DCN 1066

CLOSURE

Reese Air Force Base Lubbock, Texas

Merrill Beyer
Air Force Analyst
Defense Base Closure and Realignment Commission

Reese AFB

Defense Base Closure and Realignment Commission
Executive Correspondence Tracking System (ECTS)

950306-15 (I, O)
Originated: 02/28/95 Received: 03/06/95 Referred to: LIAISON Due: / / Closed: 03/14/95 COMPLETE.
From: LANGSTON, DAVID R. (MAYOR at CITY OF LUBBOCK, TX).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: CONCERNED REESE AFB WAS UNFAIRLY CHOSEN FOR CLOSURE. ASKS THAT WE GIVE SPECIAL ATTENTION TO UPT.

950306-15R1 (O, R)
Originated: 03/14/95 Received: / / Referred to: Due: / / Closed: 03/14/95 COMPLETE.
From: DIXON, ALAN (CHAIRMAN at DBCRC).
To: LANGSTON, DAVID R. (MAYOR at CITY OF LUBBOCK, TX).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: INFORMING DBCRC WILL REVIEW WHAT AFFECT THE ISSUE OF UNDERGRADUATE PILOT TRANING HAD ON THE REVIEW OF REESE AFB BY THE JCS GROUP.

950322-2 (O, O)
Originated: 03/21/95 Received: / / Referred to: Due: / / Closed: 03/22/95 NONE REQ.
From: CIRILLO, FRANK (AIR FORCE TEAM LEADER at 1993 DBCRC).
To: BLUME, JAY (SPECIAL ASST TO SEC OF AF at HEADQUARTERS USA/RT).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: FORWARDING COPY OF ANALYSIS OF REESE AFB AND REQUESTING COMMENTS BY APRIL 10. ANALYSIS SENT TO DBCRC BY CONG LARRY COMBEST.

950327-11 (I, O)
Originated: 03/23/95 Received: 03/27/95 Referred to: LIAISON Due: / / Closed: 03/30/95 COMPLETE.
From: THORNBERRY, WILLIAM M. (REP. (TX) at U.S. CONGRESS).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: LETTER OF SUPPORT FOR REESE AFB. ALSO, REQUESTING COMMISSION EXAMINE AF ANALYSIS OF UNDERGRADUATE PILOT TRAINING.

950329-1 (I, O)
Originated: 03/28/95 Received: 03/29/95 Referred to: LIAISON Due: / / Closed: 04/18/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX.) at U.S. CONGRESS).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: INVITING COMMISSIONERS AND STAFF TO A DINNER ON APRIL 4 DURING THEIR VISIT TO REESE AFB.

950404-14 (O, O)
Originated: 04/03/95 Received: / / Referred to: Due: / / Closed: 04/04/95 NONE REQ.
From: CIRILLO, FRANK (AIR FORCE TEAM LEADER at 1993 DBCRC).
To: BLUME, JAY (SPECIAL ASST TO SEC OF AF at HEADQUARTERS USA/RT).
Installation(s): KELLY AFB, TX (F-MBPB), and REESE AFB,TX (F-UBNY).
Contents: REQUESTING INFO TO RECONCILE DIFFERENCES IN DIRECT "OUTS" BETWEEN ECONOMIC IMPACT DATA AND COBRA FOR KELLY AFB AND REESE AFB.

950410-17 (I, O)
Originated: 04/07/95 Received: 04/10/95 Referred to: LIAISON Due: / / Closed: 04/17/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX.) at U.S. CONGRESS).
To: BEYER, MERRILL (AIR FORCE DOD ANALYST at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: QUESTIONS REGARDING THE JOINT CROSS SERVICE WORKING GROUP'S FUNCTIONAL ANALYSIS AND ITS EFFECT ON REESE AFB.

NOTE: 13 Records Selected by ACKERMAN, Criteria: .

Defense Base Closure and Realignment Commission
Executive Correspondence Tracking System (ECTS)

950411-22 (I, O)
Originated: 04/06/95 Received: 04/11/95 Referred to: Due: / / Closed: 04/11/95 COMPLETE.
From: LANGSTON, DAVID R. (MAYOR at CITY OF LUBBOCK, TX).
To: CORNELLA, AL (COMMISSIONER at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: THANK YOU FOR VISITING REESE AFB.

950427-12 (I, O)
Originated: 04/26/95 Received: 04/27/95 Referred to: LIAISON Due: / / Closed: 05/04/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX.) at U.S. CONGRESS).
To: ROBLES, JOSUE, JR. (COMMISSIONER at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: REQUESTING THAT DBCRC CONSIDER COST AND COST SAVINGS IN THEIR DECISION REGARDING REESE AFB.

950526-22 (I, O)
Originated: 05/26/95 Received: 05/26/95 Referred to: LIAISON Due: / / Closed: 06/05/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX.) at U.S. CONGRESS).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): , (-).
Contents: CONCERN FOR ANALYSIS OF UPT AIR FORCE BASES, PARTICULARLY REESE AND VANCE.

950531-25 (I, O)
Originated: 05/26/95 Received: 05/31/95 Referred to: LIAISON Due: 06/03/95 Closed: 06/05/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX) at U.S. CONGRESS).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: DISCUSSING THREE CONCERNS HE HAS REGARDING AIR FORCE PILOT TRAINING BASES. 1) REESE'S RATING 2) SENDING AETC COMMANDER TO SITE VISITS 3) PROJECTIONS FOR PILOT TRAINING REQUIREMENTS

950620-38 (I, O)
Originated: 06/20/95 Received: 06/20/95 Referred to: LIAISON Due: 06/23/95 Closed: 06/22/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX.) at U.S. CONGRESS).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: STATING AIR FORCE NEEDS TO RETAIN ALL UPT BASES TO MEET ITS TRAINING REQUIREMENTS FOR THE FUTURE- REPORT IN SUPPORT OF REESE

950710-1 (I, O)
Originated: 07/07/95 Received: 07/10/95 Referred to: LIAISON Due: 07/12/95 Closed: 07/19/95 COMPLETE.
From: COMBEST, LARRY (REP. (TX.) at U.S. CONGRESS).
To: DIXON, ALAN (CHAIRMAN at DBCRC).
Installation(s): REESE AFB, TX (F-UBNY).
Contents: PROVIDING INFO SHOWING AIR FORCE UPT BASES WILL BE OPERATING AT 102% IF REESE IS CLOSED - REQUESTING DBCRC RECONSIDE DECISION

NOTE: 13 Records Selected by ACKERMAN, Criteria: .

REESE AIR FORCE BASE, TX
Commissioner Base Visit Book

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

REESE AIR FORCE BASE, TEXAS

INSTALLATION MISSION

Air Education and Training Command (AETC) base, Undergraduate Flying Training category. 64th Flying Training Wing, Specialized Undergraduate Pilot Training (SUPT) in 21 T-1A, 48 T-37B, and 51 T-38A aircraft. Base activated 1942; named for 1st Lt. Augustus F. Reese, Jr., P-38 fighter pilot killed during a train-strafing mission at Cagliari, Sardinia, May 14, 1943.

DOD RECOMMENDATION

- Reese Air Force Base: Close.
- 64th Flying Training Wing: Inactivate.
- All assigned T-1, T-37 and T-38 aircraft: Redistribute or retire.
- All activities and facilities at the base including family housing, the hospital, commissary, and base exchange: Close.

DOD JUSTIFICATION

- The Air Force has one more Undergraduate Flying Training (UFT)--Pilot and Navigator--base than necessary to support Air Force pilot training requirements consistent with the DoD Force Structure Plan.
- Reese ranks lower than other UFT bases when evaluated on such factors as weather (crosswinds, density altitude) and airspace availability (volume, distance to training areas). UPT Joint Cross-Service Group recommended Reese for closure in each alternative.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: $46.4 million
- Net Costs (Savings) During Implementation: ($95.7 million)
- Annual Recurring Savings: $32.4 million
- Return on Investment Year: 1999 (2 Years)
- Net Present Value Over 20 Years: $404.8 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	Military	Civilian	Students
Baseline	**760**	**219**	**140**
Reductions	435	116	0
Realignments	413	223	242
Total:	848	339	242

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
Recommendation	Military	Civilian	Military	Civilian	Military	Civilian
Close Reese	(1,090)	(1,238)	0	0	(1,090)	(1,238)

ENVIRONMENTAL CONSIDERATIONS

- Environmental impact is minimal and ongoing restoration of Reese AFB will continue.

REPRESENTATION

Governor:	George W. Bush, Jr.
Senators:	Phil Gramm Kay Bailey Hutchison
Representative:	Larry Combest (19) William M. "Mac" Thornberry (13)

ECONOMIC IMPACT

- Potential Employment Loss (1996-2001): 3,206 jobs (2,328 direct/878 indirect)
- Lubbock, Texas MSA Job Base: 132,010 jobs
- Job Change: 2.4 percent decrease
- Cumulative Economic Impact (1994-2001): 2.4 percent decrease

MILITARY ISSUES

- $22.0 million "One-Time unique Costs" at Reese listed in COBRA. Includes $7M to terminate civilian labor contract, and $15M for the Air Force Base Closure Agency budget.
- $1.2 million "MILCON Cost Avoidance" at Reese listed in COBRA.
- Air Force Air Education and Training Command (AETC) Capacity Analysis assumes four UPT bases only:
    - Excludes Randolph: performs no UPT, only Undergraduate Navigator Training (UNT) and Pilot Instructor Training (PIT).
    - Excludes Sheppard: performs some UPT, mainly Euro-NATO Jet Pilot Training (ENJJPT).
    - Excludes Hondo and USAF Academy Airfields: perform Flight Screening only.
    - Assumes Specialized UPT at each base, i.e., all three training aircraft types present (T-1, T-37/JPATS, T-38) to train pilots for Primary, Bomber/Fighter, and Airlift/Tanker.

- Air Force UPT Capacity Analysis:
  - Based analysis on meeting AIR FORCE Pilot Training Requirements (PTR) only
  - Assumes 5-day work week to allow recovery capacity for unforeseen impacts
  - Capacity expressed in "UPT graduate equivalents."

CAPACITY	
COLUMBUS	408
LAUGHLIN	424
REESE	392
VANCE	396
SUBTOTAL	1,620
CLOSE LOWEST	- 392
TOTAL	1,228

REQUIREMENT	
BOMBER/FIGHTER	394
AIRLIFT/TANKER	592
FIXED-WING UPGRADE	4
FMS	31
SUBTOTAL	1,021
INTRO, FTR FUND	57
TOTAL	1,078

CAPACITY	1,228	
PTR	- 1,078	
	150	(12% EXCESS)

- Need for Excess
  - JPATS Transition 100
  - Instructor Crossflow (T-37 to T-38): 39
  - Flight operations beyond 95% capacity will compromise training and safety

COMMUNITY CONCERNS/ISSUES

- In previous rounds, the Air Force rated Reese very highly. What has changed since the last round to lead the Air Force to rate Reese so low (Tier III) compared with other bases in the Undergraduate Flying Training category, especially considering that the Air Force:
  (1) selected Reese as its first Specialized Undergraduate Pilot Training site;
  (2) introduced the T-1 training aircraft at Reese; and
  (3) initiated the consolidation of UPT with the Navy in a joint program at Reese?
- What is the Air Force rationale for closing Reese and transferring all of its aircraft, particularly the newly introduced T-1 training aircraft, along with the joint training program to Vance AFB, Oklahoma; Laughlin AFB, Texas; and Columbus AFB, Mississippi, when these bases have yet to transition to these programs? Couldn't the Air Force avoid significant MILCON costs by not transferring these programs.
- Is the Air Force ignoring a clear quality of life indicator, that Reese is the number one choice of student and instructor pilots in AETC for base of assignment, that its accessibility is

enhanced by its proximity to a large international airport served by major jet airlines, and that it offers clearly superior higher education opportunities?

- Is Reese being down-graded because it lacks actual ownership and control of required airspace, even though access to the airspace it uses for UPT training activities is unimpeded, and despite of the lack of an encroachment problem? Other UPT bases own/control more airspace than Reese, but much of this airspace is unusable for UPT.

ITEMS OF SPECIAL EMPHASIS

- Since the Air Force configures each of its UPT bases nearly the same, the UPT-JCSG analysis could be suspect since it showed Reese substantially inferior to the other bases.

Merrill Beyer/Air Force Team/June 19, 1995

As of: 12:36 30 May 1995

Economic Impact Data

Activity: REESE AFB

[redacted] Lubbock, TX MSA

Impact of Proposed BRAC-95 Action at REESE AFB:

Total Population of Lubbock, TX MSA (1992):	**224,600**
Total Employment of Lubbock, TX MSA, BEA (1992):	**132,010**
Total Personal Income of Lubbock, TX MSA (1992 actual):	**$3,860,102,000**
BRAC 95 Total Direct and Indirect Job Change:	**(3,206)**
[redacted]	[redacted]

		1994	1995	1996	1997	1998	1999	2000	2001	Total
Relocated Jobs:	MIL	0	0	0	(655)	0	0	0	0	(655)
	CIV	0	0	0	(223)	0	0	0	0	(223)
Other Jobs:	MIL	0	0	0	(435)	0	0	0	0	(435)
	CIV	0	0	0	(1,015)	0	0	0	0	(1,015)
BRAC 95 Direct Job Change Summary at REESE AFB:										
	MIL	0	0	0	(1,090)	0	0	0	0	(1,090)
	CIV	0	0	0	(1,238)	0	0	0	0	(1,238)
	TO	0	0	0	(2,328)	0	0	0	0	[redacted]
									Indirect Job Change:	[redacted]
									Total Direct and Indirect Job Change:	[redacted]

Other Pending BRAC Actions at REESE AFB (Previous Rounds):

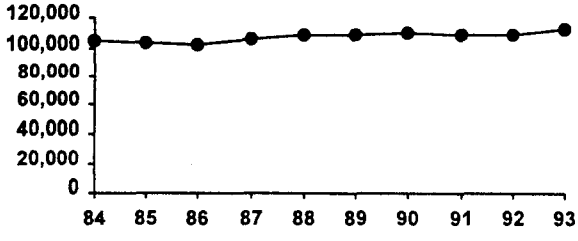
	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0

Lubbock, TX MSA Profile:

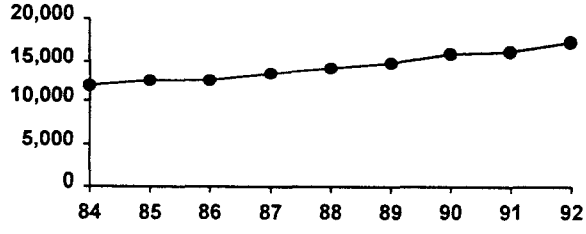
Civilian Employment, BLS (1993): 111,643

Average Per Capita Income (1992): $17,185

Employment Data [1]



Per Capita Personal Income Data



Annualized Change in Civilian Employment (1984-1993)		Annualized Change in Per Capita Personal Income (1984-1992)	
Employment:	773	Dollars:	$678
Percentage:	0.7%	Percentage:	4.9%
U.S. Average Change:	1.5%	U.S. Average Change:	5.3%

[redacted] Rates for Lubbock, TX MSA and the US (1984 - 1993):

	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Local	5.5%	6.0%	6.8%	6.2%	5.4%	5.0%	4.8%	5.6%	6.5%	5.2%
U.S.	7.5%	7.2%	7.0%	6.2%	5.5%	5.3%	5.5%	6.7%	7.4%	6.8%

1 Note: Bureau of Labor Statistics employment data for 1993, which has been adjusted to incorporate revised methodologies and 1993 Bureau of the Census metropolitan area definitions are not fully compatible with 1984 - 1992 data.

As of: 12:36 30 May 1995

Economic Impact Data

Activity: REESE AFB
Economic Area: Lubbock, TX MSA

Cumulative BRAC Impacts Affecting Lubbock, TX MSA:

Cumulative Total Direct and Indirect Job Change:	**(3,206)**
Potential Cumulative Total Job Change Over Closure Period (% of 1992 Total Employ	**(2.4%)**

		1994	1995	1996	1997	1998	1999	2000	2001	Total
Other Proposed BRAC 95 Direct Job Changes in Economic Area (Excluding REESE AFB)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other Pending Prior BRAC Direct Job Changes in Economic Area (Excluding REESE AFB)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Cumulative Direct Job Change in Lubbock, TX MSA Statistical Area (Including REESE AFB)										
	MIL	0	0	0	(1,090)	0	0	0	0	(1,090)
	CIV	0	0	0	(1,238)	0	0	0	0	(1,238)
	TO	0	0	0	(2,328)	0	0	0	0	(2,328)

Cumulative Indirect Job Change: (878)

Cumulative Total Direct and Indirect Job Change: (3,206)

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REESE AIR FORCE BASE, TEXAS

Recommendation: Close Reese AFB. The 64th Flying Training Wing will inactivate and its assigned aircraft will be redistributed or retired. All activities and facilities at the base including family housing, the hospital, commissary, and base exchange will close.

Justification: The Air Force has more Undergraduate Flying Training (UFT) bases than necessary to support Air Force pilot training requirements consistent with the Department of Defense (DoD) Force Structure Plan. When all eight criteria are applied to the bases in the UFT category, Reese AFB ranks low relative to the other bases in the category. Reese AFB ranked lower when compared to other UFT bases when evaluated on such factors as weather (e.g., crosswinds, density altitude) and airspace availability (e.g., amount of airspace available for training, distance to training areas). Reese AFB was also recommended for closure in each alternative recommended by the DoD Joint Cross-Service Group for Undergraduate Pilot Training.

Return on Investment: The total estimated one-time cost to implement this recommendation is $37.3 million. The net of all costs and savings during the implementation period is a savings of $51.9 million. Annual recurring savings after implementation are $21.5 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of $256.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,891 jobs (2,083 direct jobs and 808 indirect jobs) over the 1996-to-2001 period in the Lubbock, Texas Metropolitan Statistical Area, which is 2.2 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration of Reese AFB.

Texas

Bergstrom Air Reserve Base

Outbound

924th Fighter Wing (AFR) ..... Inactivate
F-16s (AFR) ..... To be redistributed/retired
Headquarters 10th Air Force (AFR) ..... To NAS Fort Worth, Texas

Brooks Air Force Base

Outbound

Human Systems Center ..... To Wright-Patterson AFB, Ohio
Armstrong Laboratory ..... To Wright-Patterson AFB, Ohio
68th Intelligence Squadron ..... To Kelly AFB, Texas
Air Force Center for Environmental Excellence ..... To Tyndall AFB, Florida
Air Force Medical Support Agency ..... To Fort Detrick, Maryland
710th Intelligence Flight (AFR) ..... To Medina Annex, Lackland AFB, Texas
Hyperbaric chamber/personnel ..... To Lackland AFB, Texas

Kelly Air Force Base

Inbound

DNA's Field Command ..... From Kirtland AFB, New Mexico
68th Intelligence Squadron ..... From Brooks AFB, Texas
Air Force Inspection Agency ..... From Kirtland AFB, New Mexico
Air Force Safety Agency ..... From Kirtland AFB, New Mexico

Lackland Air Force Base

Inbound

Air Force Office of Security Police ..... From Kirtland AFB, New Mexico
710th Intelligence Flight (AFR) Medina Annex ..... From Brooks AFB, Texas
Hyperbaric chamber/personnel ..... From Brooks AFB, Texas

Fort Worth

Outbound

Air Force Electronic Warfare Evaluation Simulator activity ..... To Edwards AFB, California

Naval Air Station Fort Worth

Inbound

Headquarters 10th Air Force (AFR) ..... From Bergstrom Air Reserve Base

Reese Air Force Base

Outbound

64th Flying Training Wing ..... Inactivate
Assigned aircraft ..... To other Air Force undergraduate flying training bases/retire

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USAF BASE FACT SHEET
REESE AIR FORCE BASE, TEXAS

MAJCOM/LOCATION/SIZE: AETC base adjacent to Lubbock with 2,983 acres

MAJOR UNIT/FORCE STRUCTURE:

- 64th Flying Training Wing
  -- Provides undergraduate pilot training
  -- 21 T-1A, 48 T-37B, and 51 T-38A

USAF MANPOWER AUTHORIZATIONS: (As of FY 95/2)

MILITARY--ACTIVE	917
CIVILIAN	358
TOTAL	**1,275**

ANNOUNCED ACTIONS:

- The 64th Flying Training Wing will receive a total of 35 T-1A aircraft. There is no manpower impact. (The final number of T-1A aircraft may be adjusted).

MILITARY CONSTRUCTION PROGRAM ($000):

FISCAL YEAR 94:
Underground Fuel Storage Tanks 900

FISCAL YEAR 95:
None

SIGNIFICANT INSTALLATION ISSUES/PROBLEMS: None

Basing Manager: Maj Wall/XOOB/75967
Editor: Ms Wright/XOOBD/46675/16 Feb 95

UNDERGRADUATE FLYING TRAINING

OVERVIEW: The Undergraduate Flying Training category consists of bases which provide an extensive, specialized ground and flight training for Air Force pilots and navigators. Bases in this category are:

Columbus AFB, Mississippi
Laughlin AFB, Texas
Randolph AFB, Texas
Reese AFB, Texas
Vance AFB, Oklahoma

ATTRIBUTES: Important attributes of undergraduate flying training bases:

- Adequate Flight Training Areas
- Adequate runways (Length and Number)
- Minimal weather-associated flight cancellations
- Ground Training Facilities

SPECIAL ANALYSIS METHOD: Although the Undergraduate Flying Training subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of an Undergraduate Pilot Training Joint Cross Service Group (JCSG-UPT) to take advantage of available cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force decided to forego evaluation of the Undergraduate Flying Training activities for Criterion I grading. In addition to the data collected via the Air Force Questionnaire, the Air Force collected data on behalf of and under the direction of the JCSG-UPT relating to the functional capabilities of Undergraduate Flying Training activities. The Air Force decided to use the analytical results of the JCSG-UPT to measure the relative ability of the Undergraduate Flying Training activities to accomplish these functions.

The JCSG-UPT provided its calculations of the functional value of the Undergraduate Flying Training bases to the Air Force by function. Each base evaluated by the JCSG-UPT was given a rating from 1 to 10 in up to fifteen functional areas (e.g., Flight Screening, Primary Pilot, Airlift/Tanker, Intermediate & Advanced Strike, Bomber/Fighter, and Helicopter). Bases were not rated for a function if they did not participate in that training, such as Helicopter training, or if they failed to meet certain core requirements, such as proximity to open water.

To incorporate the functional values into a product useful in the Air Force analysis system, the Air Force discarded some functions as inappropriate for an Air Force-only analysis. After discarding these functions, scores remained for Primary Pilot, Airlift/Tanker, Maritime/E2C2, Bomber/Fighter, Primary/Intermediate Navigator/NFO, Panel Navigation, and Flight Screening. In addition, two bases received grades for the WSO Strike function. The sum of the values for all functions were then divided by the number of applicable functions, providing an average value. These values were then assigned color grades using the standard deviation scoring method. This color grade served as the Criterion I grade for the analysis.

Small Aircraft: Bases with fighter type aircraft units; some have potential for a few large aircraft

Cannon AFB, New Mexico
* Eielson AFB, Alaska
Holloman AFB, New Mexico
Langley AFB, Virginia
Moody AFB, Georgia
* Nellis AFB, Nevada
Seymour Johnson AFB, North Carolina
Tyndall AFB, Florida
Davis-Monthan AFB, Arizona
* Elmendorf AFB, Alaska
Hurlburt Field, Florida
Luke AFB, Arizona
Mt Home AFB, Idaho
* Pope AFB, North Carolina
Shaw AFB, South Carolina

Undergraduate Flying Training

The primary purpose of installations in this category is to support undergraduate pilot and navigator training as well as instructor pilot training. The installations, airspace, and facilities are optimized for training pilots and navigators.

Columbus AFB, Mississippi
Randolph AFB, Texas
Vance AFB, Oklahoma
Laughlin AFB, Texas
Reese AFB, Texas

Industrial/Technical Support

The primary purpose of installations in this category is to provide highly technical support for depot level maintenance, research, development, test and acquisition. This category is divided into three subcategories: Depots, Product Centers and Laboratories, and Test Facilities.

Depots

Hill AFB, Utah
McClellan AFB, California
Tinker AFB, Oklahoma
Kelly AFB, Texas
Robins AFB, Georgia

Product Centers And Laboratories

Brooks AFB, Texas
Kirtland AFB, New Mexico
Rome Lab, New York
Hanscom AFB, Massachusetts
Los Angeles AFB, California
Wright-Patterson AFB, Ohio

* Geographically/Militarily Unique Exclusion

Document Separator

REESE AFB - FULL DATA SHEET

29-Mar-95

STATE:	TX
MAJOR COMMAND:	AETC
UIC:	UBNY
INSTALLATION TYPE:	Undergraduate Pilot Training
RESOURCES:	21-T1, 48-T37, 51-T38
INSTALLATION MISSION:	UPT
MAJOR UNITS ASSIGNED:	64th Flying Training Wg
AUTHORIZED MILITARY:	760
AUTHORIZED CIVILIAN:	219
AVERAGE NUMBER OF STUDENTS:	140
FY 93 OPERATING COSTS:	$21,000,000
METROPOLITAN STATISTICAL AREA:	Lubbock TX MSA
NEAREST CITY:	Lubbock
TOTAL ACRES:	3,953
RUNWAY LENGTH:	10,500(3)
TOTAL BUILDING SQUARE FOOTAGE:	1,960,000
HOSPITAL BEDS:	4
FAMILY HOUSING UNITS:	400
UNACCOMPANIED OFFICER HOUSING UNITS:	152
UNACCOMPANIED ENLISTED HOUSING SPACES:	462
VARIABLE HOUSING ALLOWANCE - OFFICER:	$73
VARIABLE HOUSING ALLOWANCE - ENLISTED:	47
PER DIEM RATE:	$86
AREA COST FACTOR:	1.00
PLANT REPLACEMENT VALUE:	
NATIONAL PRIORITY LIST SITE:	No
FY 93 ENVIRONMENTAL COMPLIANCE COSTS:	490,000
ENVIRONMENTAL CONSIDERATIONS:	No non-Attainment Pollutants; Potable Base Water Supply Constrained by Contaminated Groundwater Plume; non-Potable Groundwater Supply Contaminated by TCE, Volatiles & Semivolatiles, Lead; Surface Water Contaminated by Hazardous Chemicals; Part of Base on 100-yr Flood Plain; 13 IRP Sites
CONGRESSIONAL DISTRICT:	19
LOCAL OFFICIAL:	David R. Langston, Lubbock Ma

REESE AFB - FULL DATA SHEET

29-Mar-95

GOVERNOR:	George W. Bush, Jr.
SENATORS:	Phil Gramm, Kay Bailey Hutchison
REPRESENTATIVE:	Larry Combest
BRAC CATEGORY:	UPT
RANK IN CATEGORY:	III
DoD RECOMMENDATION:	CLOSE
TOTAL COST TO CLOSE/REALIGN:	37300000
CONSTRUCTION COSTS:	-1200000
CONSTRUCTION COST AVOIDANCE:	1200000
ANNUAL SAVINGS:	29400000
BREAK EVEN YEAR:	1999
ECONOMIC IMPACT (DIRECT/INDIRECT/TOTAL):	
CUMULATIVE ECONOMIC IMPACT:	-0.022
INTERSERVICING ISSUES:	UPT
CIVILIAN POSITIONS LOST:	1183
MILITARY POSITIONS LOST:	900
JOINT CROSS-SERVICE GROUP:	Undergraduate Pilot Training
JOINT GROUP - DEPOTS:	No
JOINT GROUP - LABS:	No
JOINT GROUP - TE:	No
JOINT GROUP - UPT:	Yes
JOINT GROUP - HOSPITALS:	No
IMPACT OF PREVIOUS BRAC:	None
OTHER INSTALLATIONS IN BRAC CATEGORY:	Columbus AFB, Laughlin AFB, Randolph AFB, Vance AFB

Document Separator

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
A						
	CAMP BULLIS					
	CORPUS CHRISTI ARMY DEPOT	93	DBCRC	ONGOING	REALGNUP	1993 DBCRC: Repair and maintenance capabilities for H-1 and H-60 helicopters realigned from NADEP Pensacola, FL; scheduled FY 95
	FORT BLISS	88	DEFBRAC	COMPLETE	REALGNDN	1988 DEFBRAC: Realign basic training to Fort Jackson, SC; completed FY 91
	FORT HOOD	90/91	PRESS/DBCRC	COMPLETE	REALGNUP	1990 PRESS: Inactivate 2nd Armored Division (one brigade left intact); completed FY 90 1991 DBCRC: 5th Infantry Division (Mechanized) [redesignated 2nd Armored Division] realigned from Fort Polk, LA; completed FY 94
	FORT SAM HOUSTON	90/91	PRESS/DBCRC	COMPLETE	REALGNUP	1990 PRESS: Convert Health Services Command to a Medical Command (Canceled by Army) 1991 DBCRC: Trauma research realigned from Letterman Army Institute of Research, Presidio of San Francisco, CA (Change to 1988 SECDEF Commission recommendation); completed FY 93
	LONE STAR ARMY AMMUNITION PLANT					
	LONGHORN ARMY AMMUNITION PLANT	90	PRESS	ONGOING	LAYAWAY	1990 PRESS: Layaway; scheduled FY 95

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	RED RIVER ARMY DEPOT	88/90/93	DEFBRAC/PR/DBCRC	ONGOING	REALGNUP	1988 DEFBRAC: Ammunition mission realigned from Pueblo Army Depot, CO; scheduled FY 92-94 1990 PRESS: Realign supply function (Changed by Public Law 101-510) 1993 DBCRC: Realign tactical missile maintenance to Letterkenny Army Depot, PA; scheduled FY 94-97 Wheeled vehicle maintenance realigned from Tooele Army Depot, UT; scheduled FY 94-97 Assume command and control of Tooele Depot Activity; scheduled FY 97
	SAGINAW ARMY AIRCRAFT PLANT					
AF						

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	BERGSTROM AFB	90/91/93	PR/DBCRC/DBCRC	COMPLETE	REALIGN	1990 Press Release indicated Closure. 1991 DBCRC: CLOSED (Realigned) - retain Reserves. (Completed September 30, 1993) Directed retiring assigned RF-4s and deactivation of the 67th Tactical Reconnaissance Wing. Regional Corrosion Control Facility to remain if economical and the Air Force Reserve units to remain in a cantonment area if the base is converted to a civilian airport. Directed the 12 AF Headquarters, 12th Tactical Intelligence Squadron and the 602nd Tactical Air Control Squadron to relocate to Davis-Monthan AFB, AZ. Directed the 712th Air Support Operations Center Squadron be relocated to Fort Hood, TX (USA). 1993 DBCRC: Commission did not accept DoD recommendation to relocate reserve forces from the cantonement area to Carswell AFB, TX. 704th Fighter Squadron (AFRES) and 924th Fighter Group (AFRES) will remain in cantonement area until at least the end of 1996. Close or relocate the Regional Corrosion Control Facility by September 30, 1994 unless civilian airport authority assumes responsibility for operating and maintaining that facility before that date.
	BROOKS AFB	91	DBCRC	ONGOING	REALGNUP	1991 DBCRC: Directed several realignments to Brooks AFB from U.S.Army Laboratories as follows; Laser bioeffects research from Letterman Army Institute of Research, Persidio of San Francisco, CA. Microwave bioeffects research from Walter Reed Institute of Research, Washington, D.C. Heat Physiology research from U.S.Army Institute of Environmental Medicine, Natick, MA.

