Ops

II.2.G.2 Permanently assigned aircraft currently require 246,650 Sq Yds of parking space.

II.2.G.3 224,900 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

Runway Lateral Clearance, Taxiway Clearance, Two Docks in Mat O

II.2.H The dimensions of the (largest) transient parking area: N/A 0 Ft

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3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	11.8 MG/D	MG/D - million gallons per day	22 %
II.3.A.2 Sewage:	2.0 MG/D		60 %
II.3.A.3 Electrical distribution:	110.0 MW	MW - million watts	34 %
II.3.A.4 Natural Gas:	26.20 MCF/D	MCF/D - million cubic feet per day	42 %
II.3.A.5 High temperature water/steam generation/distribution:	240.0 MBTUH	MBTUH - million British thermal units per hour	33 %

II.3.B Characteristics regarding the utility system that should be considered:

Yes. 39% of electrical power is supplied by WAPA at a rate substantially lower than the local utility company rates. Gas is supplied by Pacific Gas and Electric at the interruptible rate, which is substantially lower than the non-interruptible rate.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 Facility number: 751 Hanger
Current Use: Fighter fuel system maintenance

II.4.A.2 Size (SF): 6,720 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	76 ft	31 ft	
II.4.A.6 Largest unobstructed space inside the facility:	76 ft	31 ft	85 ft

II.4.A.1 Facility number: 752 Hanger
Current Use: Fighter fuel system maintenance

II.4.A.2 Size (SF): 6,720 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	76 ft	31 ft	
II.4.A.6 Largest unobstructed space inside the facility:	76 ft	31 ft	85 ft

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SECURITY FENCE	0	CZ	AIRFIELD SUPPORT, built prior to establishment of AICUZ guidelines.
SHP SHELTER LCMTV	0	CZ	DISPOSAL IN FY 97, built prior to establishment of AICUZ guidelines.
SHP, ELECT OGT/D	160	CZ	Base support, built prior to establishment of AICUZ guidelines.
TECH LAB	10	CZ	DISPOSAL IN FY 01, built prior to establishment of AICUZ guidelines.
TECH TRNG CLASSROOM	6	CZ	BASE SUPPORT, built prior to establishment of AICUZ guidelines.
VEH FUEL TRUCK PKG		CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
VEH MAINT SHOP A	0	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
VEH MAINT SHOP B	0	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
VEH MAINT SHOP C	0	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
WATER SUPP BLDG	0	CZ	DISPOSAL IN FY 97, built prior to establishment of AICUZ guidelines.
WHSE SUP EQUIP DEP A	8	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.
WHSE SUP EQUIP DEP B	8	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

- II.6.K** Noise complaints are received from off base residents.
- II.6.K.1** 13.0 noise complaints per month (average) are received from off base residents.
- II.6.L** The base has implemented noise abatement procedures as follows:
- II.6.L.1** Limit flt time to base assigned acft and essential missions terminating ops at base, low approaches, T&G landings and maint engine runs during quiet hours require SGPT/CC approval; noise abatement procedures (Ground and Air) are strictly observed.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 4 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: Two 25K loaders and two 40K loaders.

III.1.A.2 4 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					The Taxiway parallel to the main runway has a weak area called T24A. The KC-10 will be require to taxi around this area. Cost to upgrade is
KC-10					

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is serviced by a pipeline.

III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.

III.1.D.2 There are No limitations to continuous service from the primary source.

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Section IX

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- III.1.D.3 No excess storage capacity. Capability CAN be increased by 2.4M Gals with minor refurbishing of existing storage tanks not used at this time. Max requirement is 600,000 under present storage capability.
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4 Other receipt modes available: Four truck off-loading headers are available. Three trucks can be off-loading simultaneously.
Number of offload headers: 4
3 tank trucks can be simultaneously offloaded
Tank cars can Not be offloaded.
- III.1.D.5 4 refueling unit fillstands are available.
- III.1.D.5.a 4 refuelers can be filled simultaneously.
- III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 312480
 maximum: 528000
- III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).
- III.1.D.7.a Supporting DFSP: Defense Fuel Region West (DFR-W); 3171 N. Gaffey Street; San Pedro CA 90731-1099
- III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.
- | | Cat 1.1 | Cat 1.2 |
|--|---------|---------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 131000 | 131000 |
| Square footage available (including physical capacity limit): | 1120 | 400 |
| III.1.E.2 Normal installation mission storage requirement: | 1300 | 100 |
- III.1.F The base has a dedicated hot cargo pad.
- III.1.F.1 Hot cargo pad access limitations:
Yes. Access to the hot cargo pad is via a 150' wide or 75' wide taxiway which may prohibit some large aircraft operations.
- III.1.F.2 The size of the hot cargo pad is 135,000 sq feet.
- III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000
- III.1.F.4 The hot pad access is taxi-on/taxi-off.
- III.1.F.5 The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 42.
- III.1.F.6 Aircraft using pad over the last 5 years:

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C-130, L-382, F-111, A-10

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is over 150 NM from a ground force installation.