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	CARSWELL AFB	88/91/93	BRAC/DBCRC/DBCR	COMPLETE	REALIGN	1988 DEFBRAC: Directed transfer of KC-135s from Closing Pease AFB, NH to Eaker, Wurtsmith, Fairchild, Plattsburg and Carswell AFB. (See 1991 DBCRC for other bases.) 1991 DBCRC: CLOSED (Realigned) - retain Reserves - Convert to USNR Base. (Completed Sep 30, 1993) Directed transfer of assigned B-52s to Barksdale AFB, LA. Directed transfer of assigned KC-135s to the Air Reserve Component (in a cantonement area). Directed the tranfer of the 436th Strategic Training Squadron to Dyess AFB, TX. Directed existing AFRES units remain in a cantonment area. 1993 DBCRC: Changes transfer of 436TS fabrication function from Dyess to Luke AFB, AZ and the 436TS maintenance training function to Hill AFB, UT. Rest of the 436TS continues to move to Dyess AFB, TX. Also, Carswell will revert to Navy control with movement of Navy Reserve units from NAS Dallas, Detroit, Memphis and Cecil Field. (Net Navy Personnel movement into Carswell is 1487 Mil and 1493 Civ.)
	DYESS AFB	91/93	DBCRC/DBCRC	ONGOING	REALGN	1991 DBCRC: Directed relocating the 436th Strategic Training Squadron from Closing Carswell AFB, TX to Dyess AFB. 1993 DBCRC: Not all functions of 436TW move. Some now go to Hill AFB, UT and some go to Luke AFB, AZ. Net loss of 23 Mil.
	ELDORADO AFS					
	ELLINGTON FIELD AGS					
	GARLAND AGS					

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	GOODFELLOW AFB	88/91	DEFBRAC/DBCRC	ONGOING	REALGN	1988 DEFBRAC: Directed realignment of 25 courses (including fire fighting, fire truck operation and maintenance, and fuel-inspection training) from Closing Chanute AFB, IL. Other technical training courses also realigned to Sheppard (52), Keesler (22), and Lowry (45) AFBs. (See 1991 DBCRC). 1991 DBCRC: Directed that all technical training from Closing Lowry AFB, CO be redistributed to the remaining technical training centers or relocated to other locations. Directed the realignment of the fuels training from Goodfellow AFB to Sheppard AFB, TX and the realignment of the technical training fire course to Goodfellow AFB unless a satisfactory and cost-effective contract can be arranged.
	KELLY AFB	93	DBCRC	ONGOING	REALIGN	1993 DBCRC: Gained 15 support equipment maintenance personnel from Closing Newark AFB, OH.
	LA PORTE AGS					
	LACKLAND AFB	93	DBCRC	ONGOING	RELIGNUP	1993 DBCRC: Inter-American Air Forces Academy will be relocated from Homestead AFB, FL to Lackland for a net gain of 129 Mil and 22 Civ personnel.
	LAUGHLIN AFB					
	RANDOLPH AFB	91	DBCRC	ONGOING	REALGNUP	1991 DBCRC: Directed movement of 323rd Flying Training Wing from Closing Mather AFB to Randolph AFB rather than to Beale AFB as directed by 90 DEFBRAC.
	REESE AFB					

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	SHEPPARD AFB	88/91/93	BRAC/DBCRC/DBCR	RCMD	REALGN	1988 DEFBRAC: Directed relocation of 52 classes (including aircraft engine, propulsion, maintenance, and aircrew life-support training) from Closing Chanute AFB, IL to Sheppard AFB. Also relocated classes to Keesler (22), Goodfellow (25), and Lowry (45) AFBs. (See 1991 DBCRC). 1991 DBCRC: Directed that all technical training from Closing Lowry AFB, CO be redistributed to the remaining technical training centers or relocated to other locations. Directed the realignment of the fuels training from Goodfellow AFB, TX to Sheppard AFB and the realignment of the technical training fire course to Goodfellow AFB unless a satisfactory and cost-effective contract can be arranged. 1993 DBCRC: Redirect 1988 Chanute AFB closure directed class relocation; new recommendation moves 16 Metals Tech Non-Destructive Inspection and Aircraft Structural Maintenance training courses to Naval Air Station, Memphis, TN (rather than to Sheppard) and than move with them to NAS Pensacola, FL. Obviates $17.5M in MILCON at Sheppard AFB, TX but will require $16.4 MILCON at Pensacola.
N						
	N/MRC ABILENE	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of the Navy/Marine Corps Reserve Center at Abilene, TX because its capacity is excess to projected requirements.
	NAS CHASE FIELD	90/91	PRESS/DBCRC	ONGOING	CLOSE	1990 PRESS: DOD Secretary proposed NAS Chase Field as a closure in his 1990 press release. 1991 DBCRC: Recommended closing the facility rather than closing and retaining it as an OLF.

CLOSURE HISTORY - INSTALLATIONS IN TEXAS

15-Mar-95

SVC	INSTALLATION NAME	ACTION YEAR	ACTION SOURCE	ACTION STATUS	ACTION SUMMARY	ACTION DETAIL
	NAS DALLAS	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Directed the closure of NAS Dallas and relocation of its aircraft, personnel, equipment, and support to Carswell AFB, TX.
	NAS, CORPUS CHRISTI					
	NAS, KINGSVILLE					
	NAVAL HOSPITAL, CORPUS CHRISTI					
	NAVAL STATION GALVESTON	88	DEFBRAC	CLOSED	CLOSE	1988 DEFBRAC: Recommended stopping construction of the new Naval Station and closing the facility. Ships planned to be homeported there will be relocated to the new Naval Station at Ingleside, TX.
	NAVAL STATION INGLESIDE					
	NRF MIDLAND	93	DBCRC	ONGOING	CLOSE	1993 DBCRC: Recommended closure of NRF Midland, TX because its capacity is in excess of projected requirements.

THE UNITED STATES DEPARTMENT OF DEFENSE **FACT FILE**

T-37 TWEET

SERVICE: Air Force

DESCRIPTION:
The T-37 Tweet is a twin-engine jet used for training undergraduate pilot, undergraduate navigator, and tactical navigator students in the fundamentals of aircraft handling and instrument, formation and night flying.

FEATURES:
The twin engines and flying characteristics of the T-37 give student pilots the feel for handling the larger, faster T-38 Talon or T-1A Jayhawk trainers later. The instructor and student sit side by side.

INVENTORY:
There are 541 in the active duty force.

BACKGROUND:
The T-37A made its first flight in 1955 and went into service with the Air Force in 1956. The T-37B became operational in 1959.

Well over 1,000 T-37s were built, and 541 remain in U.S. Air Force's inventory.

Many foreign air forces fly the T-37B. Students from 12 North Atlantic Treaty Organization (NATO) countries train in T-37Bs at Sheppard Air Force Base, Texas.

POINT OF CONTACT:
Air Training Command, Public Affairs Office, 100 H Street, Randolph AFB, TX 78150-5000; (210) 652-3946

GENERAL CHARACTERISTICS

Primary function:	Primary flight trainer
Builder:	Cessna Aircraft Co.
Cost:	$164,854
Power plant:	Two Continental J-69-T-25 turbojet engines
Thrust:	1,025 pounds (461.25 kg), each engine
Length:	29 feet, 3 inches (8.9 meters)
Height:	9 feet, 2 inches (2.8 meters)
Wingspan:	33 feet, 8 inches (10.2 meters)
Speed:	315 miles (504 km) per hour
Ceiling:	35,000 feet
Maximum takeoff weight:	6,625 pounds (2,981 kg)
Range:	460 miles (400 nautical miles, 736 km)
Armament:	T-37B: none; T-37C: provisions for external armament unit
Crew:	Two (instructor pilot and student)
Date deployed:	December 1956

DEPARTMENT OF DEFENSE

THE UNITED STATES **FACT FILE**

88217

T-38 TALON

SERVICE: Air Force

DESCRIPTION:
The T-38 Talon is a twin-engine, high-altitude, supersonic jet trainer used in a variety of roles because of its design, economy, ease of maintenance, performance, and safety record. The Air Training Command uses it for undergraduate pilot and pilot instructor training. Air Combat Command, Air Mobility Command, and the National Aeronautics and Space Administration also use the T-38.

FEATURES:
The instructor and student sit on rocket-powered ejection seats in a pressurized, air-conditioned cockpit. Critical components are waist high and can be easily reached by maintenance crews. Refueling and preflight inspections are easily performed.

The T-38 needs only 2,300 feet (690 meters) of runway for takeoff and can climb from sea level to nearly 30,000 feet in one minute.

BACKGROUND:
Student pilots fly the T-38A to learn supersonic techniques, aerobatics, formation, night and instrument flying and cross-country navigation. More than 60,000 pilots have earned their wings in the T-38A.

Air Force Materiel Command uses the T-38A to test experimental equipment such as electrical and weapon systems.

Pilots from most North Atlantic Treaty Organization countries are trained in the T-38A at Sheppard Air Force Base, Texas, through the Euro-NATO Joint Jet Pilot Training Program.

The National Aeronautics and Space Administration uses the T-38A as a trainer for astronauts and as an observer/chase plane.

Air Combat Command uses the T-38A for its Accelerated Co-pilot Enrichment Program. This program gives younger, less experienced bomber and tanker co-pilots a chance to develop the self-confidence and decision-making skills needed to become aircraft commanders. The command also uses a modified version, the AT-38B, to prepare pilots and weapon systems officers for fighter aircraft such as the F-4, F-15,

(more)

F-16, A-10 and F-111. This model carries external armament and weapons delivery equipment for training.

The Talon first flew in 1959.

INVENTORY:
More than 1,100 were delivered to the Air Force between 1961 and 1972 when production ended. Approximately 562 remain in service throughout the Air Force.

POINT OF CONTACT:
Air Training Command, Public Affairs Office, 100 H Street, Randolph AFB, TX 78150-5000; (210) 652-3946

GENERAL CHARACTERISTICS

Primary function:	Advanced jet pilot trainer
Builder:	Northrop Corp.
Unit Cost:	$756,000
Power plant:	Two General Electric J-85-GE-5 turbojet engines with afterburners
Thrust:	3,850 pounds (1,732.5 kg) with afterburners
Length:	46 feet, 4 inches (14 meters)
Height:	12 feet, 10 inches (3.8 meters)
Wingspan:	25 feet, 3 inches (7.6 meters)
Speed:	812 mph (mach 1.08 at sea level)
Ceiling:	Above 55,000 feet
Maximum takeoff weight:	12,093 pounds (5,200 kg)
Range:	1,000 miles (870 nautical miles/1,600 km)
Armament:	T-38A: none; AT-38B: has provisions for external armament
Crew:	Two (student and instructor)
Date deployed:	March 1961

DEPARTMENT OF DEFENSE

THE UNITED STATES **FACT FILE**

AIR TRAINING COMMAND

SERVICE: Air Force

DESCRIPTION:
Air Training Command is a major command with headquarters at Randolph Air Force Base, San Antonio, Texas. It is responsible for recruiting, basic military, technical, and flying training and officer commissioning programs.

The command includes six training centers; pilot training at six locations; basic and advanced navigator training; survival training; a field training group with sub-units at 75 worldwide locations; and the Air Force Reserve Officer Training Corps program.

MISSION:
ATC recruits new people into the Air Force and provides them military, technical, and flight training, and precommissioning education. After basic training, but before placement in Air Force jobs, most enlisted people are trained in a technical skill at one of ATC's six training centers. More than 2,200 technical courses offer a wide variety of job skills for today's young adults. During their career in the Air Force, every officer and enlisted person receives training administered by the command.

RECRUITING:
The Air Force Recruiting Service, with its headquarters at Randolph Air Force Base, Texas, is ATC's recruiting and commissioning agent.

Recruiting Service has more than 1,100 nationwide recruiting offices.

BASIC MILITARY TRAINING:
A six-week, 30 training days, basic military training course for all new Air Force, Air Force Reserve and Air National Guard enlistees is conducted at Lackland Air Force Base, San Antonio, Texas.

OFFICER TRAINING:
The 301st Officer Training Squadron directs a 15-week course at the Lackland Training Annex adjacent to Lackland Air Force Base. Its curriculum includes professional military knowledge, defense studies, communication skills, leadership and management training, physical training, instruction in drill and ceremonies, and markmanship.

Using the T-41 Mescalero aircraft, OTS graduates scheduled to enter pilot training participate in a three-week flight screening program. The officer training squadron also conducts two-week Air Force Officer Orientation courses for new staff judge advocates, chaplains, direct-commissioned reserve officers and medical service officers; and a four-week Health Professions Officer Indoctrination Course for Air Force health professions scholarship recipients.

(more)

AFROTC:
With its headquarters at Maxwell Air Force Base, Ala., AFROTC is a major source of the Air Force's commissioned officers. ROTC has existed on American college campuses for 70 years. The two- and four-year-programs hosted by many U.S. colleges and universities offer select students opportunities to earn Air Force commissions while completing degree requirements.

TECHNICAL TRAINING:
Technical training is provided to men and women in more than 200 technical specialties. Technical training courses, many accredited through the Community College of the Air Force, provide job qualification and advanced training to Air Force people in support of their primary missions. Each year approximately 230,000 students graduate from more than 2,200 formal training courses conducted at the six training centers: Chanute Air Force Base, Ill.; Keesler AFB, Miss.; Lowry AFB, Colo.; Lackland AFB, Sheppard AFB and Goodfellow AFB, Texas; and at 75 worldwide field training detachments and operating locations.

Two of ATC's centers are slated to close. Chanute Air Force Base will close in 1993 and Lowry AFB is scheduled to close in 1994.

SPACE TRAINING:
Undergraduate space training, which began in October 1986, is the newest concept in space education and is conducted by the 3301st Space Training Squadron, Lowry AFB. Under this program 150 to 200 officers prepare for careers in five space operations fields used at more than 30 sites worldwide. After graduation, most officers receive job-specific follow-on training at Peterson Air Force Base, Colo. Space training is scheduled to move to Goodfellow AFB when Lowry closes.

PILOT TRAINING:
Undergraduate pilot training, a 52-week program, is conducted for officers selected to become pilots. Training includes 189 flying hours, 450 hours of ground training, and 62 hours in flight simulators and cockpit familiarization trainers.

Undergraduate pilot training is conducted at Columbus Air Force Base, Miss.; Laughlin AFB, Texas; Reese AFB, Texas; Vance Air Force Base, Okla.; and Williams Air Force Base, Ariz. In addition, Euro-NATO Joint Jet Pilot Training, commonly referred to as ENJJPT, is an undergraduate pilot training program conducted at Sheppard Air Force Base, Texas.

Williams is scheduled to close in 1993.

NAVIGATOR TRAINING:
New technology and specialized weapons systems continually redefine the navigator's role. Today's navigators use highly accurate, sophisticated computer systems that allow them to position their aircraft on a specific target at a precise moment.

Specialized undergraduate navigator training, conducted in T-43 and T-37 aircraft at Mather AFB, Calif., trains Air Force, Air Reserve component, Navy, Marine and foreign students for duty in airlift, reconnaissance, air refueling, rescue, bomber, fighter, and electronic countermeasure aircraft. The program is scheduled to relocate to Randolph Air Force Base this year when Mather Air Force Base closes.

SURVIVAL TRAINING:
The Air Force combat survival course is conducted at Fairchild Air Force Base, Wash., where about 4,000 aircrew members receive training each year. Specialized environmental courses are provided temporarily at Tyndall AFB, Fla., for water survival, and Eielson AFB, Alaska, for arctic survival.

ATC evaluates and monitors the survival training conducted at the U. S. Air Force Academy, Colo., and the U. S. Air Force School of Aerospace Medicine, Brooks Air Force Base, Texas.

COMMUNITY COLLEGE:
The Community College of the Air Force, which was established in 1972, is a multi-campus college with administrative headquarters at Maxwell Air Force Base, Ala. The college integrates on- and off-duty education of enlisted personnel into a balanced program of study that can lead to an associate in applied science degree.

(more)

The Community College of the Air Force was accredited by the Southern Association of Colleges and Schools Commission on Colleges in 1980. Through CCAF, Air Force enlisted members receive formal academic recognition for completion of Air Force technical and professional education. CCAF is the only federal agency authorized to award associate degrees solely to enlisted members.

OCCUPATIONAL MEASUREMENT SQUADRON:
The Air Force Occupational Measurement Squadron at Randolph AFB, determines classification and training requirements for every Air Force job and career field. To do this, the squadron conducts occupational analysis surveys that are the basis for classification, training and many personnel programs; and creates training requirements analyses that help curriculum developers create quality training.

DEFENSE LANGUAGE INSTITUTE ENGLISH LANGUAGE CENTER:
International military members and some civilians attend full-time English language training at Defense Language Institute English Language Center, Lackland AFB. Also, the center conducts English language instructor and advanced instructor courses for foreign students. About 3,300 students from about 80 countries graduate each year. Center personnel also act as in-house advisers to host-country English language classes. The center is a Department of Defense agency that reports to ATC.

WILFORD HALL USAF MEDICAL CENTER:
Wilford Hall Air Force Medical Center at Lackland, which has been involved in every American conflict since 1942, is America's largest military hospital. The 1,000-bed medical center serves as Lackland's hospital,a specialized treatment center for the southern United States, and a tertiary care center for DoD patients evacuated from around the world. Wilford Hall serves more than 26,000 in-patients, more than a million out-patients and 15,000 aeromedical evacuees each year.

Wilford Hall's training programs are world renowned, with specialty board pass rates that far surpass national averages. At any given time, Wilford Hall has more than 500 research projects under way and has won acclaim for medical advances ranging from an AIDS natural history study to development of today's aerobic exercise.

Wilford Hall provides services unique to the Air Force and military medicine. Services include the Air Force's AIDS-HIV treatment and evaluation center, DoD centers for liver and allogeneic bone marrow transplants, and the Air Force's only level-1 trauma center.

HISTORY:
Since its inception in 1943, ATC has trained more than 13 million people. From a World War II peak of more than 600 training installations, the number of ATC installations has declined to 13 bases.

Originally, the command headquarters was at Fort Worth. In the 1940s, it was located at Barksdale Air Force Base, La.; then, in 1949, the command headquarters was relocated to Scott Air Force Base, Ill. In 1957, it moved to Randolph AFB.

POINT OF CONTACT:
Air Training Command, Public Affairs Office, 100 H Street, Suite 3, Randolph AFB, Texas, 78150-4330; (210) 652-3946

PENSACOLA (FL) NEWS JOURNAL Mar. 7, 1995 Pg. 1

Air Force salutes idea of joint training in Pensacola

■ Communities asked to share information/1C

By Charles Ashby
News Journal

Air Force Secretary Sheila Widnall likes the idea of consolidating the Navy's primary flight training at Pensacola-area bases.

Her support could lead to the Navy designating area bases for the planned Joint Primary Aviation Training System, said Don Salter, chairman of the Greater Pensacola 1995 BRAC Task Force.

Widnall told the Defense Base Closure and Realignment Commission Monday that she supports the Navy's plan to consolidate three primary fixed-wing training squadrons in South Texas with flight training at Whiting Field and Pensacola Naval Air Station.

"We were pleased to hear that the Air Force is committed to consolidating UPT (undergraduate pilot training)," said Salter, who attended the Washington, D.C., commission hearing. "That could be a plus for our area."

Air Force, Navy, Marine and Coast Guard student pilots would get their first pilot training together under a Joint Primary Aviation Training System.

If area bases get the system, to be online by the end of the century, the Air Force would send more of its trainees to Northwest Florida bases.

Winning the JPATS designation would solidify the future of area bases well into the next century, said Salter, who attended the hearing with task force member Jimmie Taylor and Pensacola Area Chamber of Commerce President John Griffing.

Currently, a handful of Air Force trainees already get fixed-wing training at Whiting Field near Milton.

About 100 are expected to train at the air station by the end of the year.

Salter also said he's expecting U.S. Rep. Sonny Montgomery, D-Miss., to try to convince the commission to join Meridian Naval Air Station with Columbus Air Force Base and designate the two as the Air Force's site for joint undergraduate pilot training.

Meridian is in jeopardy of having its two jet strike training squadrons consolidated with similar training at Kingsville Naval Air Station in Texas.

Columbus has some Air Force undergraduate flight training and could get more if the commission closes Reese Air Force Base near Lubbock, Texas.

Salter said he doesn't expect the panel to take Montgomery's idea seriously because the two bases' training programs are not compatible.

BALTIMORE SUN Mar. 8, 1995 Pg. 15

Little Brother Down Under

By RICHARD REEVES

Geelong, Australia.

One out of five automobiles bought in Australia is a Ford — 124,905 were sold last year — and most of them are made in three Ford plants employing more than 7,000 Australians. The 2,835 men and women working in the plant here pass under a gate marked with the slogan: "Driving a Ford Drives Geelong."

Those Australians making money for the American company were forcibly reminded of their citizenship in the global economy last month when the chairman of Ford, Alexander Trotman, gave an interview in Switzerland saying that if the Australian workers were not willing to work longer hours and take fewer holidays with no increase in wages, the company would move to a cheaper country.

Mr. Trotman dropped his bomb February 18 — "Fears on Ford Future," headlined the *Geelong Advertiser* — despite the fact that the local work force has been cut in half since 1991 and production of cars has doubled during the past three years.

Ford, the *Advertiser* reported, wants "a change in the attitudes of workers, unions, management, component manufacturers and state and federal governments." Or else.

"I don't want to say it's a bluff; it's a challenge," added John Ogden, president of Ford's Australian division. "If you cannot produce the car cheaper here than you can land it here, who would want to invest a billion dollars here every four years?"

That's the new world, interdependent, interconnected. Ford is one of more than a thousand American companies operating in Australia, a country as big as the United States but with a population of only 18 million. In addition, there are important American military and intelligence stations in the country, and an Australian Baseball League, with teams owned by the Cincinnati Reds, among others.

In fact, Australians debate among themselves endlessly whether they might be making the leap from British colony to American satellite. Culturally they're rapidly becoming our little brothers — Michael Jordan is a national hero, though there seems to be some confusion here about why or what he does — but cricket is still the national game, and it gets six pages in some newspapers while the Waverly Reds rate about six column-inches.

Keeping the United States around, with ships, planes and men deployed in the Pacific, is, in fact, the principal national-security goal of Australia — and of several other Asia-Pacific countries. The reason is simple: With the reemergence of China as a true international power, the smaller countries of Asia are terrified at the prospect that if uniformed Americans leave, Japan will have to rearm — and everyone hereabouts knows what happens when China and Japan start bumping into each other.

In the small-world department, the foreign minister of Australia, Gareth Evans, was at Oxford at the same time as President Clinton. "I'm not really an FOB [Friend of Bill's]; I never spent time with him," Mr. Evans told me. "But I was an FFOB, a friend of a friend of Bill's."

His friend was Mr. Clinton's roommate, Strobe Talbott, now the U.S.'s undersecretary of state.

It is not as if the Australians and the Americans do not have differences. They do, most particularly over the fact that the United States, the great free-trader, does not practice what it preaches when it comes to wheat and sugar and other agricultural commodities. The United States, for instance, subsidizes the export of wheat, and the alternate global supplier whose prices get undercut is usually Australia, which does not subsidize its wheat exports.

That aside, Australia seems generally content cruising in America's wake — it sent 47,000 men to Vietnam (398 died there) because the Americans asked them to — and the Australians' immediate concern is that Newt Gingrich and the new Republican congressional majorities will turn out to be neo-isolationists, a modern version of the conservatives who were opposed to the American entrance into World War II. The nightmare in this part of the world is that the United States will abandon its expensive conventional military presence in the Pacific to save a few billion bucks here or there — and perhaps use the money for some kind of umbrella of Star Wars gadgetry designed to protect America and no one else.

Australians want to stay under the old umbrella — they gratefully credit the United States with saving them from a Japanese invasion during World War II — because they fear new regional wars involving China, Vietnam and Indonesia, wars that Australia alone may be too small to survive without the help of its big brother.

Richard Reeves is a syndicated columnist.

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9 July 1993

MEMORANDUM FOR THE SECRETARY OF DEFENSE

SUBJECT: Joint Fixed-Wing Training (Secretary of Defense Memorandum, 15 April 1993) - ACTION MEMORANDUM

This memorandum and the attached plan respond to your 15 April 1993 memorandum directing the Secretary of the Air Force, assisted by the Secretary of the Navy, to consolidate initial fixed-wing aircraft training. The plan also addresses related issues of airlift/tanker/maritime training, and navigator/Naval Flight Officer (NFO) training.

In primary training, the services will begin an instructor exchange in Fiscal Year 1993, and a student exchange in Fiscal Year 1994. The 35th Flying Training Squadron at Reese Air Force Base, Texas, and Training Squadron 3 at Naval Air Station Whiting, Florida, will be the prototype joint training squadrons. They fly the T-37 and T-34 aircraft respectively. Other squadrons will become joint not later than the point at which they convert to the Joint Primary Aircraft Training System (JPATS) aircraft and a common syllabus.

The services will test joint airlift/tanker/maritime training and systems officer training. Pilots in the airlift/tanker/maritime track will complete either Air Force T-1A or Navy T-44 training. Air Force systems officers will attend initial training at Randolph Air Force Base, Texas, and then cross flow into the Navy program at Naval Air Station Pensacola, Florida.

Two post-graduate programs will be affected. In Fiscal Year 1995, Navy electronic warfare officers will attend joint training at Randolph Air Force Base. The Army indicates efficiencies may be possible by aligning their fixed-wing transition training with existing Navy programs.

Most cost avoidance has already accrued by closing four training bases. Additional cost avoidance will occur through acquiring a common JPATS. A small recurring cost will grow to approximately $500 thousand annually. The services agree joint training is worth the cost.

Michael B. Donley
Acting Secretary of the Air Force

Frank B. Kelso II
Acting Secretary of the Navy

Attachment:
Joint Fixed-Wing Aircraft Training Plan

EXECUTIVE SUMMARY

This plan responds to the 15 April 1993 Secretary of Defense memo on the "Roles, Missions, and Functions of the Armed Forces of the US." The plan will consolidate joint fixed-wing aircraft training for Air Force, Navy, Army, Marine Corps, and Coast Guard students. Three distinct areas for training future combat aircrews can be immediately exploited as joint training: fixed-wing primary, advanced airlift/tanker/maritime patrol training, and advanced training for Naval Flight Officers/systems officers/electronic warfare officers.

As the services studied joint training options, several observations were apparent. First, the services, in conjunction with the U.S. Congress have closed several training bases--the cost avoidance associated with these base closure initiatives will account for the preponderance of cost reductions associated with military flying training. One Navy base, Chase, and two Air Force bases, Mather and Williams, have closed in FY93. One other Navy base, Meridian, has been nominated for closure in BRAC Round III. As a result of these closures, DoD will realize an annual recurring savings of $189M per year with only $324M required up front to close all four bases.

Moreover, Secretary Aspin's direction to continue with the acquisition of a common Joint Primary Aircraft Training System (JPATS), will avoid additional costs. More than $575M in redundant development and production costs are avoided by conducting a single aircraft procurement for both services. Additional savings will be realized with one depot overseeing a reduced number of sources for parts and support, and training management staff responsibilities that are jointly shared.

Training capacity and infrastructure were also examined as part of this joint study. Neither the Air Force nor the Navy has the remaining aircraft or base capacity to train all DoD primary students projected for FY99 and beyond. Both services have retired substantial numbers of obsolete training aircraft as projected student loads have been

modified to reflect force structure drawdowns. It was determined that any reduction to post-BRAC III basing structure would preclude expected FY99 mission accomplishment due to the excessive base and airspace loading which would result. Both service training infrastructures are sized appropriately to the force structure supported by existing budgets. Whereas the on-going DoD Bottom-Up Review may produce additional force structure changes that in time further reduce the required numbers of aviation graduates, both services are prepared to respond to these adjustments as they are finalized.

In response to Deputy SECDEF Perry's 28 May 1993 memo on fixed-wing training for helicopter bound student pilots, the helo study group, led by the Secretary of the Navy, will separately address alternatives to the present method of training to include the practice of using fixed-wing training to select and train students enroute to follow-on rotary wing training. Their report will outline the impacts on fixed-wing training force structure associated with these alternatives. Based on their recommendations, fixed-wing training plans could change accordingly. As with the results of the Bottom-Up Review, both services will respond to any policy changes in this regard by resizing the numbers of primary aircraft and instructors, and reevaluating the base infrastructure needed to accommodate modified training loads.

The services will test other joint training programs as well. Prototype airlift/ tanker/maritime patrol advanced pilot training will occur at Reese AFB in the T-1A and at NAS Corpus Christi in the T-44. The Air Force will also train systems officers in the Navy NFO program at NAS Pensacola. Navy electronic warfare officers will attend Air Force electronic warfare training at Randolph AFB after they complete their initial training at NAS Pensacola. While incurring slight additional costs, these initiatives allow us to exploit existing hardware and programs to provide the best training possible to students of all services.