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Fairfield - Tolenas	37 NM
Lathrop	51 NM
Marysville - Erle	22 NM
Mona - Thorne	132 NM
Oakland - Oakland Mil Ocean	66 NM
Oakland - Oakland NSC	67 NM
Port Chicago	48 NM
RR Isle Stockton - Stockton	43 NM
Riverbank	60 NM
Sacramento - Plainhaven	7 NM
Sacramento - Polk	8 NM
Seaside - Fort Ord	124 NM
Tracy - Lyoth	57 NM
Vallejo	52 NM
Wendel - Herlong	106 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Oakland	67 NM
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III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K Military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.K.1 Anticipated impact of the closure or realignment on

Workload: 5,500

Facility: None

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Manpower: Unknown

Operations &

Maintenance Funding: \$517,000

III.1.K.2 Facility modifications are needed to absorb the additional workload, estimated cost is \$0.

III.1.L Unique missions performed by the base medical facility:

Air Transportable Clinic, 125 Bed Expansion Team, Blood Transshipment Team, Contingency Blood Donor Center.

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

1. A Life Safety /Seismic/Utility upgrade has been approved and funded (DODM Project Number 39799). 2. A new Medical Warehouse/

Facilities projects include military construction program (MCP) or Operations and Maintenance (O&M) alterations.

III.1.M.1 The project has been approved.

III.1.M.2 No major MCP has been completed since 1989.

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have a total covered storage capacity of 2,769,000 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):

Mobility storage: 29,482 sq ft

War Readiness Support Kits (WRSK) storage: 10,610 sq ft

III.1.O 345 light military vehicles are on base.

III.1.P 533 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	9,142.72 \$sK	0.00 \$sK	9,142.72 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	9,848.28 \$sK	1,334.21 \$sK		11,182.50 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	4,533.77 \$sK	999.68 \$sK			5,533.45 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	6,485.00 \$sK	899.70 \$sK				7,384.70 \$sK
		xxx56 TOTALS:			9,142.72 \$sK	11,182.50 \$sK	5,533.45 \$sK	7,384.70 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	41,095.18 \$sK	11,629.88 \$sK	52,725.05 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	16,165.05 \$sK	8,965.61 \$sK		25,130.66 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	-375.78 \$sK	515.76 \$sK			139.98 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	105.83 \$sK	27.96 \$sK				133.79 \$sK
		xxx76 TOTALS:			52,725.05 \$sK	25,130.66 \$sK	139.98 \$sK	133.79 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	9,658.42 \$sK	2,172.03 \$sK			11,830.45 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	3,964.96 \$sK	1,253.15 \$sK				5,218.11 \$sK
		xxx78 TOTALS:			0.00 \$sK	0.00 \$sK	11,830.45 \$sK	5,218.11 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		O&M	202.69 \$sK	0.00 \$sK	202.69 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	149.21 \$sK	2.72 \$sK		151.92 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	86.42 \$sK	24.34 \$sK			110.76 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	56.00 \$sK	0.00 \$sK				56.00 \$sK
		xxx90 TOTALS:			202.69 \$sK	151.92 \$sK	110.76 \$sK	56.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	3,285.84 \$sK	639.09 \$sK	3,924.93 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	1,845.88 \$sK	601.39 \$sK		2,447.28 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	2,091.97 \$sK	1,070.32 \$sK			3,162.29 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	2,074.34 \$sK	739.54 \$sK				2,813.88 \$sK
		xxx95 TOTALS:			3,924.93 \$sK	2,447.28 \$sK	3,162.29 \$sK	2,813.88 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	15,250.23 \$sK	3,650.33 \$sK	18,900.55 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	3,710.08 \$sK	2,761.98 \$sK		6,472.05 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	8,900.31 \$sK	15,685.15 \$sK			24,585.46 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	11,228.00 \$sK	8,652.23 \$sK				19,880.23 \$sK
		xxx96 TOTALS:			18,900.55 \$sK	6,472.05 \$sK	24,585.46 \$sK	19,880.23 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	4,641.58 \$sK	181.96 \$sK	4,823.54 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	4,215.79 \$sK	181.92 \$sK		4,397.71 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	9,667.64 \$sK	206.27 \$sK			9,873.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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O&M	3,016.20 \$sK	182.00 \$sK				3,198.20 \$sK
MFH TOTALS:			4,823.54 \$sK	4,397.71 \$sK	9,873.90 \$sK	3,198.20 \$sK

2. Relocation Costs

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

Total relocation costs: \$ 115,892.80 K