In summary, joint training has enormous potential. Our approach will be to start this year, build the program year by year, learn as we go, and produce the world's best

joint pilot and systems officer training programs. Young aviators will be exposed to the joint service environment, while field grade officers will earn joint duty credit, thus promoting future joint operations. Services will gain from each others' training strengths, resulting in better training overall. Economies of scale will be attainable in every joint training venture, especially with a common aircraft, ground training system, and logistics system. The services are prepared to step smartly into joint training and take full advantage of common training systems like JPATS. The remainder of this report outlines the details of our plan and schedule, and offers a first look at costs and cost avoidance. As we train together, we will continue to improve the quality of our graduates and work toward further efficiencies.

JOINT FIXED WING AIRCRAFT TRAINING ANALYSIS

OBSERVATIONS

There have been three base closures of military flying training bases as a result of the Base Realignment and Closure process--Mather and Williams Air Force bases, and Chase Naval Air Station. NAS Meridian has been nominated for potential closure in the BRAC Round III (See Figure 1). The remaining infrastructure appears to be sized appropriately for steady state outyear needs.

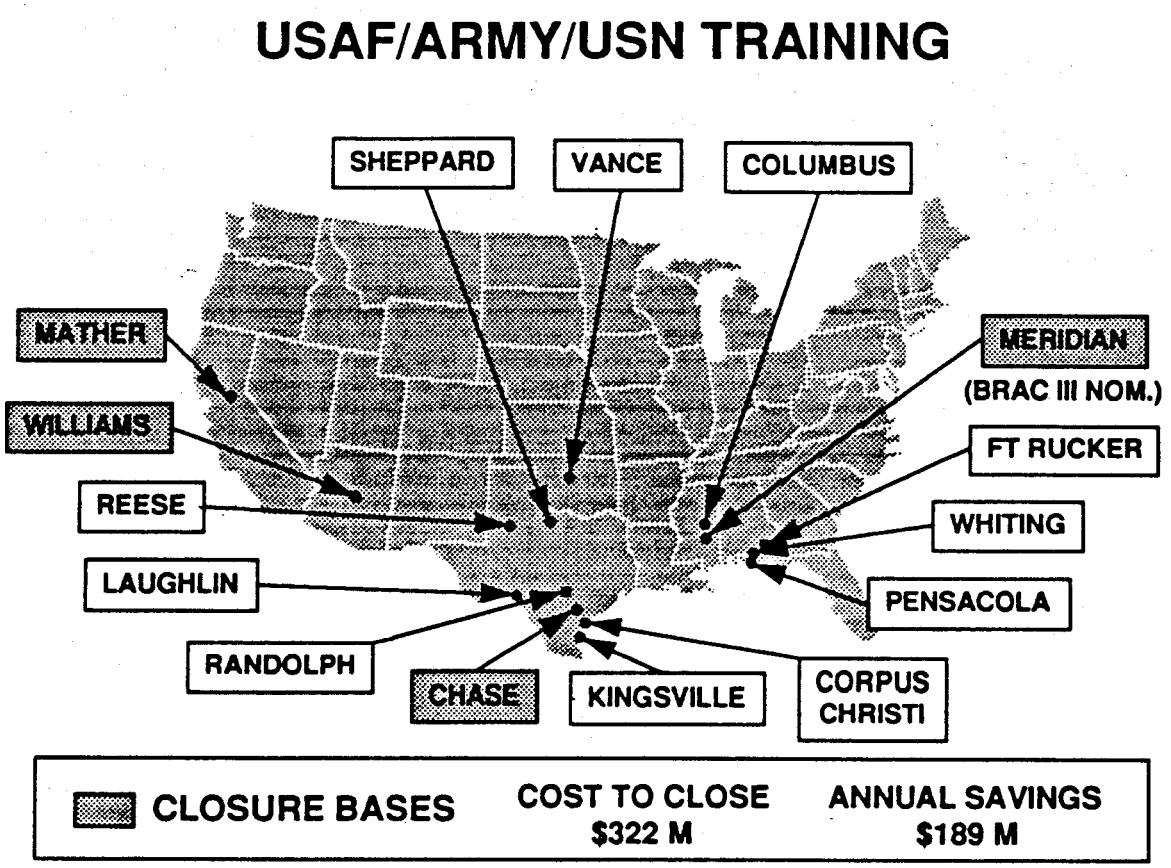


FIGURE 1

The USN capacity for primary student production at their two locations is 1253 per year. Seventy four excess T-34 aircraft are being retired, resulting in 255 used to meet this requirement. There is no excess capacity when compared to the projected FY99 production of 1253 (See Figure 2).

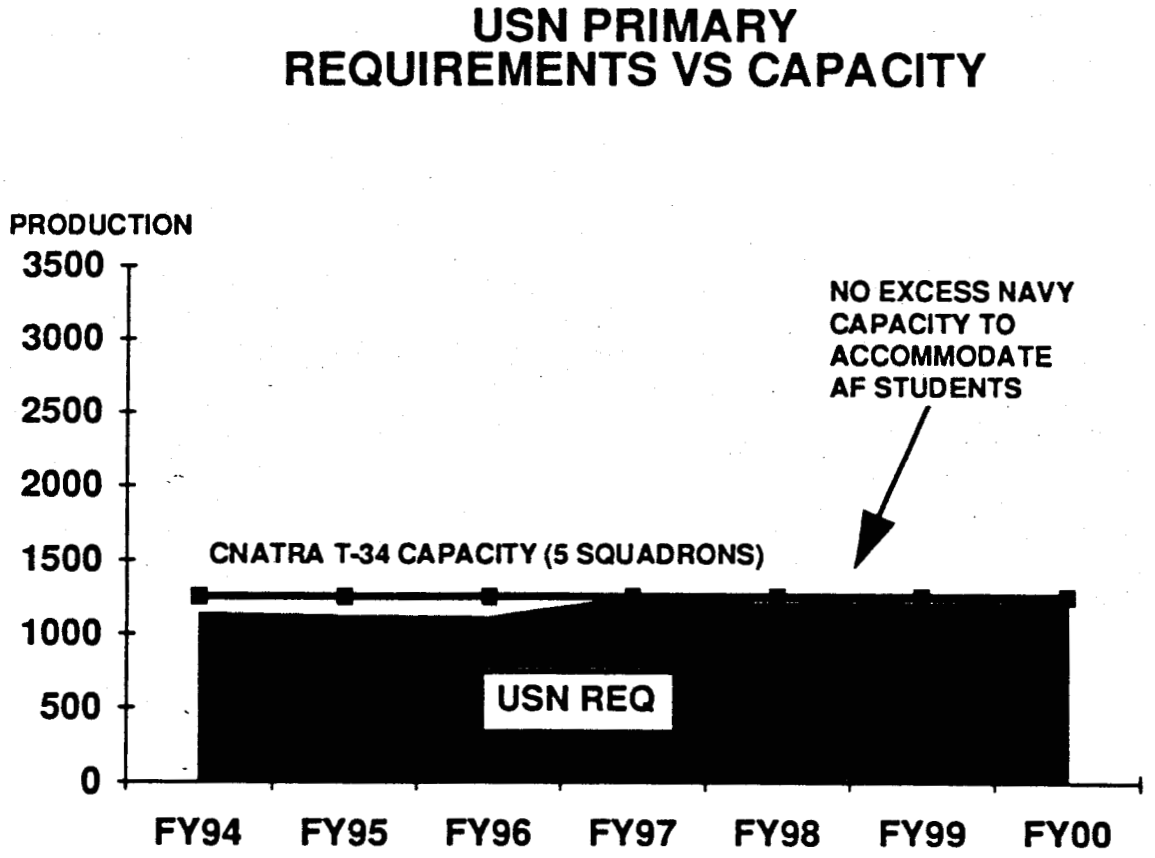


FIGURE 2

The Air Force possesses 307 T-37 aircraft that have been modified via a service life extension program (SLEP) and are located at their four remaining undergraduate pilot training bases. Maximum student production capacity of these assigned aircraft is 1404 per year. The reduced Air Force requirement due to force downsizing in the steady state by FY99 is 1212. This leaves an excess capability to produce only 212 USN pilots at Air Force bases (See Figure 3).

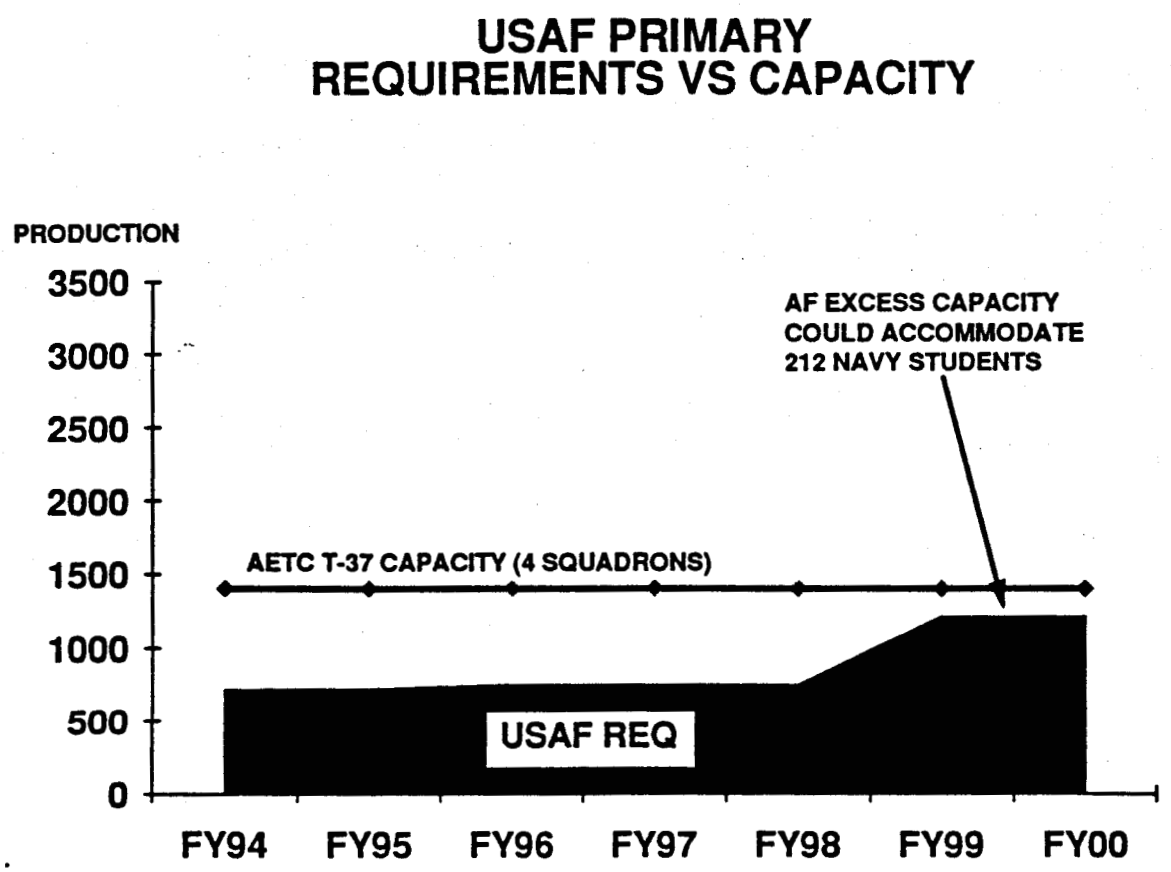


FIGURE 3

JOINT FIXED-WING PRIMARY

The USAF and USN pilot training programs have evolved over the years into similar training philosophies. Basic military flying skills are taught in the primary training phases, followed by service specific training taught in advanced phases. The USAF pilot training program as shown in Figure 4 is transitioning to Specialized Undergraduate Pilot Training (SUPT), where the advanced track splits into the bomber/fighter track and the airlift/tanker track. Reese AFB is the first USAF base transitioning to SUPT, and will be the first USAF base to host and participate in joint primary training.

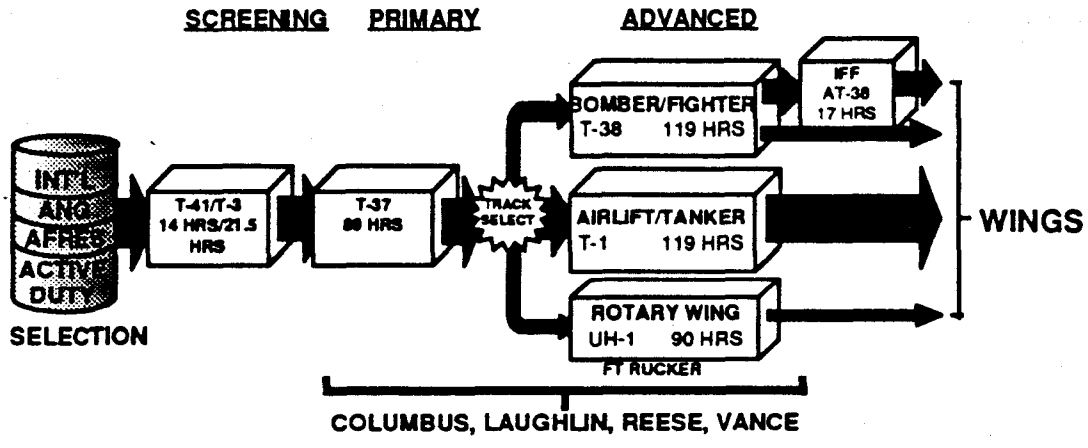


FIGURE 4

The present USN Pilot Training Program consists of a four pipeline system as shown in Figure 5 providing training in four aircraft communities: Strike, Maritime, E-2/C-2, and Helo. [Note: the terms "USN," "Navy," and "Naval" indicate USN, USMC, and USCG students and training.] Each pipeline is divided into three building block levels of training: primary, intermediate, and advanced. The primary phase of all four pipelines is a common syllabus in the T-34 aircraft. Upon completion of primary, student aviators 'pipeline select' and proceed through the pipeline-specific training curriculum. NAS Whiting provides the largest volume of student pilots through the primary phase, and was selected to be the first USN base to host and participate in joint primary training.

USN PILOT TRAINING

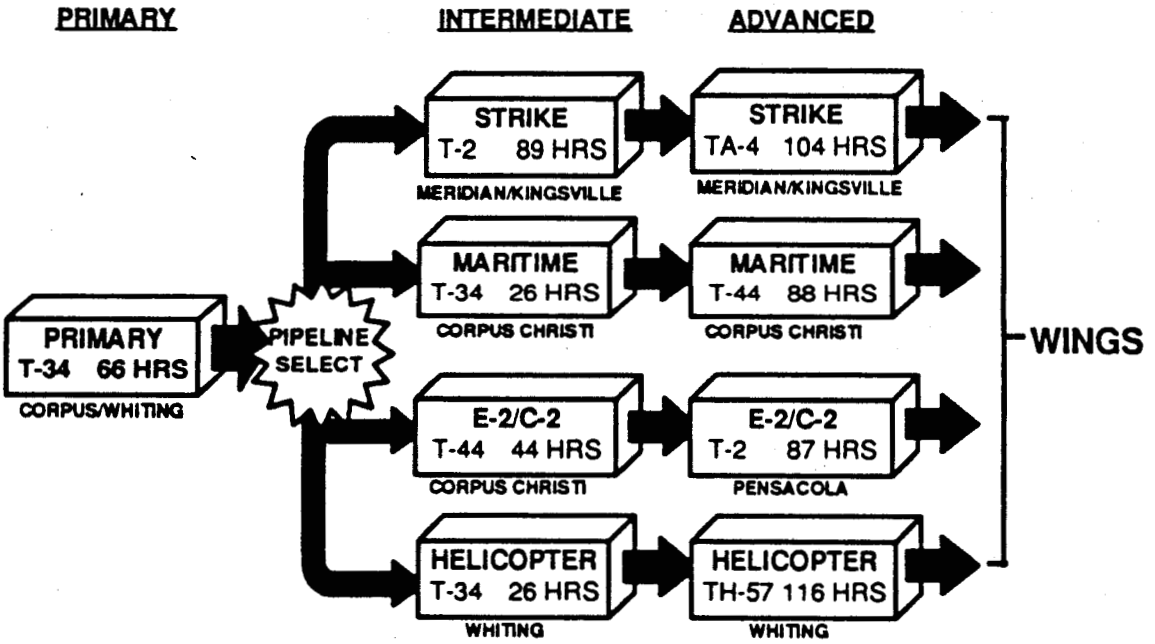


FIGURE 5

In compliance with the Secretary of Defense memo, the following describes the plan to move away from the service-specific training programs outlined above and consolidate primary fixed-wing aircraft training for Air Force, Navy, Marine Corps, Coast Guard, and perhaps Army flight students. This will be achieved using JPATS as shown in Figure 6 and a common syllabus that will be jointly developed as the services begin to train jointly in 1993 and expand the program through subsequent years.

JOINT TRAINING PROJECTION - JPATS

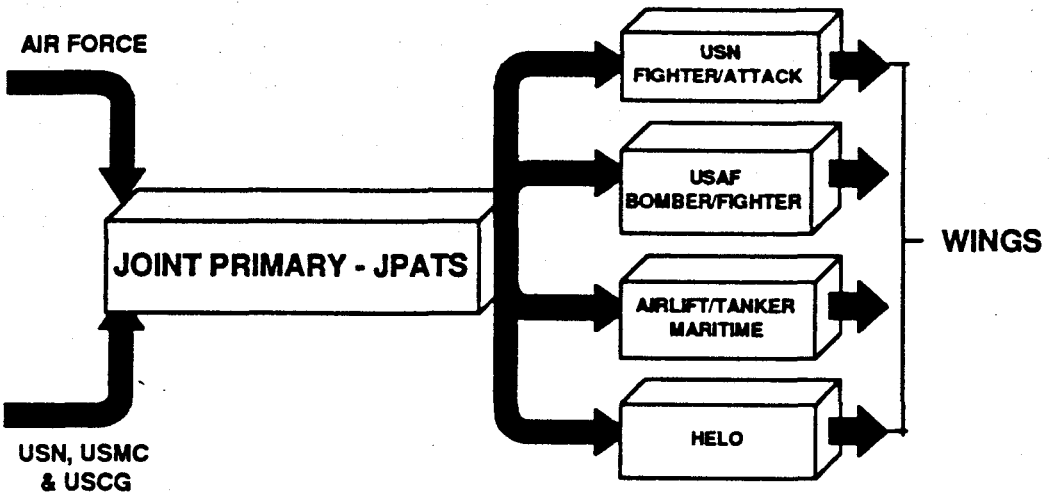


FIGURE 6

Near term instructor and student exchanges will gradually build to two prototype squadrons with alternating USAF and USN/USMC commanders by September 1994. Each squadron is expected to have 30 exchange instructor pilots, and train an annual exchange student load of 100 students by 1998. As directed in the Secretary of Defense memo, advanced training will consist of four pipelines: Navy fighter/attack, Air Force fighter/bomber, Joint airlift/tanker/maritime patrol, and Joint helicopter.

Two interim joint training arrangements will allow immediate joint training and enhance a smooth transition to the fully joint JPATS posture illustrated by Figure 6 .

The USAF-hosted interim joint training at Reese AFB is shown in Figure 7. It will use the current 89 hour T-37 primary curriculum, modified to facilitate Naval pipeline selection at 66 hours. At that point, Naval students selected for the fighter/attack and E2/C-2 pipelines will return to Naval training. Naval students selected for the Maritime and Helicopter pipelines continue with their Air Force counterparts to complete the USAF T-37 curriculum, where Air Force student track selection occurs for the advanced pipelines. Upon completion of T-37 training, both Naval and Air Force students proceed to their advanced training aircraft.

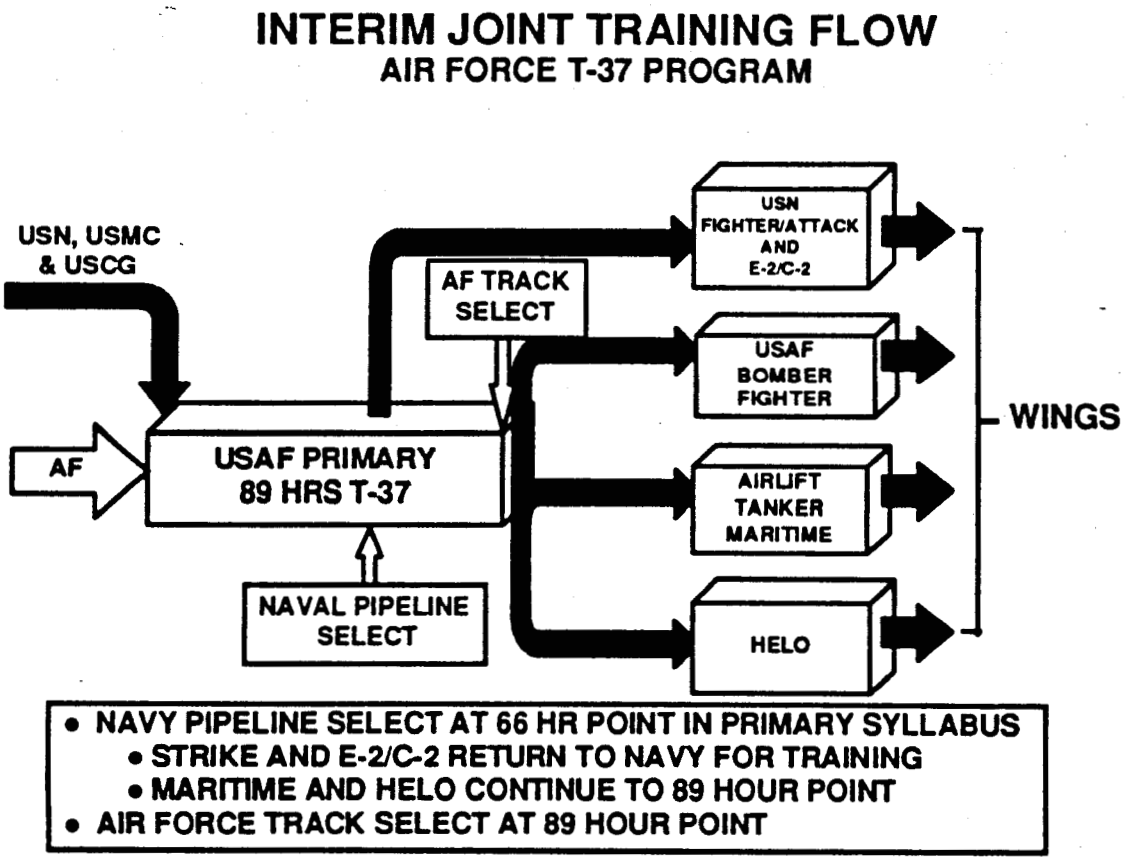


FIGURE 7

The USN-hosted interim joint training flow at NAS Whiting Field is shown in Figure 8. It will use the current 66 hour T-34 primary syllabus. Upon completion of primary training, Naval students pipeline select. Student Naval Aviators selected to the Strike and E-2/C-2 pipelines proceed to their respective intermediate training locations and aircraft. Naval students selected to fly Maritime or Helo pipeline and all Air Force students will continue through the current T-34 intermediate syllabus (26 hours). Upon completion of the intermediate syllabus, Naval students will progress to an advanced pipeline training phase. Air Force students track select upon completion of the T-34 intermediate syllabus and then proceed to advanced training.

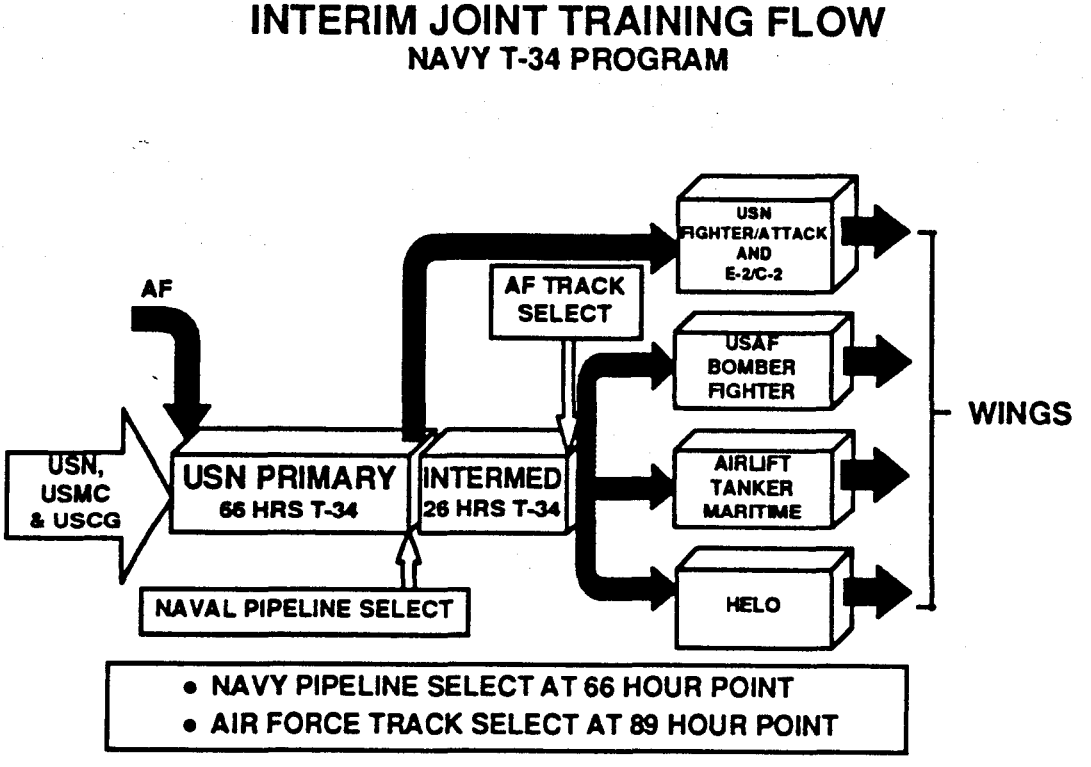


FIGURE 8

The initial prototype joint training squadrons will be established by September 1994. Joint squadron leadership will alternate between USAF and USN/USMC. The 35th Flying Training Squadron (35 FTS) at Reese AFB and Training Squadron 3 (VT-3) at NAS Whiting Field will be the prototype joint primary flight training sites.

Beginning in September 1993, the first instructor pilot exchange will occur. Six experienced USAF instructors will report to VT-3. Six experienced USN instructors will report to 35 FTS. By March 1994, 4 more instructors will exchange, with a continuous exchange rate of 3 instructors each quarter thereafter until 2 full joint prototype squadrons are manned with 30 exchange instructors.

In September 1994, two exchange students from each service will begin training, with gradual growth until September 1998, when 100 exchange student entries will occur annually in prototype squadrons (Figure 9). Additional joint squadrons will ramp up leading to total joint primary training with JPATS full training capability.

STUDENT FLOW PLAN
(PER SQUADRON)

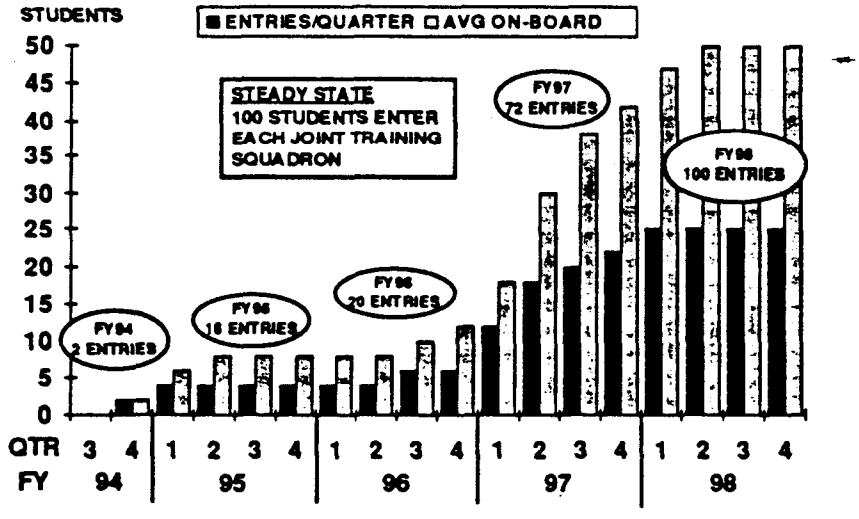


FIGURE 9

The overall plan for initiating joint fixed-wing training will use a three phase approach. The first phase will be the "foot in the door" stage where the instructor/student

exchange begins (FY93 - 94). The second phase will be the "learning as we go" stage where the primary USN and USAF syllabi are modified to accommodate current hardware (FY95 - 96). Finally the last phase will be "full up operation" where the services transition to a common aircraft and syllabus (FY97 - 98). Then based on lessons learned during the growth period, other squadrons will become joint not later than the point at which the JPATS aircraft arrives.

The services have an opportunity to accelerate joint squadrons by modifying the currently programmed beddown sequence to alternate JPATS deliveries to USAF and USN squadrons as shown in Figure 10. This should not change the current acquisition schedule, but would require some funding shifts in both services since the funding is currently front-loaded for USAF deliveries.

JPATS BEDDOWN OPTIONS

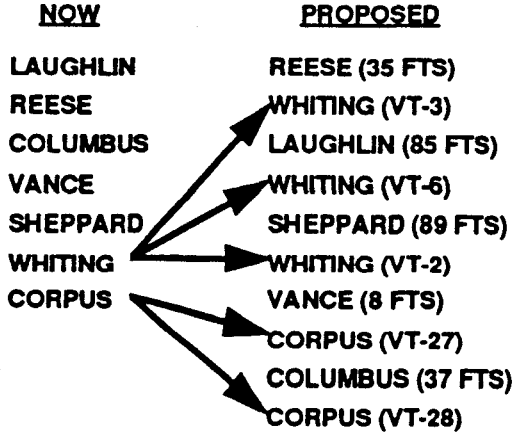


FIGURE 10

JOINT AIRLIFT/TANKER/MARITIME PATROL TRAINING

Undergraduate flight training for airlift/tanker/maritime patrol pilots requires one Navy T-44 squadron and four Air Force T-1A squadrons. SECDEF tasking directs a pipeline for Navy and Air Force airlift/tanker/maritime patrol flight training. Neither service has the capacity to meet the total training requirement. The prototype program will use aircraft and training programs from both the Air Force and Navy in a joint training evaluation. In addition, a review of Army initial fixed-wing transition training requirements was performed. It may be possible to improve quality and cost effectiveness by having the Navy provide fixed-wing multi-engine transition training for Army rotary wing pilots.

Advanced joint fixed-wing training is predicated on turboprop bound students training in T-44 turboprop aircraft and jet bound students training in T-1A jet aircraft. Figures 11 and 12 reflect Air Force and Naval multi-engine tracks. Following a test program in FY94, and assuming that apparent potential for improved turboprop training is realized, Air Force pilots selected for C-130 training could complete advanced undergraduate training at VT-31, NAS Corpus Christi in the T-44 aircraft. Navy pilots selected for E-6 training could complete advanced undergraduate training at 52 FTS, Reese AFB in the T-1A aircraft. Advanced turboprop training, including approximately 50 Air Force C-130 bound students, could be conducted by the Navy. Advanced jet airlift/tanker training, including 25 Navy E-6 bound students, could be conducted by the USAF. Both programs, when fully implemented will also involve a joint instructor force.

USAF C-130/USN E-6 TRACK SELECT

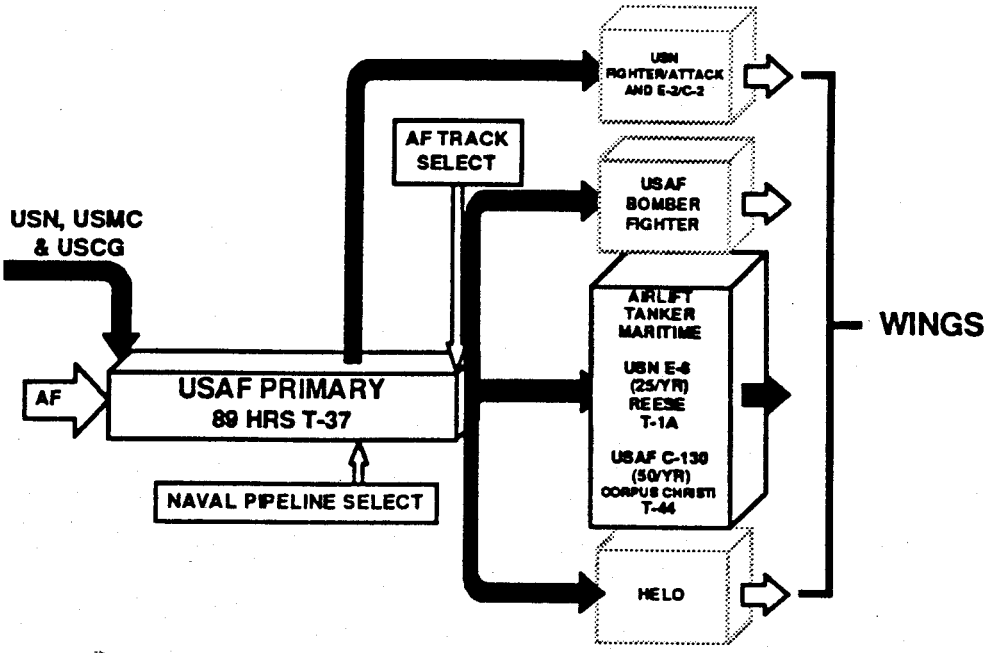


FIGURE 11

USN E-6/USAF C-130 TRACK SELECT

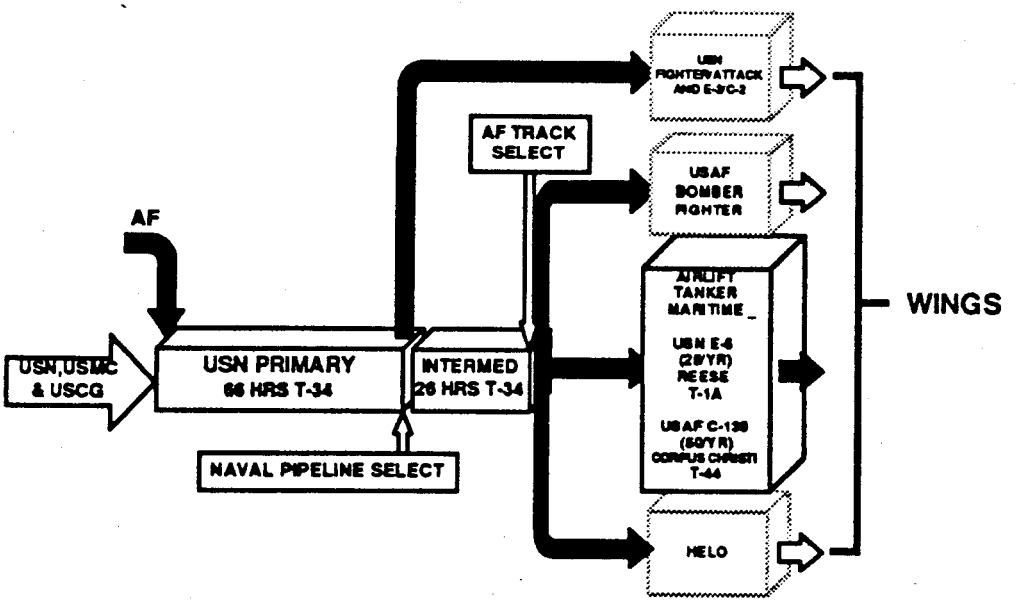


FIGURE 12

The number of exchange instructors within the multi-engine training squadrons will be proportional to the number of exchange students. Three experienced training instructor exchanges will be completed by December 1993. Subsequent instructor exchanges will come from fleet/operational units starting in June 1995.

After the instructor pilot exchanges are in place at 52 FTS and VT-31, syllabi will be evaluated and refined, if necessary, to meet service specific requirements. Further refinement of the syllabi will follow by tracking graduate performance with feedback from follow-on training managers in the C-130 and E-6 prior to full exchange of instructors and students.

Initial student exchanges will start in 1994. As the quality of this initiative is substantiated through graduate evaluation, exchanges will continue until the number of exchange students on board each track/pipeline supports total service requirements in the affected aircraft. The ramp-up of USAF and USN exchange students would be complete by September 1995, barring unforeseen problems.

JOINT NFO/SYSTEMS OFFICER/EWO TRAINING

Like their pilot training counterparts, the USAF and USN navigator training programs mirror the overall pilot training philosophy. Basic military navigation skills are taught in a core or primary phase, followed by service specific training in the intermediate and advanced phases. The current USAF Specialized Undergraduate Navigator Training (SUNT) program is depicted in Figure 13.

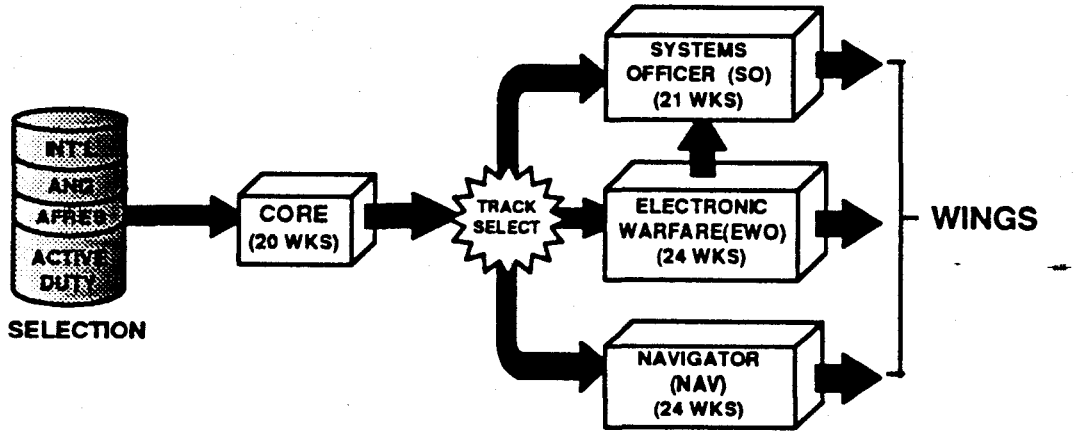


FIGURE 13

The current USN NFO training program at NAS Pensacola is depicted in Figure 14.

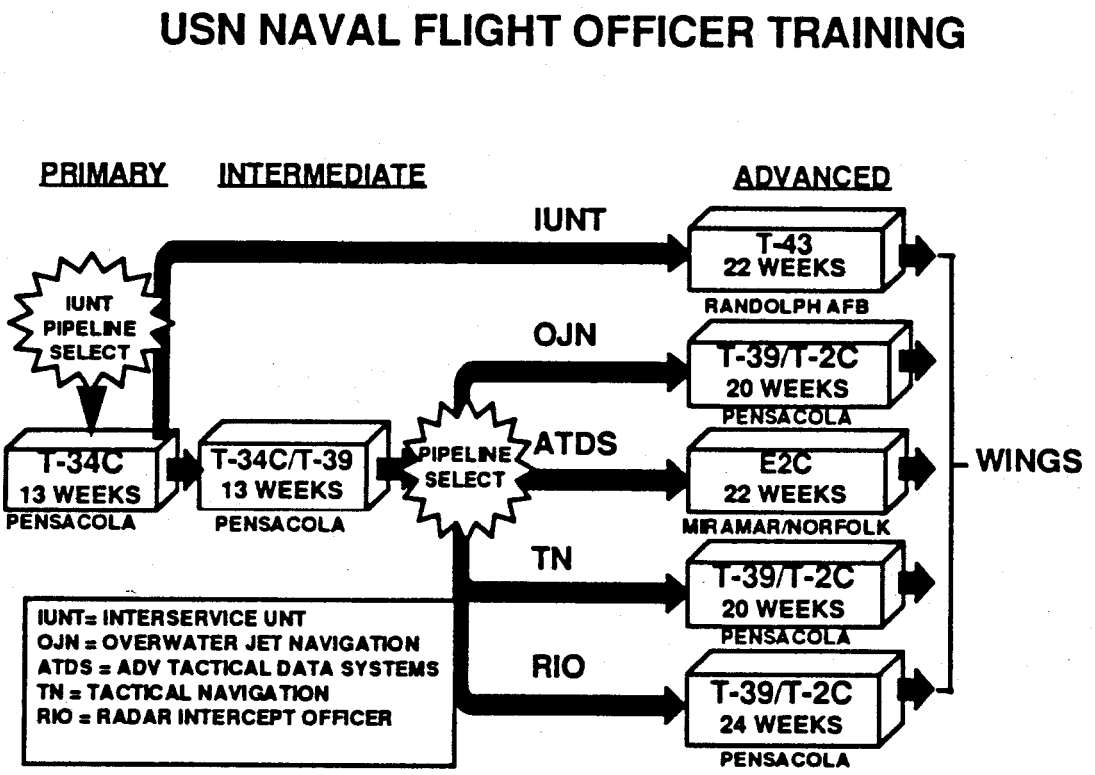


FIGURE 14

The proposed joint Naval Flight Officer (NFO)/systems officer (SO)/electronic warfare officer (EWO) training (Figure 15) would combine undergraduate specialized training to maximize the quality of training and optimize the use of resources. Under the proposal all Air Force SOs and Navy NFOs assigned to strike aircraft could be trained at NAS Pensacola, following a prototype exchange of instructors and students in 1993/4. All USN/USMC navigators and NFOs assigned to transport and land based maritime patrol will continue to train in the Interservice Undergraduate Navigator Training program at Randolph AFB. This joint NFO/SO/EWO training would substantially change USAF SO training. USN NFO training at Pensacola will not significantly change. USN NFO track selection will occur at the same point and advanced NFO graduates will report to their respective Fleet Replacement Squadron (FRS) for aircraft specific training. Refer to Figure 14. Assuming the prototype validates the postulated benefits, the revised program would provide the services with better quality strike and multi-purpose combat navigators for fewer resources expended.

JOINT STRIKE/SO/EWO TRAINING

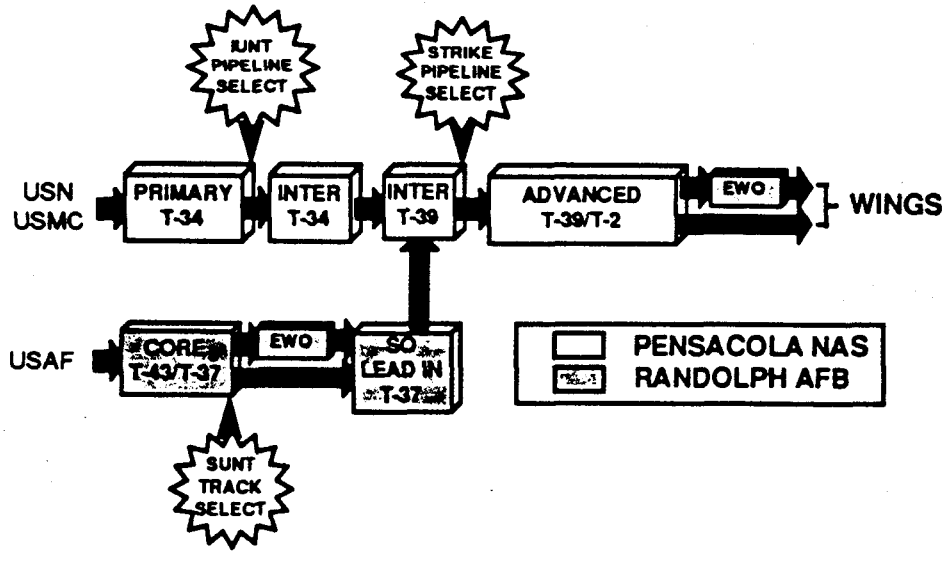


FIGURE 15

In the joint program USAF SO officers would complete core training and receive basic aviation indoctrination and fundamental navigation training at Randolph. After this 22-week course, track selection occurs to determine the location of the USAF students' advanced training. USAF officers selected for training at Pensacola would receive additional training in the T-37 aircraft at Randolph to hone the aircraft skills required at Pensacola. USAF SO students reporting to Pensacola would enter with USN students in the NFO intermediate phase in the T-39 aircraft . From the intermediate phase until graduation, USAF and USN students would receive the same training. Upon completion of the program, USAF and USN students would be assigned to their specific follow-on combat aircraft training.

An additional opportunity to combine electronic warfare training for all USAF SOs/EWOs and USN NFOs occurs with delivery of the USAF's Simulator for Electronic Combat Training in 1995. USN NFOs requiring EW training would complete training at Randolph after their training at Pensacola. This training would take place enroute to the FRS during time currently spent in the USN EW School at Corry Station. USAF officers destined for EW duty in tactical aircraft would receive this same EW training at Randolph prior to going to Pensacola.

There will be an incremental transition to joint NFO/SO/EWO training. This transition will occur with the implementation of a revised USAF SO/EWO syllabus scheduled to begin in July 1994. Some students commencing training after July 1994 will enter the revised course and complete the joint NFO/SO training program at Pensacola. After the program is validated, a full exchange of students will occur.

Joint instructor exchange will begin in September 1993. Initially, two USN NFO instructors will be assigned to the SUNT program at Randolph and two USAF instructors will be assigned to Pensacola. USAF instructor manning at Pensacola will continue to increase until the final number of nine USAF instructors is reached in December 1994.

All land based Navy NFOs are currently trained at Randolph in the Interservice Undergraduate Navigator Training program. The instructor and student ratios of USAF to USN are sufficient to establish this squadron as a joint squadron in October 1994.

Conducting joint NFO/SO training at Pensacola results in significant benefits for both the USAF and USN. The training uses an in-place, proven training system (T-39/T-2 aircraft) which better replicates operational USAF systems officer avionics suites and more effectively meets USAF training requirements in those radar, visual, and instrument navigation skills needed in strike and multi-purpose combat aircraft.

ESTIMATED COSTS AND SAVINGS

This analysis provides a first look at the cost issues for joint training. Analysis shows clearly that cost savings and cost avoidance will primarily accrue as a result of base closures associated with BRAC, and the JPATS single aircraft procurement program. Both additional costs and savings are associated with the following joint flying training areas: primary fixed-wing, airlift/tanker/maritime patrol, and navigator/NFO. All of the cost data in this document are rough order of magnitude (ROM); if this plan meets with SECDEF approval, all costs will be subjected to a more detailed financial analysis.

Both services are in the process of closing a total of three training bases. The Air Force has closed Mather AFB, CA, and Williams AFB, AZ, and the Navy has closed NAS Chase, TX. In addition, NAS Meridian, MS has been nominated for closure. The up front, non-recurring cost to close these bases will be approximately $322M, and the recurring annual savings will be $189M.

Cost savings associated with the JPATS single aircraft procurement program occur in these areas: development, acquisition, the limiting of support facility requirements to one depot and one source of parts/support, and joint management. A one-time savings in development and acquisition cost avoidance would amount to approximately $577M. Operating only one depot for JPATS could save as much as $500K per year. In addition, there are savings for having one source of parts/support, and for the consolidation of operations and logistics services management responsibilities.

Primary fixed-wing training has a mixture of additional costs and savings. There is an additional cost of approximately $430K per year for PCS costs to send USAF students from USN primary training to USAF advanced training. This PCS cost would only apply to USAF students who attend training at NAS Whiting or NAS Corpus Christi. A flying hour savings of $47K per year accrues for USAF students as a result of flying the T-34

aircraft instead of the T-37. These are the only two areas in primary fixed-wing training where the joint initiatives outlined herein had an impact on cost.

Airlift/tanker/maritime patrol training initiatives will also produce both costs and savings. The TDY cost to send USAF students, selected to fly C-130 aircraft, to NAS Corpus Christi for advanced training in the T-44 would amount to approximately $298K per year. There would be a reduced requirement for T-1A aircraft if the USAF were to send its entire C-130 student pilot flow to NAS Corpus Christi for training in the T-44. This reduced requirement would provide a one-time savings of approximately $20M. Flying hour savings that are a result of the differences between the T-44 and the T-1A training programs and the differential in flying hour costs, amount to approximately $1.2M per year.

In the navigator/NFO training program there were five areas that had an impact on costs and savings: the PCS cost of USAF students to Pensacola to complete their SO training; the additional flying hours for USAF students in the T-37, T-39, and T-2 aircraft; the flying hour savings for not flying the T-43 and T-38; the cost of three additional electronic warfare simulator seats at Randolph AFB; and the TDY cost of USN students to Randolph AFB for EWO training. The PCS cost of USAF SO students to Pensacola would be $139K per year. The flying hour cost for flying the T-37, T-39, and T-2 aircraft would amount to approximately $1.2M per year. The flying hour savings for USAF students not flying the T-43 and T-38 aircraft in the SO track at Randolph AFB, TX would amount to $421K per year. The addition of three simulator seats at Randolph AFB, to accommodate USN EWO students, would cost approximately $3.4M, and the TDY cost of USN students to Randolph AFB for EWO training would be $103K per year.

The possible overall savings/costs for this plan would include a one time cost avoidance of approximately $16.6M, with an annual recurring additional cost of $551K Again, these are "first-look" figures. A more rigorous cost scrub will follow Mr. Aspin's

decision on these initiatives, and could be incorporated in subsequent POM development and budget submissions..

SUMMARY

The foregoing plan responds to Secretary of Defense tasking. It reflects interservice agreement toward meeting training objectives, exploitation of best available training, and an aggressive joint focus.

Our commitment to start immediately, learning as we go, will ensure a seamless and effective transition to joint training. Imbedded in this transition is an equally strong commitment to produce more than just pilots and navigators/NFOs. The services will continue to produce the best combat aircrews in the world. The joint training initiatives described will provide new synergistic combat capability built upon the strengths of each services' training systems. This plan confirms the requirement for JPATS as the avenue to true jointness in initial flying training. This study uncovered no roadblocks as to the course described.

The services agree -- joint training is worth the cost.

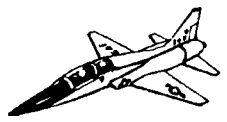
Document Separator

AIR FORCE UNDERGRADUATE FLYING TRAINING

MERRILL BEYER
MARCH 14, 1995

OVERVIEW

- USAF PILOT TRAINING



- FIXED-WING PILOT TRAINING AIRCRAFT
- UFT LOCATIONS/TYPICAL BASE
- JOINT PILOT AND NAVIGATOR/NFO TRAINING
- JPATS UPDATE

TRAINING PHASES FOR USAF PILOTS

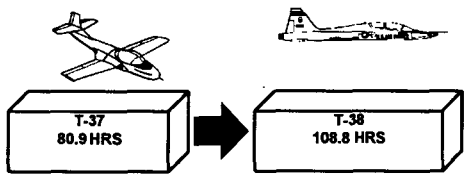
- ENHANCED FLIGHT SCREENING
- UPT
  - PRIMARY
  - ADVANCED
- INTRODUCTION TO FUNDAMENTALS
  - Bomber (IBF)
  - Fighter (IFF)
- AIRCRAFT SPECIFIC RETRAINING UNITS (RTU)
- CONTINUATION TRAINING

ENHANCED FLIGHT SCREENING

- SCREENING--NOT TRAINING per se
  - No Better Pilot Aptitude Test
  - Cost avoidance
  - Navy does not screen
- LOCATIONS
  - HONDO
    - » No-Cost Airfield Lease
    - » ROTC and OTS Grads
  - USAF Academy Airfield
    - » Part of Airmanship Program
    - » Conducted in Senior Year
  - T-3 Flight Ops incompatible with UPT aircraft

GENERALIZED UPT

PRIMARY - T-37 ADVANCED - T-38

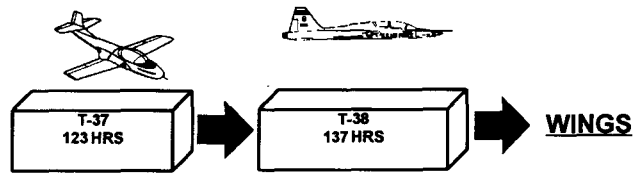


WINGS
UNIVERSALLY ASSIGNABLE PILOT

NOTES:
- *FOLLOWS FLIGHT SCREENING*
- *ALL TRAINING ACCOMPLISHED AT ONE BASE*
- *TRANSITIONING TO SPECIALIZED UNDERGRADUATE PILOT TRAINING (SUPT)*

EURO-NATO JOINT JET PILOT TRAINING (ENJJPT)--SHEPPARD AFB

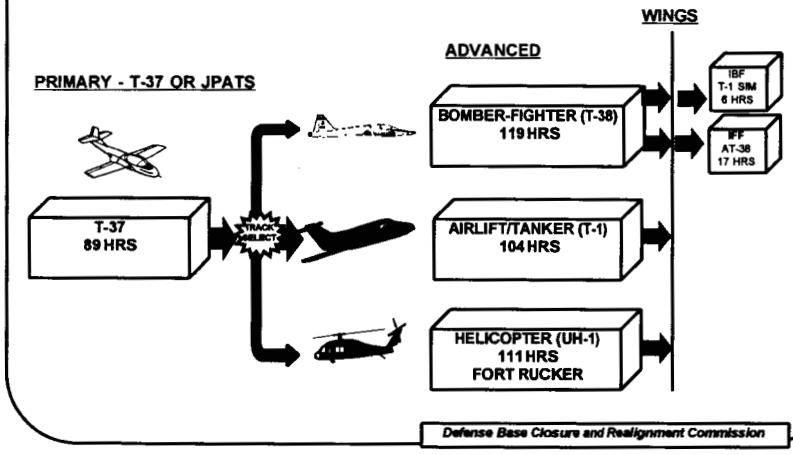
PRIMARY - T-37 ADVANCED - T-38



WINGS

NOTES:
- *FIGHTER-ORIENTED TRAINING (WILL NOT INCORPORATE T-1)*
- *INTERNATIONAL PROGRAM--NOT FOREIGN MILITARY SALES*
- *MEMBER COUNTRIES PAY FOR INFRASTRUCTURE*
- *MEMBER COUNTRIES OWN SOME AIRCRAFT*

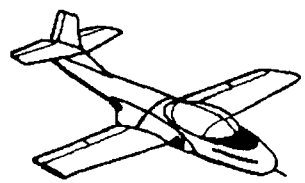
SPECIALIZED UPT



OVERVIEW

- *USAF PILOT TRAINING*
- ***FIXED-WING PILOT TRAINING AIRCRAFT***
- *UFT LOCATIONS/TYPICAL BASE*
- *JOINT PILOT AND NAVIGATOR/NFO TRAINING*
- *JPATS UPDATE*

PRIMARY TRAINER (T-37)



- FIRST AIRCRAFT FLOWN IN UPT
- TWIN-ENGINE JET
- SIDE-BY-SIDE SEATING
- UNPRESSURIZED
- TO BE REPLACED BY JPATS

ADVANCED TRAINERS

T-38

- BOMBER-FIGHTER TRAINER
- TWIN-ENGINE SUPERSONIC JET
- TANDEM SEATING

T-1

- AIRLIFT-TANKER TRAINER
- TWIN-ENGINE JET
- FLIGHT DECK WITH SIDE-BY-SIDE SEATING AND JUMP SEAT

NAVY AIRCRAFT IN WHICH USAF STUDENTS TRAIN

T-34

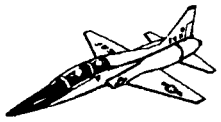
- *PRIMARY TRAINER*
- *SINGLE-ENGINE TURBOPROP*
- *TANDEM SEATING*
- *UNPRESSURIZED*
- *TO BE REPLACED BY JPATS*

T-44

- *ADVANCED MARITIME PATROL TRAINER*
- *TWIN-ENGINE TURBOPROP*
- *FLIGHT DECK WITH SIDE-BY-SIDE SEATING*

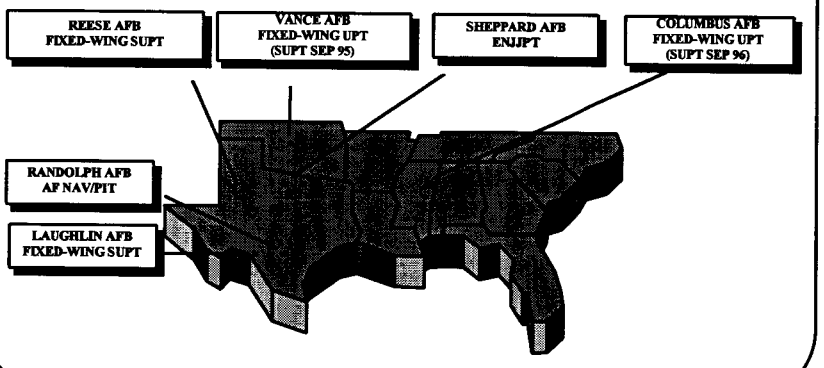
OVERVIEW

- *USAF PILOT TRAINING*
- *FIXED-WING PILOT TRAINING AIRCRAFT*



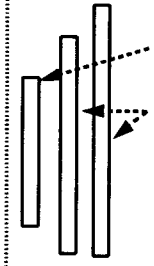
- ***UFT LOCATIONS/TYPICAL BASE***
- *JOINT PILOT AND NAVIGATOR/NFO TRAINING*
- *JOINT PRIMARY AIRCRAFT TRAINING SYSTEM (JPATS) UPDATE*

CURRENT USAF FLYING TRAINING LOCATIONS

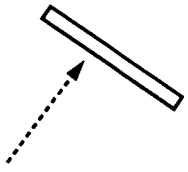


TYPICAL USAF PILOT TRAINING BASE

BASE PROPER



FEATURES:
1. ONE RUNWAY APPROXIMATELY 5000-6500 FEET.
2. TWO RUNWAYS OVER 8000 FEET.
3. ONE OUTLYING FIELD APPROXIMATELY 5000-7000 FEET.



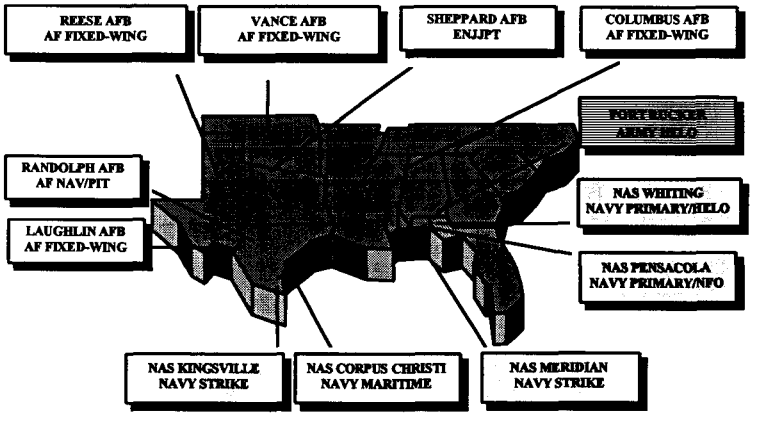
NOTES:
1. SOME AIRFIELDS HAVE CROSSWIND RUNWAYS.
2. RANDOLPH AFB HAS DIFFERENT CONFIGURATION.

OVERVIEW

- *USAF PILOT TRAINING*
- *FIXED-WING PILOT TRAINING AIRCRAFT*

- *UFT LOCATIONS/TYPICAL BASE*
- ***JOINT PILOT AND NAVIGATOR/NFO TRAINING***
- *JPATS UPDATE*

UFT BASES--ALL SERVICES



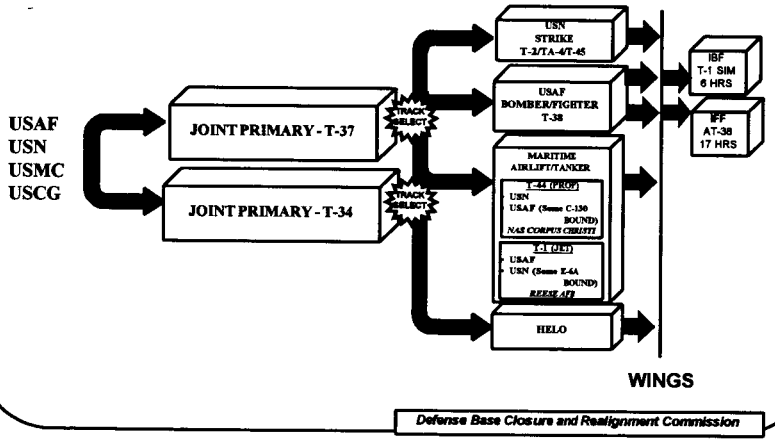
JOINT TRAINING: BACKGROUND

- APR 93: SECDEF TASKED SECRETARY OF THE AIR FORCE, ASSISTED BY THE SECRETARY OF THE NAVY, TO "CONSOLIDATE INITIAL FIXED-WING AIRCRAFT TRAINING FOR ALL SERVICES AND TRANSITION TO A COMMON PRIMARY TRAINING AIRCRAFT."
  - GENERAL OFFICER/FLAG OFFICER GROUP DEVELOPED JOINT FIXED-WING TRAINING PLAN
  - EXPANDED TASKING TO INCLUDE ADVANCED PILOT TRAINING AND NAVIGATOR/NAVAL FLIGHT OFFICER (NFO) TRAINING
  - SERVICE SECRETARIES APPROVED IN JUL 93
- OPERATORS CONTINUED TO REFINE PLAN
  - MODIFIED NAVIGATOR/NFO TRAINING
  - SERVICE SECRETARIES APPROVED
- DEPUTY SECDEF APPROVED FIXED-WING PILOT TRAINING AND NAVIGATOR/NFO TRAINING PLANS IN OCT 95

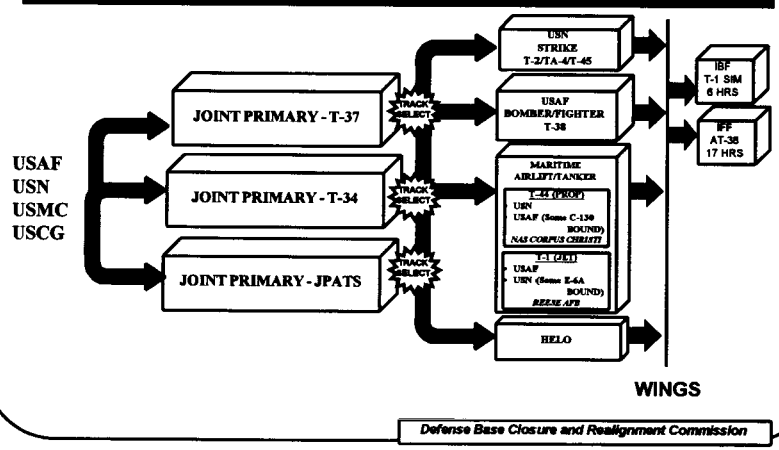
JOINT PILOT TRAINING

- PRIMARY:
  - 35th FTS AT REESE AFB TEXAS AND VT-3 AT NAS WHITING FIELD FL PROTOTYPE JOINT TRAINING SQUADRONS
  - ROTATING SQUADRON COMMAND
  - BY FY 98: 100 STUDENTS CROSSFLOW ANNUALLY, 24 EXCHANGE INSTRUCTORS
  - OTHER SQUADRONS BECOME JOINT AS THEY TRANSITION TO JPATS
- AIRLIFT/TANKER/MARITIME PATROL:
  - STUDENT/INSTRUCTOR EXCHANGE
  - NAVY TO TRAIN ALL USAF TURBOPROP-BOUND STUDENTS (C-130)
  - USAF TO TRAIN ALL NAVY JET-BOUND STUDENTS (E-6)
- USAF FIGHTER/BOMBER AND USN STRIKE: NOT JOINT

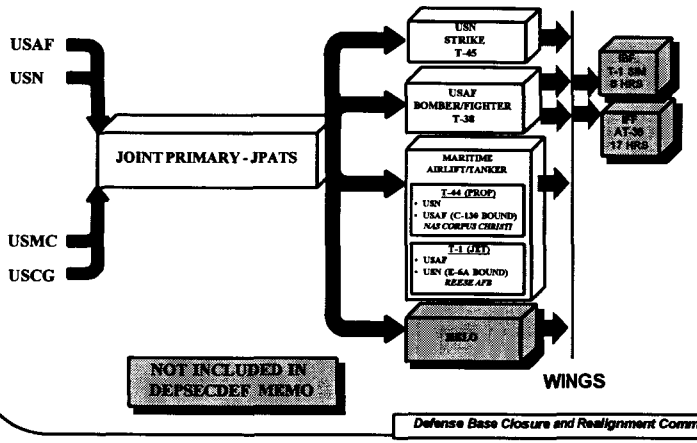
JOINT UPT--CURRENT STATUS



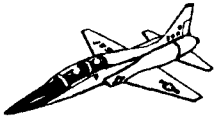
JOINT UPT--INTERMEDIATE STATUS WITH JPATS



JOINT UPT--END GAME



OVERVIEW



- *USAF PILOT TRAINING*
- *FIXED-WING PILOT TRAINING AIRCRAFT*
- *UFT LOCATIONS/TYPICAL BASE*
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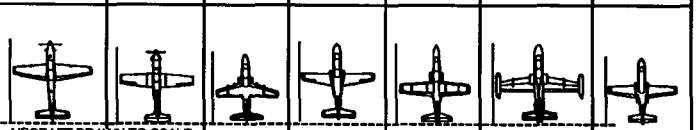
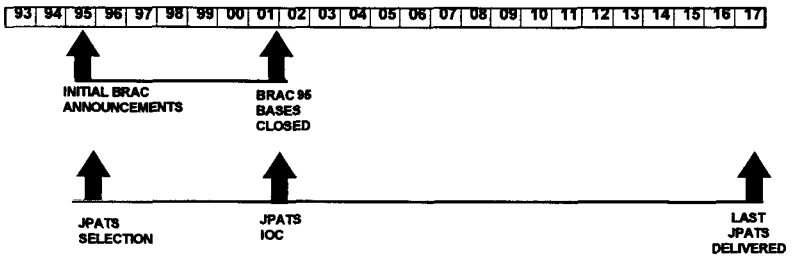
- ***JPATS UPDATE***

JPATS CONTENDERS (T-37/T-34 REPLACEMENT)

	NORTHROP/ EMBRAER SUPER TUCANO BRAZIL	BEECH/ PILATUS PC-9 MK II SWITZERLAND	GRUMMAN/ AGUSTA S.211A ITALY	ROCKWELL/ MBB RANGER 2000 GERMANY	VOUGHT/ FMA PAMPA 2000 ARGENTINA	LOCKHEED/ AERMACCHI MB 339 ITALY	CESSNA CITATIONJET USA
PLANFORM	 AIRCRAFT DRAWN TO SCALE						
TAKEOFF WEIGHT (lb)	7,040	6,789	6,393	7,900	8,168	10,420	7,400
MAXIMUM SPEED	285	278	375	380	400	475	420
ENGINE(S)	P&W TURBOPROP	P&W TURBOPROP	P&W TURBOFAN	P&W TURBOFAN	GARRETT TURBOFAN	ROLLS-ROYCE TURBOJET	2 WILLIAMS TURBOFANS
MODEL IN PRODUCTION	EMB-312A/F	PC-9	S.211A (LIMITED)	(PROTO)	PAMPA (LOW RATE)	MB 339 (LIMITED)	(PROTO)
APPROX NO. BUILT	570	160	85	2	18	182	2

POTENTIAL GBTS CONTRACTORS: BRITISH AEROSPACE, CAE-LINK, HUGHES TRAINING SYSTEMS, LORAL DEFENSE SYSTEMS, McDONNELL DOUGLAS TRAINING SYSTEMS

JPATS ACQUISITION SCHEDULE



NOTES:

- ***711 AIRCRAFT BUY: DOESN'T INCLUDE ALL OF ENJJPT AIRCRAFT***
- ***SERIES OF FIRM FIXED-PRICE CONTRACTS EXTENDING 4-5 YEARS EACH***
- ***FIRST ORDER WILL BE FOR APPROXIMATELY 140 AIRCRAFT***

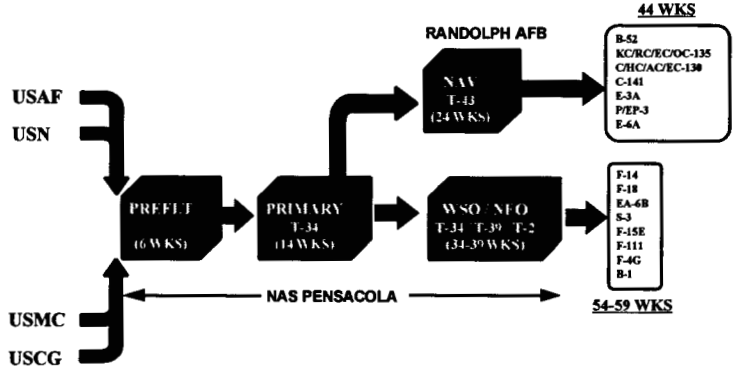
USAF UPT CHANGES SINCE 1973

- CLOSED OR REALIGNED FIVE UPT BASES
- STOPPED TRAINING IRANIANS
- ENJJPT TRAINING BEGUN
- TWO GENERATIONS OF FLIGHT SIMULATION CHANGES
- IFF TRAINING ABSORBED INTO UPT BASES
- T-46 TO REPLACE T-37 PURCHASED/CANCELLED
- SUPT AND T-1 ACQUISITION
- JOINT TRAINING
- ROTARY-WING TRAINING CHANGED MULTIPLE TIMES
- NAV TRAINING BASE CLOSED
  - NAV TRAINING "REALIGNED" THREE TIMES

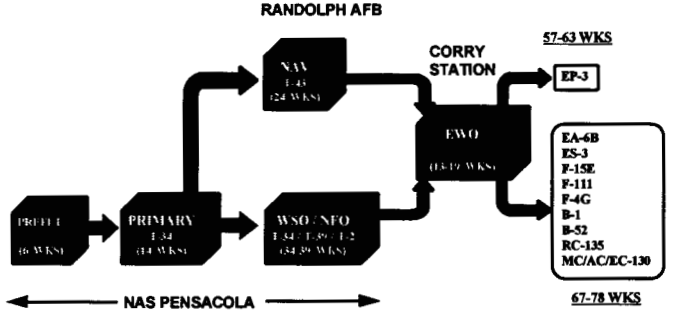
SUMMARY

- JOINT TRAINING IS CENTERPIECE OF UFT
- JPATS IS KEY TO CONSOLIDATED PRIMARY PILOT TRAINING
- TRAINING "VISION" IS STILL GROWING AND DEVELOPING

JOINT NAVIGATOR/NFO TRAINING--END GAME



JOINT ELECTRONIC WARFARE OFFICER (EWO) TRAINING--END GAME



UNDERGRADUATE FLYING TRAINING

OVERALL

Base Name	I.4 Flying Training Mission	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Columbus AFB	Green	Green	Yellow	17/-333	1	2,661 (5.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	25/-275	2	3,368 (20.9%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	13,863 (1.9%)*	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	15/-259	1	2,702 (2.0%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,028 (9.4%)	Green -	Yellow +

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

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

Resources	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap
Airfield Ops	784,371	752,136	7,441,016	389,136	787,572	389,136	270,072	619,768	686,547	646,988	685,390	865,392	554,664	651,630
Airspace	116,973	315,810	0	253,418	218,889	128,879	181,790	49,494	106,925	166,922	114,708	147,888	43,560	49,368
Ground Training Classroom	542,080	464,640	5,523,408	859,584	193,600	406,560	3,915,544	696,960	696,960	348,480	373,648	554,400	116,160	77,440
Ground Training Simulators	77,440	46,464	212,960	61,952	61,952	54,208	135,520	92,928	61,952	92,928	61,952	104,544	0	0
Aprons	209,840	540,367	392,726	240,614	217,378	241,166	299,395	501,946	282,496	394,125	223,645	386,667	251,200	46,122
* Normalized Airfield Ops	—	—	—	537,008	—	537,008	326,517	—	—	—	—	—	—	—

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

Maximum requirements where duplicate training

#Aircraft/student	0.0555	0.2274	0.2384	0.2088	0.3817	0.5105	0.2681	0.1058	0.1346	0.0402
SQ YDS/Aircraft	339	800	1,500	910	795	700	711	570	1,780	5,000
# Aircraft Required	113	567	179	57	142	316	397	76	42	9

* Normalized Light/Heavy aircraft → Airfield Ops

BASE VISIT REPORT

REESE AFB
TEXAS

April 5, 1995

LEAD COMMISSIONER:

Benjamin F. Montoya

ACCOMPANYING COMMISSIONER:

Al Cornella
Wendi L. Steele

COMMISSION STAFF:

Mr. Alex Yellin, Navy Team Leader
Lt Col Merrill Beyer, Air Force DoD Analyst
Lt Col Jim Brubaker, Navy DoD Analyst
Mr. Mark Pross, Air Force GAO Analyst

LIST OF ATTENDEES:

Colonel Roger Brady, 64th FTW Commander
Colonel Randall Gelwix, 64th Ops Gp Cmdr
Colonel Theron Weimer, 64th Sprt Gp Cmdr
Colonel Monica Figun, 64th Medical Gp Cmdr
Mr. David Langston, Lubbock Mayor
Mr. Randy Neugebauer, Mayor Pro Tem
Judge Don McBeath,
Mr. Bob Cass, Lubbock City Manager
Mr. Chris Lehman, Consultant
Brig Gen Mark Lillard (Ret.), Consultant
Colonel Don Feld (Ret.), Consultant
Mr. Jerry Stevens, Chamber of Commerce
Mr. John Zwiacher, Chamber of Commerce
Mr. Fred Underwood, Chamber of Commerce
Mr. Rob Lehman, Cong. Combest (DC Off.)
Ms Shea Woodard, Sen. Hutchison (TX Off.)
Mr. Mike Champness, Sen. Gramm (DC Off.)
Mr. Bill Christian, Sen. Gramm (DC Off.)
Ms Kay Flynt, Sen. Gramm (TX Off.)
Maj Cynthia Snyder, Air Force Legislative LN

BASE'S PRESENT MISSION:

Air Education and Training Command (AETC) base, Undergraduate Flying Training category. 64th Flying Training Wing (FTW), Specialized Undergraduate Pilot Training (SUPT) in 21 T-1A, 48 T-37B, and 51 T-38A aircraft. Base activated 1942; named for 1Lt. Augustus F. Reese, Jr., P-38 fighter pilot killed during a train-strafing mission at Cagliari, Sardinia, May 14, 1943.

DoD RECOMMENDATION:

- Reese Air Force Base: Close.
- 64th Flying Training Wing: Inactivate.
- All assigned T-1, T-37 and T-38 aircraft: Redistribute or retire.
- All activities and facilities at the base including family housing, the hospital, commissary, and base exchange: Close.

DoD JUSTIFICATION:

- The Air Force has one more Undergraduate Flying Training (UFT)--Pilot and Navigator--base than necessary to support Air Force pilot training requirements consistent with the DoD Force Structure Plan.
- Reese ranks lower than other UFT bases when evaluated on such factors as weather (crosswinds, density altitude) and airspace availability (volume, distance to training areas). The UPT Joint Cross-Service Group recommended Reese for closure in each alternative.

MAIN FACILITIES REVIEWED:

Flight line, aircraft parking areas, runways, T-1 maintenance hangar, Flying Squadron operations building, military family housing including a whole house upgrade unit, and general tour of base infrastructure and recreation facilities. The Lubbock community gave a short presentation.

Press availability occurred on the morning of the base visit. The Lubbock community hosted commissioners and staff for dinner the night before at the Methodist Hospital's Knipling Center, and following the base visit, provided a brief tour through the city enroute to lunch at the Lubbock Club.

KEY ISSUES IDENTIFIED

- Was the UPT-JCSG process flawed by inaccurate data or inappropriate weighting factors?
- Do the Air Force and Navy recommendations exploit all opportunities to reduce infrastructure in the way they have consolidated UPT?

COMMUNITY CONCERNS RAISED:

- Available airspace for training: Factual errors in the data shortchanged Reese in terms of volume of airspace available for training, These flaws should be corrected and the analysis redone.
- Weather: Comprehensive weather data reflecting what really matters, i.e., the percentage of time on average per month that sorties are rescheduled/canceled due to weather, favors Reese over several other UPT bases. However this data was given little weight in the model compared to what appear to be less meaningful parameters, crosswinds and "planning" factors.
- Airfield Condition: Air Force certified data lists the condition of taxiways and aprons at Reese as only 29 percent adequate. However, an Air Force Civil Engineering Report dated May 1993 lists nearly all pavements as adequate and needing nothing more than resealing.

Subsequent to the 93 Air Force data call, improvements to the T-1 and T38 aprons were not reflected in 95 data call.

- Quality of Life: The Air Force analysis failed to show how Reese is clearly superior in this area, especially in terms of availability of suitable off-base housing, opportunities for higher education and access to airline transportation. Significant is its standing as the number one choice of assignment for UPT student and instructor pilots, and its choice by AETC as the base to initiate each new UPT program, e.g., T-1A and SUPT, Joint Primary Training with the Navy, and JPATS beddown.
- Auxiliary Field at Lubbock International: Provides significant portion of required instrument approach training at no cost to the Air Force, and free landing and parking in the event crosswinds at Reese are out of limits, and a large hangar available for no-cost.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- Review Air Force response to Congressman Combest's "White Paper," which highlights these and other discrepancies in the Air Force analysis.
- Review Air Force COBRA cost data.
- Determine if Air Force considered Lubbock city offer to buy the military family housing area, and lease it and a hangar at Lubbock International Airport back to the Air Force.

Document Separator

64TH FLYING TRAINING WING

Reese Air Force Base

4-5 April 1995

Randy Neugebauer
789-7565 cellular

Agenda for the Visit of the
Defense Base Realignment and Closure Commission

Tuesday, 4 April 1995

1250 Lt Col Merrill Beyer, Lt Col Jim Brubaker and Mr Mark Pross arrive Lubbock Int'l Airport from Dallas/Ft Worth TX
* Rental cars - depart for quarters, room 112, 113 and 114, bldg 1030

1715 **Mrs Wendi L. Steele arrives Lubbock Int'l Airport from Houston TX** AA 3753
Met by BRACC staff member - depart for quarters, suite 120, bldg 1030 Beyer

1850
~~1740~~ **Mr Benjamin Montoya arrives Lubbock Int'l Airport from Albequerque NM** AA5021
Met by BRACC staff member - depart for quarters, suite 110, bldg 1030 Ross

1800 Congressman Larry Combest, Mr Rob Lehman and Major Cynthia Snyder, SAF/LLP arrive via mil air, C-21 (PACER 53), from Andrews AFB
Met by Colonel Roger Brady, 64 FTW/CC
Dress: Uniform of the Day

1810 Colonel Brady escorts Congressman Combest to quarters, suite 101
(Mr Rob Lehman, room 117, Maj Cynthia Snyder, room 103)

71
1900 **Mr Al Cornella and Mr Alex Yellin arrive Reese AFB via mil air, C-21 (KIOWA), from Birmingham AL**
Met by BRACC staff member - depart for quarters, suite 111 and suite 201, bldg 1030
Beyer / Brubaker

1915 **Depart quarters, Reese AFB, for dinner with Lubbock community officials via DV surrey**
Escorted by Congressman Larry Combest and Colonel Roger Brady
**** if Mr Cornella and Mr Yellin arrive late - will be transported individually by BRACC staff to dinner***
Dress: Service Dress, Suit and tie

1930 **Pre-dinner reception at Knipling Education Conference Center**

2000 **Dinner at Knipling Education Conference Center, Methodist Hospital**
Hosted by Congressman Larry Combest
784-5060 Kara Stellar (Chamber Rep)

130 **Depart Knipling Education Conference Center for quarters, Reese AFB via DV surrey**
Escorted by Congressman Combest and Colonel Brady

Wednesday, 5 April 1995

0715 **Depart quarters for Reese Club (walk)** Park in Club
Escorted by Colonel Roger Brady
** Commissioner's bags picked up by BRACC staff members - placed in rental cars*
** Congressman's bags picked up by wing protocol - take to DV lounge, base operations*
Dress: Uniform of the Day

0730 **Continental breakfast, Reese Club, Jack Davis Room**
(see invitation list)

0815 **Media Availability, Reese Club, Reception Room**

0830 **Depart Reese Club for 64th FTW Headquarters, bldg 800, Commander's conference room via DV surrey**
Escorted by Colonel Roger Brady and Colonel Terry Weimer, 64 SPTG/CC
(see transportation schedule)

845 **64 FTW Wing Mission briefing by Captain Bryan Radliff**
** Media and community members present (instructed - no photos or questions)*

Question and answer period

0930 **Lubbock community presentation**
** no photos or questions from media present*

1010 **Depart 64 FTW HQ Bldg for Windshield tour of Reese AFB via DV surrey**
Escorted by Colonel Brady and Colonel Terry Weimer, 64 SPTG/CC
(see transportation schedule - van follows)

1015 **Windshield tour of Reese AFB**
- **T-1A ramp/hangar area**
- **Base Housing - tour unit**
- **Runway Supervisory Unit (RSU)**
- **Meet with Joint Undergraduate Instructor Pilots (AF, USN, USMC, and USCG)**
LTC Don Skifter / CDR Holger

1200 **Windshield tour concludes - arrive Reese Club** (van follows)
Escorted By Colonel Roger Brady

1205	**Depart Reese Club for Mayor's Lunch via City Transportation** **Escorted by Colonel Brady and Mayor David Langston** ** BRACC staff members with rental cars and bags follow city transportation* *Dress: Service Dress, suit and tie* AF driver for Beyer's car
1230	**Arrive Lubbock Club for lunch** **Hosted by Mayor David Langston**
1330	**Depart Lubbock Club for Lubbock Int'l Airport via DV surrey** **Escorted by Colonel Brady** ** BRACC staff members follow in rental cars with bags* AF driver for Beyer's car ** Congressman Combest departs for Reese AFB via military van for mil air flight*
1350	**Arrive Lubbock Int'l Airport**
1400	Congressman Combest, Mr Rob Lehman and Major Cynthia Snyder depart Reese AFB via mil air, C-21 for Andrews AFB See off: Colonel Terry Weimer, 64 SPTG/CC
1441	Lt Col Beyer departs Lubbock Int'l Airport for Austin TX AA 5026
1451	**BRACC Commissioners and Mr Yellin depart Lubbock Int'l Airport for San Antonio TX** DL 7622

Thursday, 6 April 1995

0820	Lt Col Jim Brubaker and Mr Mark Pross depart Lubbock Int'l Airport for Wash DC

POC: Lt Dawn Wallace, Wing Protocol, DSN: 838-6187

64TH FLYING TRAINING WING
Reese Air Force Base
4-5 April 1995

Base Tour and Transportation

DV SURREY w/driver
Escorted by ~~Colonel Brady~~
and ~~Colonel Weimer~~

~~Congressman Combest~~
~~Mrs Wendi Steele~~
~~Mr Al Cornella~~
~~Mr Benjamin Montoya~~
~~Mayor David Langston~~
~~Mr Randy Neugebauer~~
~~Judge Don McBeath~~
~~Mr Bob Cass~~ ~~city mgr~~
~~Mr Fred Underwood~~ armed svcs comte Chair.
Mr Christopher Lehman
~~Lt Col Merrill Beyer~~
~~Mr Alex Yellin~~

FOLLOW-UP VAN w/driver
no escort

~~Mr Rob Lehman~~
BGen Mike Lillard, USAF, Retired
~~Ms Shea Woodard~~ Sen Hutchison
~~Mr John Zwiacher~~ ~~Lubbock chamber~~
~~Mr Mike Champness~~ Graham
~~Mr Bill Chritsian~~ "
~~Ms Kay Flynt~~ " (Abilene)
~~Lt Col Jim Brubaker~~
~~Mr Mark Pross~~
Colonel Don Feld, USAF, Retired
Maj Cynthia Snyder

64TH FLYING TRAINING WING
Reese Air Force Base
4-5 April 1995

Breakfast and Briefing Attendees

DISTINGUISHED VISITORS	INVITED GUESTS	64 FTW STAFF PERSONNEL
Congressman Combest	Mr Rob Lehman	Col and Mrs Roger Brady, CC
Mrs Wendi Steele	Ms Shea Woodard	Col Randy Gelwix, OG
Mr Al Cornella	Mr Mike Champness	Col and Mrs Terry Weimer, SPTG
Mr Benjamin Montoya	Mr Bill Christian	Col Monica Figun, MDG/SG
	Ms Kay Flynt	* *spouses will not attend briefings*
	Lt Col Jim Brubaker	
	Lt Col Merrill Beyer	
	Mr Mark Pross	
	Maj Cynthia Snyder	
	Mr Alex Yellin	
	Mayor David Langston	
	Mr Randy Neugebauer	
	Mr Bob Cass	
	Mr Jerry Stevens	
	Mr John Zwiacher	
	Mr Fred Underwood	
	Judge Don McBeath	
	Mr Christopher Lehman	
	BGen Mark Lillard, USAF, Retired	
	Col Don Feld, USAF, Retired	

a/o 4 Apr 95/1600

BRACC billeting Info

Name	**Duty Title**	**Dates/Room #**
~~The Honorarble Larry Combest (DV-2)~~	~~Congressman~~	~~4 Apr (1 night)/101~~
Mrs Wendi Steele (DV-4)	Commissioner	4 Apr (1 night)/120
Mr Al Cornella (DV-4)	Commissioner	4 Apr (1 night)/110
Mr Benjamin Montoya (DV-4)	Commissioner	4 Apr (1 night)/~~111~~ 101
Mr Alex Yellin (0-6 Ret)	BRACC staff	4 Apr (1 night)/201
Lt Col Merril1 Beyer	BRACC staff	3 Apr (2 nights)/112
Lt Col Jim Brubaker	BRACC staff	4 Apr (2 nights)/113
Mr Mark Pross	BRACC staff	4 Apr (2 nights)/114
Mr Mike Champness	Congressional Staffer	4 Apr (1night)/203
Mr Bill Christian	Congressional Staffer	4 Apr (1 night)/204
Mr Rob Lehman	Congressional Staffer	4 Apr (1 night)/117
Major Cynthia Snyder	Military Liaison	4 Apr (1 night)/103

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64TH FLYING TRAINING WING
Reese Air Force Base

TO: Lt Col Beyer

FROM: 64 FTW/CVP, Lt Dawn Wallace
DSN: 838-6187
DSN: 838-6603 (fax)

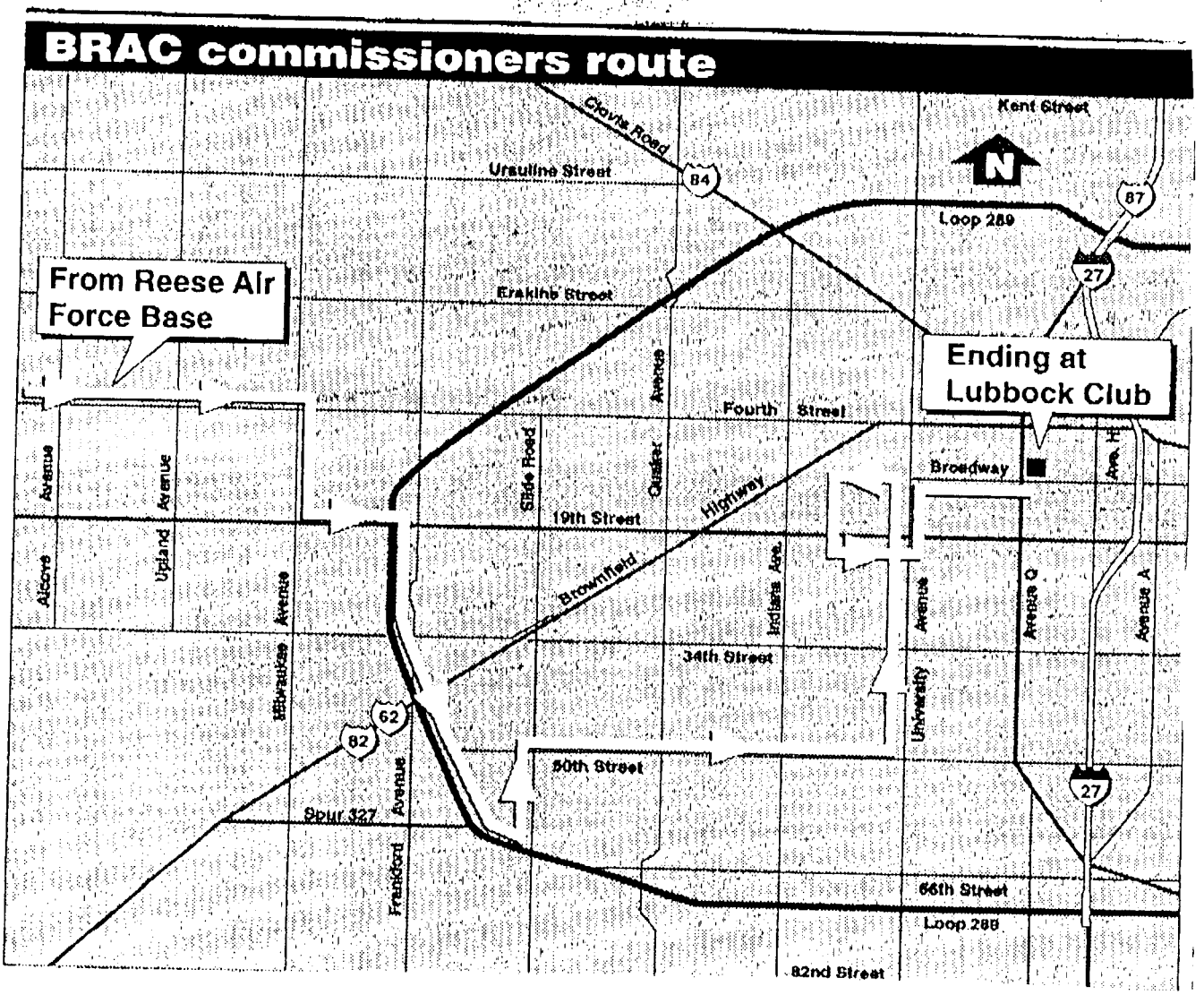
SUBJECT: Info for BRACC visit to Reese AFB

NO. PAGES INCLUDING COVER: 3 5

COMMENTS: Sir - Thought you might be interested in the route to the Mayor's lunch on Wednesday. The commissioners will ride in the surrey as we discussed and the Lubbock City Police plan to give a motorcycle escort to save time and eliminate traffic problems. I'll be in the office this afternoon making updates to the agenda - call me if you have further info or comments.

V/R

Dawn

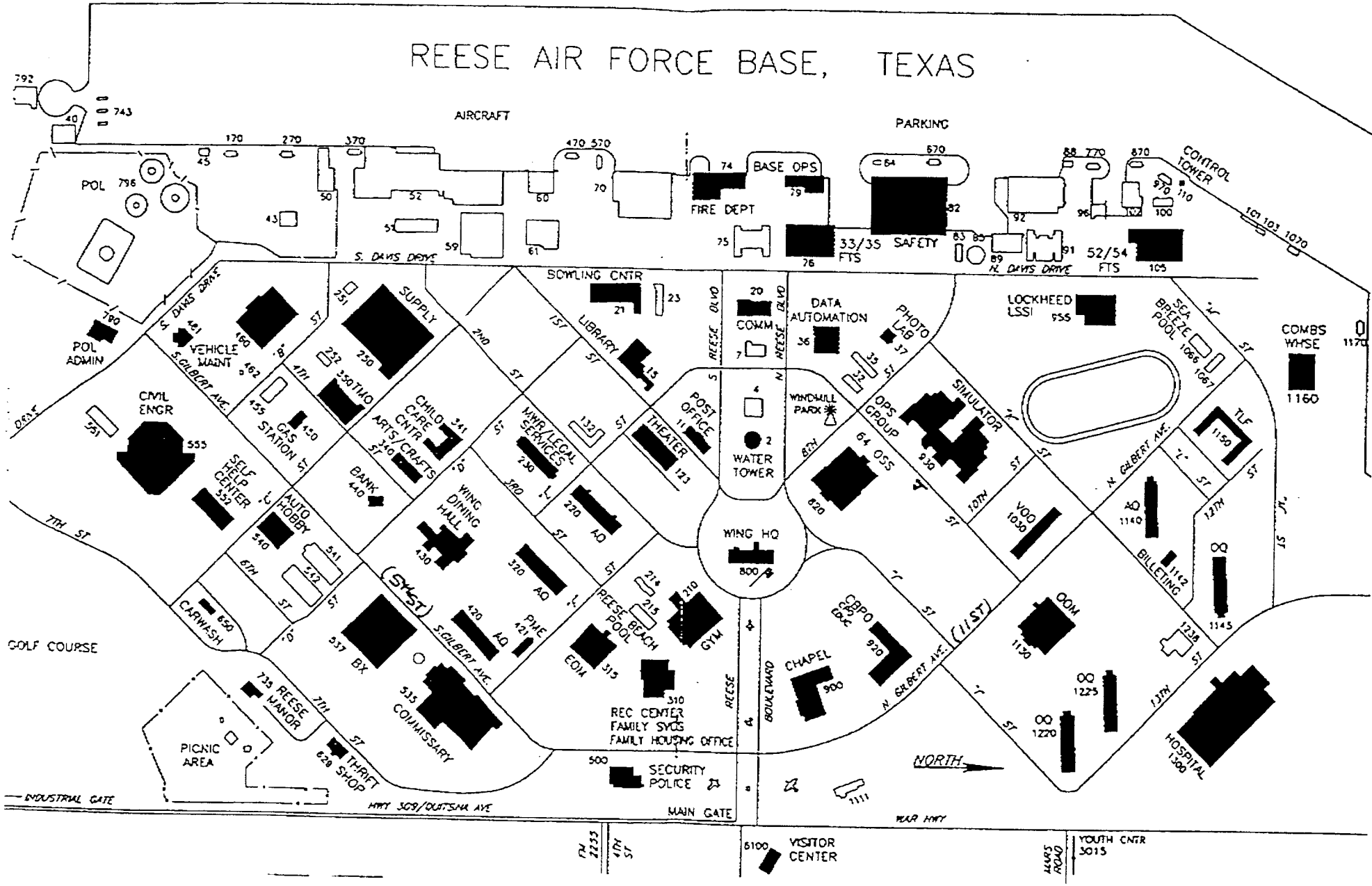

BRAC commissioners route
From Reese Air Force Base
Ending at Lubbock Club
Clovis Road
Ursuline Street
Kent Street
Loop 289
Erskine Street
Fourth Street
Broadway
19th Street
Highway
Brownfield
34th Street
50th Street
Spur 327
66th Street
Loop 289
82nd Street
Slide Road
Quaker Avenue
Indiana Ave.
University Avenue
Avenue Q
Avenue A
Avenue H
Upland Avenue
Alcove Avenue
Elevation Avenue
Frankford Avenue
84
87
27
62
82

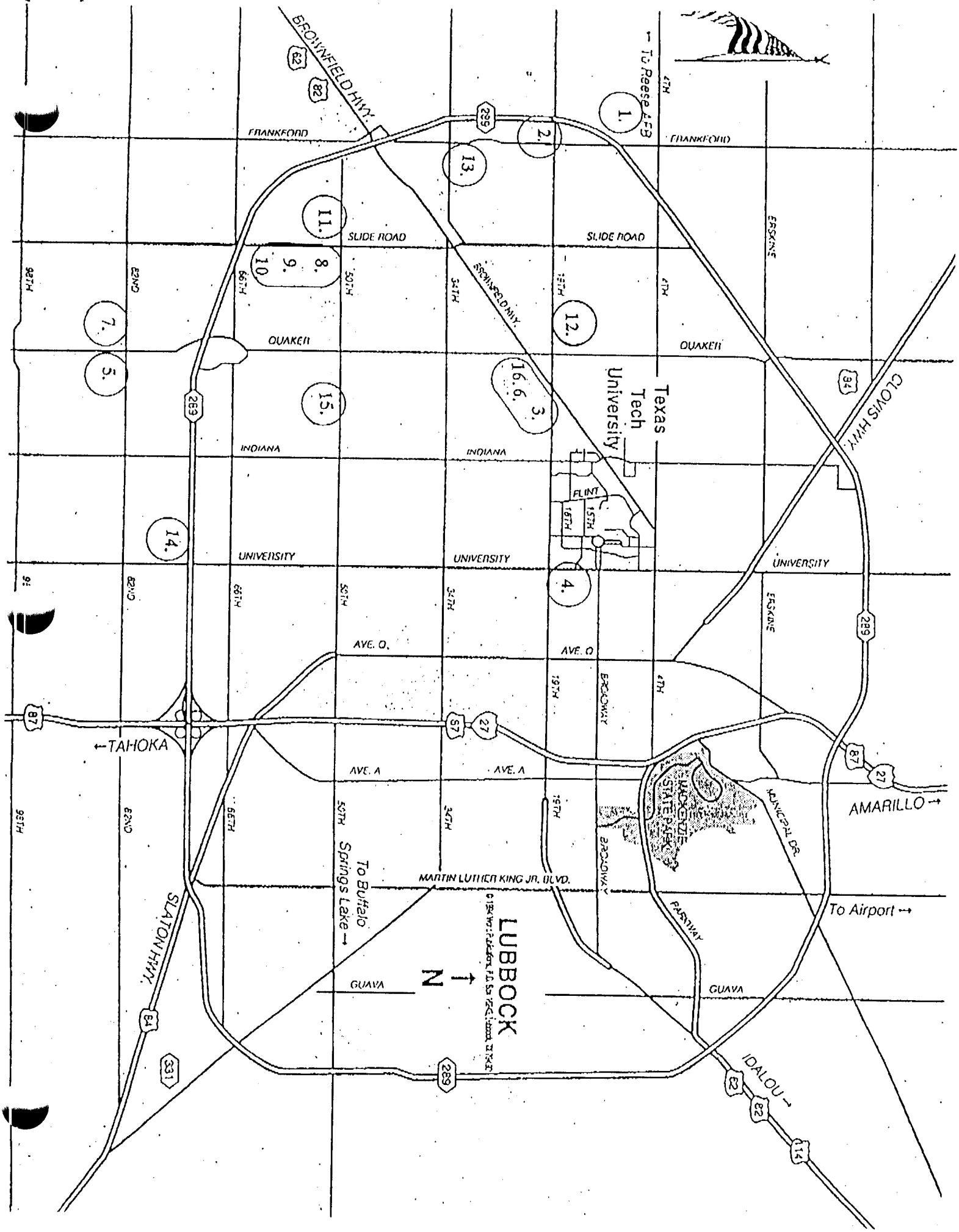
BRAC COMMISSION TOUR

LUBBOCK, TEXAS
April 5, 1995

1. Depart Reese Air Force Base -- approximately 12 noon.
2. Proceed east on 4th Street to Milwaukee Avenue.
3. Proceed south on Milwaukee Avenue to 19th Street.
4. Proceed east on 19th Street to Loop 289.
5. Proceed south on Loop 289 to Slide Road.
6. Proceed north on Slide Road to 50th Street.
7. Proceed east on 50th Street to University Avenue.
8. Proceed north on University Avenue to Broadway entrance of Texas Tech University.
9. Enter Texas Tech University campus, proceeding west around Memorial Circle, south to the library, and west to Flint Avenue (adjacent to the School of Business). Exit Texas Tech campus at 19th and Flint.
10. Proceed east on 19th Street to University Avenue.
11. Proceed north on University Avenue to Broadway.
12. Proceed east on Broadway to Norwest Bank Building and the Lubbock Club (1500 Broadway).

REESE AIR FORCE BASE, TEXAS




BROWNFIELD HWY.
To Reese AFB
FRANKFORD
SLIDE ROAD
QUAKER
INDIANA
UNIVERSITY
AVE. Q
AVE. A
Texas Tech University
FLINT
SCHNEIDER HWY.
CLOVIS HWY.
ERSKINE
BROADWAY
MUNICIPAL DR.
PARKWAY
MACKENZIE STATE PARK
AMARILLO
TAHOKA
SLATON HWY.
To Buffalo Springs Lake
MARTIN LUTHER KING JR. BLVD.
To Airport
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Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Reese 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	64 Svs Squadron (full-time)	-	-	69	69
I.1.A.2	64 Svs Squadron (part-time)	-	-	81	81
I.1.A.3	AAFES	-	-	59	59
I.1.A.4	DECA	-	6	17	23
I.1.A.5	Defense Investigative Service	-	-	2	2
I.1.A.6	Defense Reutiliation Management Office	-	-	1	1
I.1.A.7	Nations Bank of Texas, Nat'l Association	-	-	4	4
I.1.A.8	US Army Corp of Engineers	-	-	2	2
I.1.A.9	US Postal Service	-	-	1	1
	TOTAL:				242

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

I.1.B.1 **Supported Unit:** AFROTC, Texas Tech Univ (I — **GSU - Geographically Separated Unit**
Location: — **REM - Remote Unit**
Support provided: Health Services, Education Services, Equipment Maintenance, Finance/Accounting, Supply/Storage, Legal Services, Command Element, Morale/Fitness, Administrative. Audio/Visual, Data Automation, Communications, Food Services, Temporary Services, Personnel, Mortuary, Purchasing/Contracting, Resource Management, Transportation

I.1.B.2 **Supported Unit:** US ARMY RESERVE (ISSA) GSU — **GSU - Geographically Separated Unit**
Location: LUBBOCK, TX — **REM - Remote Unit**
Support provided: Command Element, Morale and Fitness, Clubs, Community Support, Explosive Ordinance, Finance/Accounting, Information Services, Supply and Storage, Military Personnel, Mortuary, Printing/Reproduction, Purchasing/Contracting, Resource Management, Training Services, Transportation, Weather Services, Food Services, Administrative, Audio/Visual, Health Services, Housing/Lodging, Education Services, Equipment Maintenance, Legal Services

I.1.B.3 **Supported Unit:** US Naval Reserve Center — **GSU - Geographically Separated Unit**
Location: — **REM - Remote Unit**
Support provided: Equipment Maintenance, Health Services, Command Element, Housing/Lodging, Printing/Reproduction, Transportation, Morale/Fitness, Food Services, Supply/Storage

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

I.1.B.4 **Supported Unit:** USMC Reserve Center

Location:

GSU - Geographically Separated Unit
REM - Remote Unit

Support provided: Administrative, Audio/Visual, Education Services, Food Services, Housing/Lodging, Legal Services, Morale/Fitness, Equipment Maintenance, Supply/Storage, Command Element, Explosive Ordinance, Personnel Support, Printing/Reproduction, Finance/Accounting, Health Services

1995 AIR FORCE BASE QUESTIONNAIRE

Reese 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 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	82118	604	81514	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 35C

82118 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 experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 31

The total number of sorties per month: 60026

The average length of the delays: 0:10

I.2.A.6.b There is a common rationale for the delays:

Delays occur while trying to obtain IFR release from approach control facility.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT SILL distance 191 NM

Nearest major primary airdrop customer: FORT BLISS distance 243 NM

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

Lajes AB: 3639 NM

Rota AB: 4698 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

Hickam AFB: 3048 NM

RAF Mildenhall: 4561 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	CANNON AFB	79
I.2.B.4	Military airfield, runway >= 8,000ft	CANNON AFB	79
I.2.B.5	Military airfield, runway >= 10,000ft	CANNON AFB	79
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Lubbock Int'l Airport	12
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Lubbock Int'l Airport	12
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Lubbock Int'l Airport	12
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Lubbock Int'l Airport	12
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Lubbock Int'l Airport	12

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 **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
R-5107B	226 NM	W-228D	495 NM	W-228 A,B,C,D	498 NM
W-228C	510 NM	O'NEILL	531 NM	W-602	544 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
MELROSE	97 NM	FALCON	178 NM	OSCURA	212 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

AIRBURST	321 NM	McMULLEN	365 NM	SMOKEY HILL	367 NM
RAZORBACK	406 NM	CLAIBORNE	480 NM	CANNON	537 NM
GOLDWATER RANGE 3	539 NM	GOLDWATER RANGE 2	548 NM	GOLDWATER RANGE 1	553 NM
GOLDWATER RANGE 4	557 NM	HAG/UTTR	648 NM	EL CENTRO	665 NM
SHELBY WEST	674 NM	KITTYCAT/UTTR	679 NM	SHELBY EAST	679 NM
NELLIS R63	685 NM	EAGLE/UTTR	690 NM	NELLIS R65	693 NM
CHINA LAKE	787 NM				

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

MELROSE	97 NM

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

LUKE ACMI	515 NM

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

MELROSE	97 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	3	9	22	55	90	142
SR	1	20	22	38	61	85
VR	3	4	22	64	100	150
Total Routes:	**7**	**33**	**66**	**157**	**251**	**377**

Identify Routes:

IR-154	42 NM	IR-155	42 NM	VR-1116	55 NM	IR-128	74 NM	VR-114	76 NM	VR-100	94 NM
SR-280	97 NM										
VR-125	104 NM	SR-216	111 NM	IR-172	113 NM	IR-173	113 NM	SR-233	116 NM	SR-236	116 NM
SR-242	116 NM	SR-240	116 NM	SR-267	116 NM	SR-258	116 NM	SR-255	116 NM	SR-251	116 NM
SR-250	116 NM	SR-249	116 NM	SR-245	116 NM	SR-244	116 NM	SR-273	116 NM	SR-243	116 NM
SR-234	116 NM	IR-107	123 NM	IR-113	128 NM	SR-208	129 NM	SR-217	129 NM	IR-180	133 NM
IR-150	139 NM	SR-206	140 NM								
VR-1142	154 NM	VR-1144	155 NM	VR-1174	157 NM	IR-116	158 NM	VR-159	161 NM	VR-1138	162 NM
SR-205	165 NM	VR-1141	165 NM	IR-133	169 NM	VR-1143	173 NM	VR-118	174 NM	IR-134	178 NM
VR-163	178 NM	VR-162	179 NM	IR-111	181 NM	VR-158	183 NM	VR-1139	185 NM	IR-124	186 NM
VR-186	186 NM	VR-108	186 NM	VR-1140	186 NM	IR-102	188 NM	IR-131	188 NM	IR-141	188 NM
IR-139	189 NM	VR-1145	190 NM	IR-130	194 NM	VR-196	195 NM	IR-177	197 NM	SR-213	197 NM
VR-1107	198 NM	IR-103	199 NM	IR-105	199 NM						

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

VR-1146	201 NM	VR-1110	209 NM	VR-1195	209 NM	IR-110	211 NM	SR-214	212 NM	VR-104	214 NM
IR-115	217 NM	IR-132	218 NM	IR-122	219 NM	SR-294	223 NM	SR-295	223 NM	VR-1117	225 NM
IR-144	226 NM	IR-165	226 NM	VR-101	226 NM	IR-178	226 NM	IR-170	232 NM	IR-169	234 NM
IR-171	239 NM	SR-296	239 NM	IR-182	239 NM	IR-503	240 NM	IR-181	248 NM	IR-183	248 NM
IR-175	249 NM	IR-145	251 NM	IR-146	251 NM	SR-261	253 NM	VR-143	253 NM	SR-270	254 NM
VR-1124	254 NM	IR-117	258 NM	IR-123	258 NM	VR-1137	258 NM	VR-1128	258 NM	VR-1113	258 NM
IR-185	265 NM	SR-286	267 NM	VR-152	269 NM	VR-1108	270 NM	VR-1109	270 NM	IR-149	275 NM
SR-212	277 NM	IR-409	278 NM	SR-293	285 NM	VR-176	288 NM	VR-1122	291 NM	IR-414	292 NM
IR-109	293 NM	VR-138	296 NM	IR-112	300 NM	VR-119	300 NM	SR-228	301 NM	IR-129	303 NM
IR-126	306 NM	IR-142	312 NM	VR-532	314 NM	VR-188	315 NM	VR-1105	321 NM	VR-156	321 NM
VR-1152	321 NM	VR-1120	324 NM	SR-290	326 NM	SR-292	326 NM	SR-210	328 NM	SR-211	328 NM
VR-1574	331 NM	VR-536	331 NM	VR-534	336 NM	VR-535	336 NM	IR-148	346 NM	VR-189	348 NM
VR-533	358 NM	VR-412	359 NM	VR-413	359 NM	IR-127	361 NM	VR-187	361 NM	VR-1106	363 NM
IR-164	365 NM	VR-1104	365 NM	VR-1123	366 NM	VR-168	366 NM	VR-544	366 NM	VR-552	367 NM
VR-1121	368 NM	VR-531	368 NM	IR-415	375 NM	IR-147	376 NM	VR-1130	392 NM	SR-223	400 NM
SR-224	400 NM										
IR-506	404 NM	VR-1522	404 NM	VR-1182	409 NM	VR-1523	409 NM	IR-507	411 NM	IR-524	415 NM
VR-1546	416 NM	VR-106	417 NM	IR-135	425 NM	VR-151	427 NM	IR-136	429 NM	VR-1233	430 NM
VR-260	430 NM	VR-259	431 NM	VR-267	431 NM	VR-268	431 NM	VR-269	431 NM	VR-263	431 NM
VR-545	445 NM	IR-320	446 NM	IR-121	448 NM	VR-1103	448 NM	IR-166	448 NM	SR-239	449 NM
IR-502	453 NM	IR-504	453 NM	IR-505	457 NM	IR-416	459 NM	IR-120	461 NM	VR-1102	461 NM
VR-512	467 NM	SR-540	472 NM	SR-542	472 NM	SR-541	472 NM	IR-514	475 NM	VR-511	476 NM
IR-276	477 NM	IR-167	489 NM	SR-218	491 NM	SR-220	491 NM	SR-222	491 NM	SR-227	491 NM
SR-230	491 NM	SR-232	491 NM	SR-237	491 NM	VR-1525	491 NM	SR-231	491 NM	SR-229	491 NM
SR-226	491 NM	SR-221	491 NM	SR-219	491 NM	SR-618	493 NM	SR-619	493 NM	IR-517	498 NM
VR-1520	498 NM	VR-1515	498 NM	IR-160	499 NM	IR-518	499 NM	IR-161	499 NM	VR-541	505 NM
VR-239	511 NM	VR-245	511 NM	IR-500	515 NM	IR-501	515 NM	SR-616	516 NM	SR-617	516 NM
VR-1196	521 NM	VR-246	521 NM	VR-244	521 NM	VR-1219	521 NM	VR-1220	521 NM	VR-223	521 NM
VR-242	521 NM	VR-540	527 NM	VR-231	534 NM	IR-254	539 NM	IR-250	545 NM	VR-510	548 NM
IR-400	557 NM	VR-1521	571 NM	SR-238	573 NM	VR-1032	575 NM	IR-070	576 NM	IR-508	581 NM
IR-509	581 NM	IR-527	581 NM	SR-073	582 NM	SR-074	582 NM	IR-068	586 NM	IR-429	587 NM
IR-473	587 NM	IR-476	587 NM	IR-499	587 NM	IR-476A	587 NM				
VR-1072	608 NM	IR-592	610 NM	VR-299	614 NM	VR-1267	616 NM	SR-075	617 NM	IR-613	621 NM
VR-1406	623 NM	IR-266	625 NM	VR-1266	634 NM	VR-1268	634 NM	VR-1267	634 NM	VR-1225	637 NM
SR-397	642 NM	IR-044	651 NM	VR-289	651 NM	VR-296	651 NM	IR-425	651 NM	IR-255	653 NM
IR-091	654 NM	SR-137	655 NM	IR-310	656 NM	VR-1253	656 NM	VR-1016	658 NM	IR-214	663 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

IR-157	664 NM	IR-174	664 NM	IR-418	665 NM	IR-420	665 NM	SR-030	669 NM	VR-1033	669 NM
IR-078	671 NM	IR-285	674 NM	VR-179	674 NM	IR-252	680 NM	SR-031	680 NM	IR-216	681 NM
VR-1031	683 NM	VR-1445	683 NM	IR-218	686 NM	VR-1446	687 NM	VR-1422	690 NM	VR-1423	690 NM
VR-1211	691 NM	VR-288	693 NM	VR-1083	694 NM	VR-1014	696 NM	IR-286	699 NM	SR-029	705 NM
VR-615	706 NM	IR-498	707 NM	IR-235	708 NM	VR-1022	709 NM	VR-1030	711 NM	IR-037	718 NM
IR-212	718 NM	IR-217	718 NM	IR-213	718 NM	IR-614	723 NM	VR-1635	723 NM	IR-040	725 NM
VR-1023	725 NM	VR-1024	725 NM	VR-1021	725 NM	IR-038	727 NM	SR-225	728 NM	VR-1020	729 NM
IR-430	731 NM	IR-490	731 NM	SR-062	731 NM	SR-061	731 NM	SR-060	731 NM	SR-059	731 NM
IR-492	731 NM	IR-234	733 NM	IR-238	733 NM	IR-290	745 NM	VR-209	745 NM	IR-293	745 NM
VR-1259	745 NM	IR-290A	745 NM	VR-1214	746 NM	VR-1616	746 NM	VR-1215	746 NM	VR-1260	749 NM
IR-066	756 NM	IR-067	756 NM	VR-1051	756 NM	VR-1050	756 NM	IR-281	758 NM	VR-060	761 NM
VR-1218	761 NM	VR-1217	761 NM	IR-279	762 NM	IR-237	764 NM	SR-728	766 NM	SR-729	766 NM
VR-1252	768 NM	VR-1679	771 NM	VR-1054	775 NM	IR-069	777 NM	IR-077	778 NM	SR-730	779 NM
SR-731	779 NM	IR-021	782 NM	IR-280	788 NM	IR-282	788 NM	IR-206	789 NM	SR-773	792 NM
IR-041	794 NM	VR-1067	794 NM	IR-063	794 NM	IR-618	795 NM	VR-619	795 NM	IR-057	797 NM
VR-1085	797 NM	VR-1084	797 NM	SR-106	797 NM	SR-101	797 NM	SR-103	797 NM	VR-1082	797 NM
SR-104	797 NM	IR-059	797 NM	SR-069	799 NM	SR-070	799 NM	SR-071	799 NM	SR-072	799 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 587 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
13	24	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-013 EAST	66 NM	AR-013 WEST	112 NM	AR-113 EAST	118 NM	AR-114	118 NM
AR-104 EAST	129 NM	AR-602	135 NM	AR-312	157 NM	AR-113 WEST	167 NM
AR-104 WEST	168 NM	AR-314 WEST	169 NM	AR-644 SOUTH	175 NM	AR-644 NORTH	182 NM
AR-623	195 NM						
AR-650	216 NM	AR-314 EAST	222 NM	AR-102A EAST	230 NM	AR-115	250 NM
AR-310 EAST	265 NM	AR-310 WEST	265 NM	AR-309 EAST	268 NM	AR-461	273 NM
AR-116 EAST	274 NM	AR-643	275 NM	AR-330 EAST	293 NM		
AR-167 NORTH	301 NM	AR-167 SOUTH	301 NM	AR-112 EAST	307 NM	AR-614	323 NM

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AR-613	336 NM	AR-3L	341 NM	AR-313 SOUTH	352 NM	AR-639	353 NM
AR-639A	353 NM	AR-116 WEST	356 NM	AR-3H WEST	371 NM	AR-313 NORTH	381 NM
AR-674	384 NM	AR-653	394 NM	AR-112 WEST	404 NM	AR-330 WEST	412 NM
AR-201 WEST	417 NM	AR-309 WEST	423 NM	AR-658	431 NM	AR-201 EAST	443 NM
AR-017 NORTH	444 NM	AR-3H EAST	451 NM	AR-622	454 NM	AR-019 NORTH	462 NM
AR-024 NORTH	462 NM						

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

500 NM	700 NM
3175	6049

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-013	66 NM	329	AR-113	118 NM	27	AR-114	118 NM	566	AR-104	129 NM	123
AR-314	169 NM	256	AR-102	230 NM	10	AR-309	268 NM	138	AR-116	274 NM	541
AR-112	307 NM	360	AR-201	417 NM	490	AR-017	444 NM	186	AR-024	462 NM	149
AR-110	503 NM	596	AR-011	524 NM	87	AR-014	524 NM	635	AR-101	565 NM	217
AR-105	591 NM	285	AR-302	601 NM	445	AR-111	613 NM	303	AR-016	618 NM	157

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 118NM 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 IR	Count SR
ANTELOPE - FT HOOD	255 NM	✔	✔	✔	1	2
ANTELOPE - PINON	250 NM	✔	✔	✔	0	0
APOLLO (CIR)	256 NM	✔	✔	✔	0	0
ARDMORE(CIR)	254 NM	✔	✔	✔	0	0
ARROYO	255 NM	✔	✔	✔	0	0
BRADFORDS FOLLY	127 NM		✔	✔	0	0
BURRIS (N)	234 NM	✔	✔		0	2
CHOLA	250 NM	✔	✔	✔	0	0
DEVIL	199 NM	✔	✔	✔	0	0
DEVILS RIVER	252 NM	✔	✔		0	0
DOUGHBOY 2	322 NM	✔	✔	✔	0	0

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EAGLE MOUNTAIN	232 NM	✔	✔	✔	0	1
ELEPHANT BUTTE #1	257 NM	✔	✔		0	0
ELEPHANT BUTTE #2	259 NM	✔	✔		0	0
FT HOOD	257 NM		✔	✔	1	2
FT SILL CIRCULA	197 NM	✔	✔	✔	2	3
GEMINI	256 NM	✔	✔	✔	0	0
GRANDMA	253 NM	✔	✔	✔	0	0
GRANDMA (CIR)	253 NM	✔	✔	✔	0	0
GRANDPA	253 NM	✔	✔	✔	0	0
GRANGE NORTH	233 NM	✔	✔	✔	0	0
GRANGE SOUTH	233 NM	✔	✔	✔	0	0
HALL	293 NM	✔	✔	✔	0	0
HOGBACK	250 NM	✔	✔	✔	0	0
MARRION IMC N	131 NM	✔	✔	✔	0	14
MARRION IMC S	131 NM	✔	✔	✔	0	13
MELROSE	96 NM		✔		5	0
MINERAL WELLS	205 NM		✔	✔	0	2
MINERAL WLS CAT	205 NM		✔	✔	0	2
MINERAL WLS CIR	205 NM		✔	✔	0	2
MINERAL WLS SKE	205 NM		✔	✔	0	2
O'DELL	211 NM	✔	✔	✔	0	0
PINE	252 NM	✔	✔	✔	0	0
PINON	252 NM	✔	✔	✔	0	0
PINON (CIR)	252 NM	✔	✔	✔	0	0
PREY	255 NM	✔	✔	✔	0	0
PRONGHORN	250 NM	✔	✔	✔	0	0
RAPIDO	253 NM	✔	✔	✔	0	2
RAPTOR	255 NM	✔	✔	✔	0	0
RIO PUERCO (A)	257 NM		✔		0	0
RIO PUERCO (CIR)	257 NM	✔	✔		0	0

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

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
BURRIS (N)	SR-211	SR-214							
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				

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MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
[redacted]	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
[redacted]	SR-249	SR-250	SR-251	SR-255					
MELROSE	IR-107	IR-109	IR-111	IR-113	IR-180				
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							
RAPIDO	SR-258	SR-261							

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:**

ALTUS (C-17) 152 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
MELROSE	96 NM		✔		0	0
O'DELL	211 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 SILL 191 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:**

ALERT AREA A-637	Alert Area
IR 154	MTA
IR 155	MTA
NORMAN ATCAA	ATCAA
RAMSEY ATCAA	ATCAA
REESE 1 ATCAA	ATCAA
REESE 1 MOA	MOA
REESE 2 ATCAA	ATCAA
REESE 2 MOA	MOA
REESE 3 ATCAA	ATCAA
REESE 3 MOA	MOA
REESE 4 ATCAA	ATCAA
REESE 4 MOA	MOA
REESE 5 ATCAA	ATCAA
REESE 5 MOA	MOA
SR 274/276	MTA
SR 275/277	MTA

Details for airspace scheduled or managed by the base:

Airspace: ALERT AREA A-637

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:**

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,054 hrs

I.2.E.7.b **Hours used:** 3,054 hrs

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:**

SURFACE UP TO AND INCLUDING 5800FT MSL, 754 SQ MILES

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

Airspace: IR 154

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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Reese AFB - AETC

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:
SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 2,371 hrs

I.2.E.7.b Hours used: 293 hrs

I.2.E.7.c Reasons for non-use:
SYLLABUS DIRECTED TRAINING REQUIREMENTS

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:
CORRIDOR - 4NM WIDTH

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

Airspace: IR 155

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 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 **TOWN OF GOODNIGHT**

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:**

SUNRISE TO SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,346 hrs

I.2.E.7.b **Hours used:** 297 hrs

I.2.E.7.c **Reasons for non-use:**

SYLLABUS DIRECTED TRAINING REQUIREMENTS

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:**

CORRIDOR - 10 NM WIDTH

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

Airspace: NORMAN ATCAA

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:**
NOT PUBLISHED
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 0 hrs

I.2.E.7.c **Reasons for non-use:**
USAGE RECORDS NOT REQUIRED/KEPT

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:**
FL180 UP TO AND INCLUDING FL260, 550 SQ MILES

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

Airspace: RAMSEY ATCAA

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

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:**
NOT PUBLISHED

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 0 hrs

I.2.E.7.c **Reasons for non-use:**
USAGE HOURS NOT REQUIRED/KEPT

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:**
FL180 UP TO AND INCLUDING FL260, 550 SQ MILES

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

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

Airspace: REESE 1 ATCAA

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:**
SUNRISE-SUNSET, MON-FRI
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 1,750 hrs

I.2.E.7.c **Reasons for non-use:**
WEATHER AND FLYING HOUR AVAILABILITY

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.**

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

I.2.E.10 **Description of the volume or area of the Airspace:**
FL180 UP TO AND INCLUDING FL260, 1106 SQ MILES

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

Airspace: REESE 1 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:**
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:**
SUNRISE-SUNSET, MON-FRI
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 1,750 hrs

I.2.E.7.c **Reasons for non-use:**
WEATHER AND FLYING HOUR AVAILABILITY

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

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:**

12,000 MSL UP TO BUT NOT INCLUDING FL180, 1106 SQ MILES

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

Airspace: REESE 2 ATCAA

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:**

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 3,934 hrs

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

ATCAA SPLIT INTO MULTIPLE TRAINING AREAS

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:**

FL180 UP TO AND INCLUDING FL230, 1154 SQ MILES

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

Airspace: REESE 2 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:**

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:**

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 3,909 hrs

MOA SPLIT INTO MULTIPLE TRAINING AREAS

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:**

10,000 MSL UP TO BUT NOT INCLUDING FL180, 1154 SQ MILES

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

Airspace: REESE 3 ATCAA

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:**

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 2,752 hrs

I.2.E.7.c **Reasons for non-use:**

WEATHER AND FLYING HOUR AVAILABILITY

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:**

FL180 UP TO AND INCLUDING FL260, 2689 SQ MILES

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

Airspace: REESE 3 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:**

COMLETE

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:**
SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 2,752 hrs

I.2.E.7.c **Reasons for non-use:**
MOA SPLIT INTO MULTIPLE TRAINING AREAS

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:**
12000 MSL UP TO BUT NOT INCLUDING FL180, 2689 SQ MILES

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

Airspace: REESE 4 ATCAA

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:

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 3,044 hrs

I.2.E.7.b Hours used: 3,215 hrs

ATCAA SPLIT INTO MULTIPLE TRAINING AREAS

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:

FL180 UP TO AND INCLUDING FL230, 882 SQ MILES

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

Airspace: REESE 4 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:

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:**
SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 3,215 hrs

MOA SPLIT INTO MULTIPLE TRAINING AREAS

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:**
10,000 MSL UP TO BUT NOT INCLUDING FL180, 882 SQ MILES

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

Airspace: REESE 5 ATCAA

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:

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 3,044 hrs

I.2.E.7.b Hours used: 1,175 hrs

I.2.E.7.c Reasons for non-use:

WEATHER AND FLYING HOUR AVAILABILITY

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:

FL180 UP TO AND INCLUDING FL260, 1483 SQUARE MILES

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

Airspace: REESE 5 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:

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:**

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,044 hrs

I.2.E.7.b **Hours used:** 1,175 hrs

I.2.E.7.c **Reasons for non-use:**

WEATHER AND FLYING HOUR AVAILABILITY

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:**

12,000 MSL UP TO BUT NOT INCLUDING FL180, 1483 SQ MILES

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

Airspace: SR 274/276

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:

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 1 hrs

I.2.E.7.b Hours used: 0 hrs

I.2.E.7.c Reasons for non-use:

New route, No data available

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:

CORRIDOR - 8NM WIDTH

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

Airspace: SR 275/277

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.

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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:**

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1 hrs

I.2.E.7.b **Hours used:** 0 hrs

I.2.E.7.c **Reasons for non-use:**

New route, No data available

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:**

CORRIDOR - 8NM WIDTH

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:
ABERNATHY	Uncontrolled
ASKEW	Uncontrolled

BIGGEN HILL	Uncontrolled
COCHRAN	Uncontrolled
CONE	Uncontrolled
CROSBYTON	Uncontrolled
EVERITT	Uncontrolled
FLOYDADA	Uncontrolled
HALE	Uncontrolled
HARMEL	Uncontrolled
HART	Uncontrolled
HORAN	Uncontrolled
LAMESA	Uncontrolled
LANEY	Uncontrolled
LANEY FARM	Uncontrolled
LEVELLAND	Uncontrolled
LITTLEFIELD	Uncontrolled
LUBBOCK INTERNATIONAL	Commercial
MACY	Uncontrolled
MCNABB	Uncontrolled
MULESHOE	Uncontrolled
POST-GARZA	Uncontrolled
SEAGRAVES	Uncontrolled
SLAYTON	Uncontrolled
SMITH	Uncontrolled
SUDAN	Uncontrolled
TAHOKA	Uncontrolled
TERRY	Uncontrolled
TOWN AND COUNTRY	Uncontrolled
WILLIAMS	Uncontrolled
WITLIS-ISLER	Uncontrolled
YOAKUM	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users constrain or limit operations:

I.2.E.14.a Description of impacts: During peak arrival and departure times at Lubbock International, access to instrument approaches at Lubbock is restricted and Reese aircraft are held to lower altitudes than optimal.

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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:**

FORT SILL

191 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

Dallas NAS, TX

262 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

Cannon AFB, NM

75 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:
99.0	98.2	91.5	87.9	87.1

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

I.2.J.2.a **Is at or below 15 knots 93.2 percent of the time**

I.2.J.2.b **Is at or below 25 knots 98.6 percent of the time**

I.2.J.3 **17 Days have freezing partcipitation (mean per year).**

Document Separator

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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	PARASAIL FIELD	LEASED	310	310	
II.1.A.2	REESE AFB	MAIN BASE	2,983	2,858	125
II.1.A.3	TERRY COUNTY	AUXILIARY FIELD	660	660	
		TOTALS:	3,953	3,828	125

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	10,970	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	12,071	91.0	9.0	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	137,440	44.0	47.0	9.0	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	60,683	60,683	0.0	100.0	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	267,054	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	128,901	128,901	78.0	22.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	42,000	45,844	4.0	96.0	0.0	3,844
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	6,951	6,951	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	21,659	21,659	100.0	0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	31,021	31,021	22.0	78.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	17,760	17,760	100.0	0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	8,008	8,008	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	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	6,750	6,750	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	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	100	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	3,720	100.0	0.0	0.0	1,020
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	5,574	7.0	93.0	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	7,000	7,600	100.0	0.0	0.0	600
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	14,485	22,589	100.0	0.0	0.0	8,104
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	3,880	3,048	0.0	100.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	49,559	88.0	0.0	12.0	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	15,714	22,172	96.0	3.0	1.0	6,458
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	695	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	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	62,013	0.0	0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	2,607	10,240	85.0	11.0	4.0	7,633
II.1.B.1.v.ii	442-258	LOX Storage	GA	1,000	1,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	43,210	43,210	100.0	0.0	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	50,858	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	4,500	39.0	0.0	61.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	3,460	100.0	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	179,953	76.0	13.0	11.0	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	462 { 28	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	207	{ 434	100.0	0.0	0.0	227
II.1.B.1.cc	722	Dining Hall	SF	N/A	13,567	0.0	100.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	7,800	13,567	0.0	100.0	0.0	5,767
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	152	99.0	1.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	51,243	65.0	30.0	5.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	257,126	59.0	39.0	2.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.v.i 442-257a HAZARDOUS STORAGE

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	706,688	80.0	20.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	221,490	62.0	38.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	378,390	9.0	91.0	0.0

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II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	11,333	40.0	60.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	280,760	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	108,828	30.0	70.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	369,700	70.0	30.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	4,456	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	561,458	92.0	8.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	239,877	86.0	14.0	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:** 400

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:** 609 **(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:** 501 **(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:** 289 **(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:** 111 **(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 **44.0 percent of officer families live on base.**

II.1.C.3.b **60.0 percent of enlisted families live on base.**

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II.1.C.3.a **52.0 percent of all military families live on base.**

2. Airfield Characteristics

II.2 **Runway Table:**

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
35L	Secondary	10500 ft	150 ft	No	1	MA-1A
35R	Secondary	6500 ft	150 ft	No	None	
35C	Primary	10500 ft	150 ft	No	1	MA-1A

II.2.A **There are 3 active runways.**

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

II.2.B **There are 2 parallel runways (excluding main runway).**

II.2.C **Dimensions of the primary runway (35C).**

II.2.C.1 **Length: 10,500 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.

	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	Upgrade Needed	Upgrade Needed
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	113,755	10" THICK PCC OVERLAY
Aprons	B-1B	SY	253,437	10" THICK PCC OVERLAY
Runway	B-1B	SY	175,000	9"THICK PCC OVERLAY
Runway	B-52	SY	350,333	10" THICK PCC OVERLAY & WIDEN TO 300'
Aprons	B-52	SY	253,347	12" THICK PCC OVERLAY
Taxiway	B-52	SY	113,775	15" THICK PCC OVERLAY & WIDEN TO 200'
Taxiway	C-141	SY	113,775	12" THICK PCC OVERLAY
Runway	C-141	SY	175,000	7" THICK PCC OVERLAY
Aprons	C-141	SY	253,437	8" THICK PCC OVERLAY
Runway	C-5B	SY	233,333	6" THICK PCC OVERLAY & WIDEN TO 200'
Taxiway	C-5B	SY	227,550	7" THICK PCC OVERLAY & WIDEN TO 150'
Aprons	C-5B	SY	253,437	8" THICK PCC OVERLAY
Runway	F-15	SY	175,000	4" THICK AC OVERLAY
Aprons	F-15	SY	253,437	7" THICK PCC OVERLAY
Taxiway	F-15	SY	113,775	6" THICK PCC OVERLAY
Taxiway	F-16C/D	SY	113,777	6" THICK PCC OVERLAY
Aprons	F-16C/D	SY	253,437	6" THICK PCC OVERLAY
Taxiway	KC-10	SY	113,775	8" THICK PCC OVERLAY
Runway	KC-10	SY	175,000	6" THICK PCC OVERLAY
Aprons	KC-10	SY	253,437	8" THICK PCC OVERLAY
Aprons	KC-135R	SY	253,437	6" THICK PCC OVERLAY
Taxiway	KC-135R	SY	151,700	6" THICK PCC OVERLAY & WIDEN TO200'
Runway	KC-135R	SY	175,000	6" THICK 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 207,857 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.)	
T-1A PARKING	1,410 ft	385 ft	Primary Aircraft	T-1A PARKING
T-37 PARKING	1,782 ft	385 ft	Primary Aircraft	T-37 PARKING

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	T-38 PARKING	1,667 ft	385 ft	Primary Aircraft	T-38 PARKING

II.2.G.2 **Permanently assigned aircraft currrently require 201,520 Sq Yds of parking space.**

II.2.G.3 **7,168 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

1. Pavement strength limited to assigned aircraft. 2. Wing tip clearances for adjoining taxiways may be more restrictive than indicated figures.

II.2.H **The dimensions of the (largest) transient parking area:** N/A

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:**

1. ORIGINAL PAVEMENTS CONSTRUCTED FOR LIGHT AIRCRAFT. BEING UPGRADED TO LIGHT MIXED DESIGN AS REPLACEMENT OCCURS. 2. MEDIUM AND HEAVY AIRCRAFT WILL REQIRE WIDTH AND OVERLAY MODIFICATIONS FOR RUNWAYS, TAXIWAYS AND PARKING

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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:	3.0 MG/D	MG/D - million gallons per day	22 %
II.3.A.2	Sewage:	0.42 MG/D		21 %
II.3.A.3	Electrical distribution:	7.762 MW	MW - million watts	82 %
II.3.A.4	Natural Gas:	1.096 MCF/D	MCF/D - million cubic feet per day	79 %
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:**

All contracts are without "take or pay" clauses, no natural gas is purchased through DFSC central office, electric power is not purchased from Federal Power Marketing Administrations, cathodic protection on water and gas 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:** 52 Hanger
Current Use: T-37 MAINTENANCE

II.4.A.2 **Size (SF):** 18,400 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:	90 ft	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	21 ft	182 ft

II.4.A.1 **Facility number:** 70 Hanger
Current Use: T-37 MODIFICATION TEAM

II.4.A.2 **Size (SF):** 10,500 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:	90 ft	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	21 ft	182 ft

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II.4.A.1 **Facility number:** 82 Hanger

Current Use: T-38 MAINTENANCE AND PERIODIC INSPECTIONS

II.4.A.2 **Size (SF):** 39,147 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-1B

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	37 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	37 ft	269 ft

II.4.A.1 **Facility number:** 92 Hanger

Current Use: T-1A MAINTENANCE

II.4.A.2 **Size (SF):** 22,522 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:	90 ft	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	21 ft	182 ft

II.4.A.1 **Facility number:** 1180 Hanger

Current Use: UNDER CONSTRUCTION - WILL BE T-1A MAINTENANCE

II.4.A.2 **Size (SF):** 40,390 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	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	60 ft	21 ft	63 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties 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	17L	CZ	0	136	0.0	Gen Compat	0.0	0.0	0.0	82.0	0.0	18.0
	17R/C	CZ	0	241	0.0	Gen Compat	0.0	0.0	0.0	54.0	0.0	46.0

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	35L/C/R	CZ	0	359	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	17L	APZ 1	0	267	0.0	Gen Compat	0.0	0.0	0.0	44.0	0.0	56.0
	17R/C	APZ 1	11	524	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35L/C/R	APZ 1	52	686	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	17R/C/L	APZ 2	12	943	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35L/C/R	APZ 2	229	941	8.0	Incompat	12.0	0.0	0.0	0.0	0.0	88.0

	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	728	8,804	2	Gen Compat	4.0	0.0	1.0	0.0	0.0	95.0
II.6.A.5	70-75	367	4,190	2	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0
II.6.A.6	75-80	180	2,162	0	Gen Compat	0.0	0.0	0.0	2.0	0.0	98.0
II.6.A.7	80+	18	618	0	Gen Compat	0.0	0.0	0.0	22.0	0.0	78.0

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/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	17L	CZ	0	136	0	Gen Compat	0.0	0.0	0.0	82.0	0.0	18.0
	17R/C	CZ	0	241	0	Gen Compat	0.0	0.0	0.0	54.0	0.0	46.0
	35R/C/L	CZ	0	359	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	17L	APZ 1	0	267	0	Gen Compat	0.0	0.0	0.0	44.0	0.0	56.0
	17R/C	APZ 1	11	524	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35R/C/L	APZ 1	52	686	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	17R/C/L	APZ 2	12	943	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35R/C/L	APZ 2	229	941	8	Incompat	12.0	0.0	0.0	0.0	0.0	88.0

	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.B.4	65-70	728	8,804	2	Gen Compat	4.0	0.0	1.0	0.0	0.0	95.0
II.6.B.5	70-75	367	4,190	2	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0
II.6.B.6	75-80	180	2,162	0	Gen Compat	0.0	0.0	0.0	2.0	0.0	98.0
II.6.B.7	80+	18	618	0	Gen Compat	0.0	0.0	0.0	22.0	0.0	78.0

II.6.C **The most recent, publicly released AICUZ study is dated Jun 86**

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

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Current AICUZ study's flight track figure/map does Not reflect current flight tracks.

Explaination of areas where the current AICUZ study does not reflect the current situation:

New flying mission with the SUPT syllabus and new aircraft, T-1A. New AICUZ study completion due April 1994 with public hearings set for April/May 1994.

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

The study is no longer valid. Milestones for updateing the study:

II.6.E.1 New flying mission with the SUPT syllabus and new aircraft, T-1A. New AICUZ study completion due April 1994 with public hearings set for April/May 1994.

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 LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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 LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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 LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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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:
CITY OF LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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 LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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 LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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 LUBBOCK	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	
LUBBOCK COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	

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.

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No long range (20 year) development trends in the 7 AICUZ zones are evident.

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
LUBBOCK COUNTY	156271	179295	211651	222636	237255

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
LUBBOCK COUNTY	156271	179295	211651	222636	237255

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 implemented noise abatement procedures as follows:

II.6.L.1 Flight arrivals, departures, and pattern operations have been designed to avoid overflight of congested or noise sensitive areas.

Document Separator

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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 (1) 463L-CAPABLE FORKLIFT

III.1.A.2 **8 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 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 **269,437 Gallons divided by 42=6415 barrels.**

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 only

Number of offload headers: 4

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 despensing capabilities as defined in AFR 144-1** **sustained:** 576000
maximum: 576000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** Reese AFB Base Fuels Management System (Contract)

		Cat 1.1	Cat 1.2
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:**	425	2000
	Square footage available (including physical capacity limit):	3968	3968
III.1.E.2	**Normal installation mission storage requirement:**	150	250

Physical Limits for Cat 1.2 Munitions:

One eight-bay multi-cube munitions storage structure

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

III.1.F.1 **Hot cargo pad access limitations:**

253,000 LB LIMIT ON C-141 AIRCRAFT

III.1.F.2 **The size of the hot cargo pad is 30,000 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 2.**

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

C-141, C-130, TWIN CESSNA

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:

Altus - Altus AFB	148 NM
Clovis	75 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 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 **Unique missions performed by the base medical facility:**

Physiological Training Unit; 2nd Echelon decontaminates troop and patient retrieval units.

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:**

MILCON Life Safety upgrade (MCP), replace 1000KVA transformer (1994 O&M), roof repair (O&M), kitchen renovation for Bioenvir

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

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

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

III.1.N Base facilities have a total excess storage capacity of 600 sq ft.

III.1.N.1 Base facilities have a total covered storage capacity of 43,210 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	38,674 sq ft
Mobility storage:	1,536 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O 102 light military vehicles are on base.

III.1.P 137 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

	Appropriation	Direct	Reimbursable	FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	3400	204.58 $sK	0.00 $sK	204.58 $sK			
FY-92	3400	516.21 $sK	12.23 $sK		528.44 $sK		
FY-93	3400	481.22 $sK	9.43 $sK			490.65 $sK	
FY-94	3400	270.00 $sK	1.61 $sK				271.61 $sK
			xxx56 TOTALS:	204.58 $sK	528.44 $sK	490.65 $sK	271.61 $sK

IV.1.B xxx76 — Real Property Maintenance A

	Appropriation	Direct	Reimbursable	FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	3400	7,586.32 $sK	469.93 $sK	8,056.25 $sK			
FY-92	3400	7,241.85 $sK	485.35 $sK		7,727.20 $sK		
FY-93	3400	23.75 $sK	38.25 $sK			61.99 $sK	
FY-94	3400	119.70 $sK	0.17 $sK				119.87 $sK
			xxx76 TOTALS:	8,056.25 $sK	7,727.20 $sK	61.99 $sK	119.87 $sK

IV.1.C xxx78 — Real Property Maintenance S

	Appropriation	Direct	Reimbursable	FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	3400	0.00 $sK	0.00 $sK	0.00 $sK			
FY-92	3400	0.00 $sK	0.00 $sK		0.00 $sK		
FY-93	3400	3,266.84 $sK	207.58 $sK			3,474.43 $sK	
FY-94	3400	1,419.20 $sK	52.76 $sK				1,471.96 $sK
			xxx78 TOTALS:	0.00 $sK	0.00 $sK	3,474.43 $sK	1,471.96 $sK

IV.1.D xxx90 — Audio Visual

	Appropriation	Direct	Reimbursable	FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91							

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		3400	3.50 $sK	0.00 $sK	3.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	100.58 $sK	0.00 $sK		100.58 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	72.94 $sK	0.10 $sK			73.04 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	83.80 $sK	0.00 $sK				83.80 $sK
				xxx90 TOTALS:	3.50 $sK	100.58 $sK	73.04 $sK	83.80 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,081.03 $sK	0.11 $sK	1,081.14 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,184.57 $sK	0.00 $sK		1,184.57 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,015.34 $sK	7.13 $sK			1,022.47 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,205.83 $sK	1.07 $sK				1,206.90 $sK
				xxx95 TOTALS:	1,081.14 $sK	1,184.57 $sK	1,022.47 $sK	1,206.90 $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	3,008.32 $sK	10.86 $sK	3,019.18 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,551.89 $sK	200.45 $sK		2,752.34 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,899.79 $sK	520.29 $sK			6,420.08 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,359.12 $sK	252.33 $sK				5,611.45 $sK
				xxx96 TOTALS:	3,019.18 $sK	2,752.34 $sK	6,420.08 $sK	5,611.45 $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	1,191.44 $sK	5.21 $sK	1,196.64 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	985.88 $sK	6.80 $sK		992.69 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	2,409.72 $sK	8.39 $sK			2,418.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

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7045	846.00 $sK	1.07 $sK				847.07 $sK
		MFH TOTALS:	1,196.64 $sK	992.69 $sK	2,418.10 $sK	847.07 $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: $ 7,277.35 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 15$sM

Twenty year Net Present Value (259)$sM

Steady state savings 20$sM per year

Manpower savings associated with closure 183

Return on Investment (years): 1

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Section VI Economic Impact

Economic Area Statistics:

Lubbock, TX MSA

Total population: 224,000 (FY 92)

Total employment: 132,010 (FY 93)

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

5.2% / 5.8% / 5.7%

Average annual job growth: 773

Average annual per capita income: $17,185

Average annual increase in per capita income: $4.9%

Projected economic impact:

Direct Job Loss:	**1,943**	
Indirect Job Loss:	**759**	2.2?
Closure Impact:	**2,702**	**(2.0% of employment total)**
Other BRAC Losses:	**0**	2.2?
Cumulative Impact:	**2,702**	**(2.0% 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 **5.3 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:** $690

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:** 15 miles

VII.1.B.2 **Airport name:** Lubbock International Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 5

VII.1.B.4 **Average round trip commuting time to work:** 32 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	MAXEY PARK	12		Hrs.	20	Min.
VII.1.C.2	Movie theater	CINEMARK MOVIES 12	10		Hrs.	15	Min.
VII.1.C.3	Public golf course	SHADOWHILLS	4		Hrs.	10	Min.
VII.1.C.4	Bowling lane	BRUNSWICK LANES	12		Hrs.	20	Min.
VII.1.C.5	Boating	RANSOM CANYON	23		Hrs.	45	Min.
VII.1.C.6	Fishing	RANSOM CANYON	23		Hrs.	45	Min.
VII.1.C.7	Zoo	AMARILLO CITY ZOO	133	2	Hrs.	30	Min.
VII.1.C.8	Aquarium	DALLAS AQUARIUM	370	6	Hrs.	40	Min.
VII.1.C.9	Family theme park	JOYLAND	13		Hrs.	20	Min.
VII.1.C.10	Professional sports	TEXAS STADIUM	353	6	Hrs.	30	Min.
VII.1.C.11	Collegiate sports	TEXAS TECH UNIVERSITY	10		Hrs.	15	Min.

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VII.1.C.12	Camping facilities	RANSOM CANYON	23		Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	RANSOM CANYON	23		Hrs.	45	Min.
VII.1.C.14	Outdoor winter sports	SKI APACHI	255	5	Hrs.	00	Min.

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

SOUTH PLAINS MALL 15 min (10 Miles)

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

LUBBOCK, TX 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.)** 633

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.)** 6059

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 **63.0 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:**

SOUTH PLAINS COLLEGE

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

TEXAS TECH UNIVERSITY

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

TEXAS TECH UNIVERSITY

3. Spousal Employment

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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 **70.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.2 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **4.3 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:**	9.0 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:** AMARILLO-LUBBOCK INTRASTATE 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 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 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 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 emergenct 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 continious 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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LAKE

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

VIII.2.C The base potable water supply constrains operations as follows:

A contaminated groundwater plume under the base has expanded and affected on and off base wells.

(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. Trichloroethylene (TCE), Volatiles, Semivolatiles, Lead

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 18 water wells exist at the base.

VIII.3.D 14 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
Golf Course Lake	35.00 Acres
Picnic Area Lake	4.50 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:

Construction permits required from Corps of Engineers around designated wetlands.

(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 known contamination to the base or local community surface water**

VIII.4.C.1 **Nature of the contamination:** Hazardous chemicals

VIII.4.C.2 **The contaminated surface water is Not a potable water source.**

5. Wastewater

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

VIII.5.B **No wastewater treatment facilities are located on-base.**

BASE WASTEWATER TREATMENT FACILITY

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
Aug 90	Open Enforcement Action for permit excursion not reported.	Awaiting State re-inspection to close action.	Sep 94
Jul 91	Open Enforcement Action for permit excursion not reported.	Awaiting State re-inspection to close action.	Sep 94

6. Discharge Points / Impoundments

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

Permit to discharge wastewater on sewage treatment plant lake and picnic lake.

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

Irrigation pond

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 **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **0.0 percent of the facilities surveyed are identified as having asbestos.**

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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 Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
FIRE TRAINING AREA (PLAYA LAKE)	35
GOLF COURSE LAKE (PLAYA LAKE)	35
PICNIC LAKE (PLAYA LAKE)	4
YOUTH CENTER AREA (PLAYA LAKE)	3

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 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):

Corpsof 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:

Current and future construction and operations activities around golf course lake are constrained.

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 2 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.1 100 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 13 IRP sites have been identified

VIII.13.A.2 3 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 3 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	$135.000 K	$270.000 K	$540.000 K	$648.000 K	$777.600 K
IRP	$7.587 K	$10,000.000 K	$7,000.000 K	$10,000.000 K	$5,000.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Other(s) Specify: Air Emissions	$9.900 K	$9.900 K	$9.900 K	$9.900 K	$9.900 K
Permits	$28.100 K	$45.600 K	$91.200 K	$109.400 K	$131.300 K
Waste Water Compliance	$1.000 K	$1.500 K	$2.500 K	$3.500 K	$4.500 K

15. Other Issues

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

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Texas Natural Resource Conservation Commission (TNRCC) Region 2

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Texas Natural Resource Conservation Commission

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

MR Gerald Hudson (806) 796-7092

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:** 12.00 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 10000.0% of NAAQS**

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

Air Quality Survey complete, No additional data required.

1995 AIR FORCE BASE QUESTIONNAIRE
Reese AFB - AETC

Section IX

Document Separator

COBRA REALIGNMENT SUMMARY (COBRA v5.08) - Page 1/2
Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Reese AFB
DoD Revision
Site Survey

Starting Year : 1996
Final Year : 1997
ROI Year : 1999 (2 Years)

NPV in 2015($K): -404,833
1-Time Cost($K): 46,390

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	-723	4,290	0	0	0	0	3,567	0
Person	0	-7,644	-24,592	-24,592	-24,592	-24,592	-106,012	-24,592
Overhd	770	3,987	-7,850	-7,850	-7,850	-7,850	-26,643	-7,850
Moving	0	6,159	0	0	0	0	6,159	0
Missio	0	0	0	0	0	0	0	0
Other	8,753	15,627	1,330	300	300	900	27,210	0
TOTAL	8,799	22,420	-31,112	-32,142	-32,142	-31,542	-95,719	-32,442

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	0	121 > 435	0	0	0	0	121
Enl	0	314	0	0	0	0	314
Civ	0	116	0	0	0	0	116
TOT	0	551	0	0	0	0	551
POSITIONS REALIGNED							
Off	0	413 < 223	0	0	0	0	223
Enl	0	190 > 655	0	0	0	0	190
Stu	0	242	0	0	0	0	242
Civ	0	223	0	0	0	0	223
TOT	0	878	0	0	0	0	878

Summary:

Close Reese

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Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
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Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	477	4,290	0	0	0	0	4,767	0
Person	0	5,724	1,916	1,916	1,916	1,916	13,388	1,916
Overhd	770	7,715	4,702	4,702	4,702	4,702	27,294	4,702
Moving	0	6,808	0	0	0	0	6,808	0
Missio	0	0	0	0	0	0	0	0
Other	8,753	15,627	1,330	300	300	900	27,210	0
TOTAL	9,999	40,164	7,948	6,918	6,918	7,518	79,467	6,618

Savings ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	1,200	0	0	0	0	0	1,200	0
Person	0	13,368	26,508	26,508	26,508	26,508	119,400	26,508
Overhd	0	3,728	12,552	12,552	12,552	12,552	53,938	12,552
Moving	0	648	0	0	0	0	648	0
Missio	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	1,200	17,744	39,060	39,060	39,060	39,060	175,186	39,060

NET PRESENT VALUES REPORT (COBRA v5.08)
Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
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Year	Cost($)	Adjusted Cost($)	NPV($)
1996	8,799,368	8,680,816	8,680,816
1997	22,419,637	21,525,628	30,206,444
1998	-31,112,004	-29,071,900	1,134,544
1999	-32,142,004	-29,230,521	-28,095,976
2000	-32,142,004	-28,448,195	-56,544,171
2001	-31,542,004	-27,169,974	-83,714,145
2002	-32,442,004	-27,197,299	-110,911,445
2003	-32,442,004	-26,469,391	-137,380,836
2004	-32,442,004	-25,760,964	-163,141,800
2005	-32,442,004	-25,071,498	-188,213,299
2006	-32,442,004	-24,400,485	-212,613,784
2007	-32,442,004	-23,747,431	-236,361,214
2008	-32,442,004	-23,111,855	-259,473,069
2009	-32,442,004	-22,493,289	-281,966,358
2010	-32,442,004	-21,891,279	-303,857,637
2011	-32,442,004	-21,305,381	-325,163,018
2012	-32,442,004	-20,735,164	-345,898,182
2013	-32,442,004	-20,180,208	-366,078,391
2014	-32,442,004	-19,640,105	-385,718,496
2015	-32,442,004	-19,114,458	-404,832,954

Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
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(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	4,767,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		4,767,000
Personnel		
Civilian RIF	636,663	
Civilian Early Retirement	146,922	
Civilian New Hires	0	
Eliminated Military PCS	2,915,136	
Unemployment	109,620	
Total - Personnel		3,808,342
Overhead		
Program Planning Support	1,346,919	
Mothball / Shutdown	2,450,000	
Total - Overhead		3,796,919
Moving		
Civilian Moving	3,494,233	
Civilian PPS	1,008,000	
Military Moving	2,092,133	
Freight	213,322	
One-Time Moving Costs	0	
Total - Moving		6,807,688
Other		
HAP / RSE	527,099	
Environmental Mitigation Costs	4,683,000	
One-Time Unique Costs	22,000,000	
Total - Other		27,210,099
Total One-Time Costs		46,390,048
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	648,410	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		1,848,410
Total Net One-Time Costs		44,541,638

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: COLUMBUS, MS
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	920,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		920,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	80,000	
One-Time Unique Costs	0	
Total - Other		80,000
Total One-Time Costs		1,000,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		1,000,000

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: LAUGHLIN, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	370,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		370,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	80,000	
One-Time Unique Costs	0	
Total - Other		80,000
Total One-Time Costs		450,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		450,000

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: RANDOLPH, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: REESE, TX
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	3,337,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		3,337,000
Personnel		
Civilian RIF	636,663	
Civilian Early Retirement	146,922	
Civilian New Hires	0	
Eliminated Military PCS	2,915,136	
Unemployment	109,620	
Total - Personnel		3,808,342
Overhead		
Program Planning Support	1,346,919	
Mothball / Shutdown	2,450,000	
Total - Overhead		3,796,919
Moving		
Civilian Moving	3,494,233	
Civilian PPS	1,008,000	
Military Moving	2,092,133	
Freight	213,322	
One-Time Moving Costs	0	
Total - Moving		6,807,688
Other		
HAP / RSE	527,099	
Environmental Mitigation Costs	4,523,000	
One-Time Unique Costs	22,000,000	
Total - Other		27,050,099
Total One-Time Costs		44,800,048
One-Time Savings		
Military Construction Cost Avoidances	1,200,000	
Family Housing Cost Avoidances	0	
Military Moving	648,410	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		1,848,410
Total Net One-Time Costs		42,951,638

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: VANCE, OK
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	140,000	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		140,000
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		140,000
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		140,000

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: BASE X
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08) - Page 1/7
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Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
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All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
COLUMBUS	920	0	0	0	920
LAUGHLIN	370	0	0	0	370
RANDOLPH	0	0	0	0	0
REESE	3,337	0	0	-1,200	2,137
VANCE	140	0	0	0	140
BASE X	0	0	0	0	0
Totals:	4,767	0	0	-1,200	3,567

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

MilCon for Base: COLUMBUS, MS

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
T-37 Maint Hangar	OTHER	0	n/a	740	n/a	920

Total Construction Cost:	920
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	920

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

MilCon for Base: LAUGHLIN, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
ADAL Child Dev	OTHER	0	n/a	1,700	n/a	370

Total Construction Cost:	370
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	370

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

MilCon for Base: REESE, TX

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Compliance Oil Water	OTHER	0	n/a	0	n/a	2,646
Compliance Lead	OTHER	0	n/a	0	n/a	691

Total Construction Cost:	3,337
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	1,200
TOTAL:	2,137

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

MilCon for Base: VANCE, OK

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
T-1A Flight Sim	OTHER	0	n/a	3,100	n/a	140

Total Construction Cost:	140
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	140

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

PERSONNEL SUMMARY REPORT (COBRA v5.08)
Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

PERSONNEL SUMMARY FOR: COLUMBUS, MS

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
378	535	152	221

PERSONNEL REALIGNMENTS:
From Base: REESE, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	30	0	0	0	0	30
Enlisted	0	5	0	0	0	0	5
Students	0	37	0	0	0	0	37
Civilians	0	6	0	0	0	0	6
TOTAL	0	78	0	0	0	0	78

TOTAL PERSONNEL REALIGNMENTS (Into COLUMBUS, MS):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	30	0	0	0	0	30
Enlisted	0	5	0	0	0	0	5
Students	0	37	0	0	0	0	37
Civilians	0	6	0	0	0	0	6
TOTAL	0	78	0	0	0	0	78

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
408	540	189	227

PERSONNEL SUMMARY FOR: LAUGHLIN, TX

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
350	519	162	745

PERSONNEL REALIGNMENTS:
From Base: REESE, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	75	0	0	0	0	75
Enlisted	0	15	0	0	0	0	15
Students	0	109	0	0	0	0	109
Civilians	0	123	0	0	0	0	123
TOTAL	0	322	0	0	0	0	322

TOTAL PERSONNEL REALIGNMENTS (Into LAUGHLIN, TX):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	75	0	0	0	0	75
Enlisted	0	15	0	0	0	0	15
Students	0	109	0	0	0	0	109
Civilians	0	123	0	0	0	0	123
TOTAL	0	322	0	0	0	0	322

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
425	534	271	868

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

PERSONNEL SUMMARY FOR: RANDOLPH, TX

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
1,851	2,472	0	3,137

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
1,851	2,472	0	3,137

PERSONNEL SUMMARY FOR: REESE, TX

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
349	411	140	219

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	-5	0	0	0	0	-5
Enlisted	0	93	0	0	0	0	93
Students	0	102	0	0	0	0	102
Civilians	0	120	0	0	0	0	120
TOTAL	0	310	0	0	0	0	310

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
344	504	242	339

PERSONNEL REALIGNMENTS:
To Base: COLUMBUS, MS

	1996	1997	1998	1999	2000	2001	Total
Officers	0	30	0	0	0	0	30
Enlisted	0	5	0	0	0	0	5
Students	0	37	0	0	0	0	37
Civilians	0	6	0	0	0	0	6
TOTAL	0	78	0	0	0	0	78

To Base: LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	75	0	0	0	0	75
Enlisted	0	15	0	0	0	0	15
Students	0	109	0	0	0	0	109
Civilians	0	123	0	0	0	0	123
TOTAL	0	322	0	0	0	0	322

To Base: VANCE, OK

	1996	1997	1998	1999	2000	2001	Total
Officers	0	63	0	0	0	0	63
Enlisted	0	7	0	0	0	0	7
Students	0	96	0	0	0	0	96
Civilians	0	17	0	0	0	0	17
TOTAL	0	183	0	0	0	0	183

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

To Base: BASE X

	1996	1997	1998	1999	2000	2001	Total
Officers	0	55	0	0	0	0	55
Enlisted	0	163	0	0	0	0	163
Students	0	0	0	0	0	0	0
Civilians	0	77	0	0	0	0	77
TOTAL	0	295	0	0	0	0	295

TOTAL PERSONNEL REALIGNMENTS (Out of REESE, TX):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	223	0	0	0	0	223
Enlisted	0	190	0	0	0	0	190
Students	0	242	0	0	0	0	242
Civilians	0	223	0	0	0	0	223
TOTAL	0	878	0	0	0	0	878

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	0	-121	0	0	0	0	-121
Enlisted	0	-314	0	0	0	0	-314
Civilians	0	-116	0	0	0	0	-116
TOTAL	0	-551	0	0	0	0	-551

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: VANCE, OK

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
320	378	149	95

PERSONNEL REALIGNMENTS:
From Base: REESE, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	63	0	0	0	0	63
Enlisted	0	7	0	0	0	0	7
Students	0	96	0	0	0	0	96
Civilians	0	17	0	0	0	0	17
TOTAL	0	183	0	0	0	0	183

TOTAL PERSONNEL REALIGNMENTS (Into VANCE, OK):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	63	0	0	0	0	63
Enlisted	0	7	0	0	0	0	7
Students	0	96	0	0	0	0	96
Civilians	0	17	0	0	0	0	17
TOTAL	0	183	0	0	0	0	183

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
383	385	245	112

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

PERSONNEL SUMMARY FOR: BASE X

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
729	1,111	0	1,166

PERSONNEL REALIGNMENTS:
From Base: REESE, TX

	1996	1997	1998	1999	2000	2001	Total
Officers	0	55	0	0	0	0	55
Enlisted	0	163	0	0	0	0	163
Students	0	0	0	0	0	0	0
Civilians	0	77	0	0	0	0	77
TOTAL	0	295	0	0	0	0	295

TOTAL PERSONNEL REALIGNMENTS (Into BASE X):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	55	0	0	0	0	55
Enlisted	0	163	0	0	0	0	163
Students	0	0	0	0	0	0	0
Civilians	0	77	0	0	0	0	77
TOTAL	0	295	0	0	0	0	295

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
784	1,274	0	1,243

Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	223	0	0	0	0	223
Early Retirement*	10.00%	0	23	0	0	0	0	23
Regular Retirement*	5.00%	0	11	0	0	0	0	11
Civilian Turnover*	15.00%	0	34	0	0	0	0	34
Civs Not Moving (RIFs)*+		0	23	0	0	0	0	23
Civilians Moving (the remainder)		0	132	0	0	0	0	132
Civilian Positions Available		0	91	0	0	0	0	91
CIVILIAN POSITIONS ELIMINATED		0	116	0	0	0	0	116
Early Retirement	10.00%	0	12	0	0	0	0	12
Regular Retirement	5.00%	0	6	0	0	0	0	6
Civilian Turnover	15.00%	0	17	0	0	0	0	17
Civs Not Moving (RIFs)*+		0	12	0	0	0	0	12
Priority Placement#	60.00%	0	69	0	0	0	0	69
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	223	0	0	0	0	223
Civilians Moving		0	132	0	0	0	0	132
New Civilians Hired		0	91	0	0	0	0	91
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	35	0	0	0	0	35
TOTAL CIVILIAN RIFS		0	35	0	0	0	0	35
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	69	0	0	0	0	69
TOTAL CIVILIAN NEW HIRES		0	91	0	0	0	0	91

* 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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: COLUMBUS, MS	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		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)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
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)*	10.00%	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	6	0	0	0	0	6
Civilians Moving		0	3	0	0	0	0	3
New Civilians Hired		0	3	0	0	0	0	3
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	3	0	0	0	0	3

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: LAUGHLIN, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		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)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
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)*	10.00%	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	123	0	0	0	0	123
Civilians Moving		0	75	0	0	0	0	75
New Civilians Hired		0	48	0	0	0	0	48
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	48	0	0	0	0	48

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: RANDOLPH, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		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)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
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)*	10.00%	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	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: REESE, TX	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	223	0	0	0	0	223
Early Retirement*	10.00%	0	23	0	0	0	0	23
Regular Retirement*	5.00%	0	11	0	0	0	0	11
Civilian Turnover*	15.00%	0	34	0	0	0	0	34
Civs Not Moving (RIFs)*	10.00%	0	23	0	0	0	0	23
Civilians Moving (the remainder)		0	132	0	0	0	0	132
Civilian Positions Available		0	91	0	0	0	0	91
CIVILIAN POSITIONS ELIMINATED		0	116	0	0	0	0	116
Early Retirement	10.00%	0	12	0	0	0	0	12
Regular Retirement	5.00%	0	6	0	0	0	0	6
Civilian Turnover	15.00%	0	17	0	0	0	0	17
Civs Not Moving (RIFs)*	10.00%	0	12	0	0	0	0	12
Priority Placement#	60.00%	0	69	0	0	0	0	69
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	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	35	0	0	0	0	35
TOTAL CIVILIAN RIFS		0	35	0	0	0	0	35
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	69	0	0	0	0	69
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: VANCE, OK	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		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)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
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)*	10.00%	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	17	0	0	0	0	17
Civilians Moving		0	9	0	0	0	0	9
New Civilians Hired		0	8	0	0	0	0	8
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	8	0	0	0	0	8

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: BASE X	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		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)*	10.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
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)*	10.00%	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	77	0	0	0	0	77
Civilians Moving		0	45	0	0	0	0	45
New Civilians Hired		0	32	0	0	0	0	32
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	32	0	0	0	0	32

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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 : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	477	4,290	0	0	0	0	4,767
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	637	0	0	0	0	637
Civ Retire	0	147	0	0	0	0	147
CIV MOVING							
Per Diem	0	291	0	0	0	0	291
POV Miles	0	14	0	0	0	0	14
Home Purch	0	1,404	0	0	0	0	1,404
HHG	0	902	0	0	0	0	902
Misc	0	92	0	0	0	0	92
House Hunt	0	223	0	0	0	0	223
PPS	0	1,008	0	0	0	0	1,008
RITA	0	567	0	0	0	0	567
FREIGHT							
Packing	0	195	0	0	0	0	195
Freight	0	18	0	0	0	0	18
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	110	0	0	0	0	110
OTHER							
Program Plan	770	577	0	0	0	0	1,347
Shutdown	0	2,450	0	0	0	0	2,450
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	65	0	0	0	0	65
POV Miles	0	56	0	0	0	0	56
HHG	0	1,682	0	0	0	0	1,682
Misc	0	289	0	0	0	0	289
OTHER							
Elim PCS	0	2,915	0	0	0	0	2,915
OTHER							
HAP / RSE	0	527	0	0	0	0	527
Environmental	1,753	100	1,330	300	300	900	4,683
Info Manage	0	0	0	0	0	0	0
1-Time Other	7,000	15,000	0	0	0	0	22,000
TOTAL ONE-TIME	9,999	33,561	1,330	300	300	900	46,390

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
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RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	15	15	15	15	60	15
BOS	0	4,687	4,687	4,687	4,687	4,687	23,437	4,687
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	1,916	1,916	1,916	1,916	1,916	9,579	1,916
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	6,603	6,618	6,618	6,618	6,618	33,077	6,618
TOTAL COST	9,999	40,164	7,948	6,918	6,918	7,518	79,467	6,618

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
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	648	0	0	0	0	648
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	1,200	648	0	0	0	0	1,848

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	770	1,541	1,541	1,541	1,541	6,934	1,541
O&M								
RPMA	0	800	1,684	1,684	1,684	1,684	7,536	1,684
BOS	0	2,157	9,327	9,327	9,327	9,327	39,467	9,327
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,705	5,410	5,410	5,410	5,410	24,347	5,410
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	4,759	9,519	9,519	9,519	9,519	42,835	9,519
Enl Salary	0	5,675	11,350	11,350	11,350	11,350	51,077	11,350
House Allow	0	228	228	228	228	228	1,141	228
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	17,096	39,060	39,060	39,060	39,060	173,337	39,060
TOTAL SAVINGS	1,200	17,744	39,060	39,060	39,060	39,060	175,186	39,060

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	-723	4,290	0	0	0	0	3,567
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	783	0	0	0	0	783
Civ Moving	0	4,715	0	0	0	0	4,715
Other	770	3,137	0	0	0	0	3,906
MIL PERSONNEL							
Mil Moving	0	4,359	0	0	0	0	4,359
OTHER							
HAP / RSE	0	527	0	0	0	0	527
Environmental	1,753	100	1,330	300	300	900	4,683
Info Manage	0	0	0	0	0	0	0
1-Time Other	7,000	15,000	0	0	0	0	22,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	8,799	32,912	1,330	300	300	900	44,542

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
O&M								
RPMA	0	-800	-1,669	-1,669	-1,669	-1,669	-7,476	-1,669
BOS	0	2,530	-4,640	-4,640	-4,640	-4,640	-16,030	-4,640
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,705	-5,410	-5,410	-5,410	-5,410	-24,347	-5,410
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-10,435	-20,869	-20,869	-20,869	-20,869	-93,912	-20,869
House Allow	0	1,688	1,688	1,688	1,688	1,688	8,439	1,688
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	-10,493	-32,442	-32,442	-32,442	-32,442	-140,261	-32,442
TOTAL NET COST	8,799	22,420	-31,112	-32,142	-32,142	-31,542	-95,719	-32,442

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	92	828	0	0	0	0	920
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	80	0	0	0	0	0	80
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	172	828	0	0	0	0	1,000

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: COLUMBUS, MS

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	1	1	1	1	3	1
BOS	0	628	628	628	628	628	3,141	628
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	178	178	178	178	178	891	178
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	628	629	629	629	629	4,035	807
TOTAL COSTS	172	1,634	807	807	807	807	5,035	807

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
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	0	0	0	0	0	0
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	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: COLUMBUS, MS

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	92	828	0	0	0	0	920
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	80	0	0	0	0	0	80
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	172	828	0	0	0	0	1,000

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	1	1	1	1	3	1
BOS	0	628	628	628	628	628	3,141	628
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	178	178	178	178	178	891	178
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	806	807	807	807	807	4,035	807
TOTAL NET COST	172	1,634	807	807	807	807	5,035	807

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	37	333	0	0	0	0	370
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	80	0	0	0	0	0	80
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	117	333	0	0	0	0	450

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: LAUGHLIN, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	2	2	2	2	9	2
BOS	0	1,625	1,625	1,625	1,625	1,625	8,125	1,625
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	462	462	462	462	462	2,309	462
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	1,625	1,627	1,627	1,627	1,627	10,443	2,089
TOTAL COSTS	117	2,420	2,089	2,089	2,089	2,089	10,893	2,089

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
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	0	0	0	0	0	0
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	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: LAUGHLIN, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	37	333	0	0	0	0	370
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	80	0	0	0	0	0	80
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	117	333	0	0	0	0	450

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	2	2	2	2	9	2
BOS	0	1,625	1,625	1,625	1,625	1,625	8,125	1,625
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	462	462	462	462	462	2,309	462
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	2,087	2,089	2,089	2,089	2,089	10,443	2,089
TOTAL NET COST	117	2,420	2,089	2,089	2,089	2,089	10,893	2,089

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
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	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: RANDOLPH, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL COSTS	0	0	0	0	0	0	0	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
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	0	0	0	0	0	0
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	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: RANDOLPH, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	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	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL NET COST	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: REESE, TX

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	334	3,003	0	0	0	0	3,337
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	637	0	0	0	0	637
Civ Retire	0	147	0	0	0	0	147
CIV MOVING							
Per Diem	0	291	0	0	0	0	291
POV Miles	0	14	0	0	0	0	14
Home Purch	0	1,404	0	0	0	0	1,404
HHG	0	902	0	0	0	0	902
Misc	0	92	0	0	0	0	92
House Hunt	0	223	0	0	0	0	223
PPS	0	1,008	0	0	0	0	1,008
RITA	0	567	0	0	0	0	567
FREIGHT							
Packing	0	195	0	0	0	0	195
Freight	0	18	0	0	0	0	18
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	110	0	0	0	0	110
OTHER							
Program Plan	770	577	0	0	0	0	1,347
Shutdown	0	2,450	0	0	0	0	2,450
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	65	0	0	0	0	65
POV Miles	0	56	0	0	0	0	56
HHG	0	1,682	0	0	0	0	1,682
Misc	0	289	0	0	0	0	289
OTHER							
Elim PCS	0	2,915	0	0	0	0	2,915
OTHER							
HAP / RSE	0	527	0	0	0	0	527
Environmental	1,593	100	1,330	300	300	900	4,523
Info Manage	0	0	0	0	0	0	0
1-Time Other	7,000	15,000	0	0	0	0	22,000
TOTAL ONE-TIME	9,696	32,274	1,330	300	300	900	44,800

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: REESE, TX

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL COSTS	9,696	32,274	1,330	300	300	900	44,800	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	1,200	0	0	0	0	0	1,200
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	648	0	0	0	0	648
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	1,200	648	0	0	0	0	1,848

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	770	1,541	1,541	1,541	1,541	6,934	1,541
O&M								
RPMA	0	800	1,684	1,684	1,684	1,684	7,536	1,684
BOS	0	2,157	9,327	9,327	9,327	9,327	39,467	9,327
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,705	5,410	5,410	5,410	5,410	24,347	5,410
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	4,759	9,519	9,519	9,519	9,519	42,835	9,519
Enl Salary	0	5,675	11,350	11,350	11,350	11,350	51,077	11,350
House Allow	0	228	228	228	228	228	1,141	228
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	17,096	39,060	39,060	39,060	39,060	173,337	39,060
TOTAL SAVINGS	1,200	17,744	39,060	39,060	39,060	39,060	175,186	39,060

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: REESE, TX

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	-866	3,003	0	0	0	0	2,137
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	783	0	0	0	0	783
Civ Moving	0	4,715	0	0	0	0	4,715
Other	770	3,137	0	0	0	0	3,906
MIL PERSONNEL							
Mil Moving	0	4,359	0	0	0	0	4,359
OTHER							
HAP / RSE	0	527	0	0	0	0	527
Environmental	1,593	100	1,330	300	300	900	4,523
Info Manage	0	0	0	0	0	0	0
1-Time Other	7,000	15,000	0	0	0	0	22,000
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	8,496	31,625	1,330	300	300	900	42,952

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
O&M								
RPMA	0	-800	-1,684	-1,684	-1,684	-1,684	-7,536	-1,684
BOS	0	-2,157	-9,327	-9,327	-9,327	-9,327	-39,467	-9,327
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,705	-5,410	-5,410	-5,410	-5,410	-24,347	-5,410
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	-10,435	-20,869	-20,869	-20,869	-20,869	-93,912	-20,869
House Allow	0	-228	-228	-228	-228	-228	-1,141	-228
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	-17,096	-39,060	-39,060	-39,060	-39,060	-173,337	-39,060
TOTAL NET COST	8,496	14,529	-37,730	-38,760	-38,760	-38,160	-130,386	-39,060

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: VANCE, OK

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	14	126	0	0	0	0	140
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
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	0	0	0	0	0	0
TOTAL ONE-TIME	14	126	0	0	0	0	140

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: VANCE, OK

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	12	12	12	12	48	12
BOS	0	1,876	1,876	1,876	1,876	1,876	9,381	1,876
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	365	365	365	365	365	1,826	365
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	1,876	1,888	1,888	1,888	1,888	11,255	2,253
TOTAL COSTS	14	2,367	2,253	2,253	2,253	2,253	11,395	2,253

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
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	0	0	0	0	0	0
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	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: VANCE, OK

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	14	126	0	0	0	0	140
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	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	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	14	126	0	0	0	0	140

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	12	12	12	12	48	12
BOS	0	1,876	1,876	1,876	1,876	1,876	9,381	1,876
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	365	365	365	365	365	1,826	365
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	2,241	2,253	2,253	2,253	2,253	11,255	2,253
TOTAL NET COST	14	2,367	2,253	2,253	2,253	2,253	11,395	2,253

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: BASE X

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
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	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: BASE X

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	558	558	558	558	558	2,790	558
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	910	910	910	910	910	4,553	910
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	558	558	558	558	558	7,342	1,468
TOTAL COSTS	0	1,468	1,468	1,468	1,468	1,468	7,342	1,468

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
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	0	0	0	0	0	0
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	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Base: BASE X

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	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	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	558	558	558	558	558	2,790	558
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	910	910	910	910	910	4,553	910
OTHER								
Procurement	0	0	0	0	0	0	0	0
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	1,468	1,468	1,468	1,468	1,468	7,342	1,468
TOTAL NET COST	0	1,468	1,468	1,468	1,468	1,468	7,342	1,468

PERSONNEL, SF, RPMA, AND BOS DELTAS (COBRA v5.08)
Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

	Personnel			SF		
Base	Change	%Change		Change	%Change	Chg/Per
COLUMBUS	78	6%		740	0%	9
LAUGHLIN	322	18%		1,700	0%	5
RANDOLPH	0	0%		0	0%	0
REESE	-1,429	-100%		-1,960,000	-100%	1,371
VANCE	183	19%		3,100	0%	17
BASE X	295	10%		0	0%	0

	RPMA($)			BOS($)		
Base	Change	%Change	Chg/Per	Change	%Change	Chg/Per
COLUMBUS	680	0%	9	628,309	3%	8,055
LAUGHLIN	2,353	0%	7	1,624,981	9%	5,046
RANDOLPH	0	0%	0	0	0%	0
REESE	-1,684,000	-100%	1,178	-9,327,449	-100%	6,527
VANCE	12,063	0%	66	1,876,142	10%	10,252
BASE X	0	0%	0	557,925	5%	1,891

	RPMABOS($)		
Base	Change	%Change	Chg/Per
COLUMBUS	628,989	3%	8,064
LAUGHLIN	1,627,334	8%	5,054
RANDOLPH	0	0%	0
REESE	-11,011,449	-96%	7,706
VANCE	1,888,205	8%	10,318
BASE X	557,925	4%	1,891

RPMA/BOS CHANGE REPORT (COBRA v5.08)
Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

Net Change($K)	1996	1997	1998	1999	2000	2001	Total	Beyond
RPMA Change	0	-800	-1,669	-1,669	-1,669	-1,669	-7,476	-1,669
BOS Change	0	2,530	-4,640	-4,640	-4,640	-4,640	-16,030	-4,640
Housing Change	0	-770	-1,541	-1,541	-1,541	-1,541	-6,934	-1,541
TOTAL CHANGES	0	959	-7,850	-7,850	-7,850	-7,850	-30,440	-7,850

INPUT DATA REPORT (COBRA v5.08)
Data As Of 10:54 05/09/1995, Report Created 10:21 05/15/1995

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
COLUMBUS, MS	Realignment
LAUGHLIN, TX	Realignment
RANDOLPH, TX	Realignment
REESE, TX	Closes in FY 1997
VANCE, OK	Realignment
BASE X	Realignment

Summary:
Close Reese

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
COLUMBUS, MS	REESE, TX	866 mi
LAUGHLIN, TX	REESE, TX	367 mi
REESE, TX	VANCE, OK	409 mi
REESE, TX	BASE X	1,000 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from REESE, TX to COLUMBUS, MS

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	30	0	0	0	0
Enlisted Positions:	0	5	0	0	0	0
Civilian Positions:	0	6	0	0	0	0
Student Positions:	0	37	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	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to LAUGHLIN, TX

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	75	0	0	0	0
Enlisted Positions:	0	15	0	0	0	0
Civilian Positions:	0	123	0	0	0	0
Student Positions:	0	109	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	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from REESE, TX to VANCE, OK

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	63	0	0	0	0
Enlisted Positions:	0	7	0	0	0	0
Civilian Positions:	0	17	0	0	0	0
Student Positions:	0	96	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	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from REESE, TX to BASE X

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	55	0	0	0	0
Enlisted Positions:	0	163	0	0	0	0
Civilian Positions:	0	77	0	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	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

[redacted]

Name: [redacted]

Total Officer Employees:	378	RPMA Non-Payroll ($K/Year):	2,511	26,334
Total Enlisted Employees:	535	Communications ($K/Year):	1,347	
Total Student Employees:	152	BOS Non-Payroll ($K/Year):	18,100	
Total Civilian Employees:	221	BOS Payroll ($K/Year):	0	
Mil Families Living On Base:	87.0%	Family Housing ($K/Year):	4,376	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0	
Total Base Facilities(KSF):	2,542	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA ($/Month):	0	Activity Code:	14	
Enlisted VHA ($/Month):	0			
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	No	
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No	

Name: [redacted]

Total Officer Employees:	350	RPMA Non-Payroll ($K/Year):	3,403	[redacted] 23,664
Total Enlisted Employees:	519	Communications ($K/Year):	636	
Total Student Employees:	162	BOS Non-Payroll ($K/Year):	16,624	
Total Civilian Employees:	745	BOS Payroll ($K/Year):	0	
Mil Families Living On Base:	60.0%	Family Housing ($K/Year):	3,001	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0	
Total Base Facilities(KSF):	2,286	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA ($/Month):	0	Activity Code:	48	
Enlisted VHA ($/Month):	0			
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes	
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No	

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

[redacted]

Name: RANDOLPH, TX

Total Officer Employees:	1,851	RPMA Non-Payroll ($K/Year):	4,514	
Total Enlisted Employees:	2,472	Communications ($K/Year):	677	
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	12,065	21,120
Total Civilian Employees:	3,137	BOS Payroll ($K/Year):	0	
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	3,864	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0	
Total Base Facilities(KSF):	5,154	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA ($/Month):	106	Activity Code:	74	
Enlisted VHA ($/Month):	80			
Per Diem Rate ($/Day):	97	Homeowner Assistance Program:	No	
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No	

[redacted]

Total Officer Employees:	760 < 349	RPMA Non-Payroll ($K/Year):	1,684	
Total Enlisted Employees:	411	Communications ($K/Year):	1,277	
Total Student Employees:	140	BOS Non-Payroll ($K/Year):	6,027	
Total Civilian Employees:	219	BOS Payroll ($K/Year):	0	
Mil Families Living On Base:	52.0%	Family Housing ($K/Year):	1,541	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0	
Total Base Facilities(KSF):	1,960	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA ($/Month):	73	Activity Code:	75	
Enlisted VHA ($/Month):	47			
Per Diem Rate ($/Day):	86	Homeowner Assistance Program:	Yes	
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No	

[redacted]

Total Officer Employees:	320	RPMA Non-Payroll ($K/Year):	6,164	
Total Enlisted Employees:	378	Communications ($K/Year):	798	
Total Student Employees:	149	BOS Non-Payroll ($K/Year):	17,849	26,280
Total Civilian Employees:	95	BOS Payroll ($K/Year):	0	
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	1,469	
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00	
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0	
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0	
Total Base Facilities(KSF):	1,473	CHAMPUS Shift to Medicare:	20.9%	
Officer VHA ($/Month):	0	Activity Code:	88	
Enlisted VHA ($/Month):	0			
Per Diem Rate ($/Day):	66	Homeowner Assistance Program:	Yes	
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No	

Name: BASE X

Total Officer Employees:	729	RPMA Non-Payroll ($K/Year):	3,655
Total Enlisted Employees:	1,111	Communications ($K/Year):	947
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	9,813
Total Civilian Employees:	1,166	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	53.0%	Family Housing ($K/Year):	2,870
Civilians Not Willing To Move:	10.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	5,683	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	36	Activity Code:	X
Enlisted VHA ($/Month):	25		
Per Diem Rate ($/Day):	76	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.10	Unique Activity Information:	No

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: COLUMBUS, MS

	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($K):	80	0	0	0	0	0
Activ Mission Cost ($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: LAUGHLIN, TX

	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($K):	80	0	0	0	0	0
Activ Mission Cost ($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: RANDOLPH, TX

	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%

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	7,000	15,000	0	0	0	0
1-Time Unique Save ($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($K):	1,593	100	1,330	300	300	900
Activ Mission Cost ($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 (%):	0%	100%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	1,200	0	0	0	0	0
Fam Housing Avoidnc($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):	1,960	Perc Family Housing ShutDown:				100.0%

Name: VANCE, OK

	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: 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%

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

[redacted]

Name: REESE, TX

	1996	1997	1998	1999	2000	2001
[redacted]	0	-5	0	0	0	0
[redacted]	0	-9	0	0	0	0
[redacted]	0	120	0	0	0	0
[redacted]	0	102	0	0	0	0
Off Scenario Change:	0	-121	0	0	0	0
Enl Scenario Change:	0	-314	0	0	0	0
Civ Scenario Change:	0	-116	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

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: COLUMBUS, MS

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
T-37 Maint Hangar	OTHER	740	0	920

Name: LAUGHLIN, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
ADAL Child Dev	OTHER	1,700	0	370

Name: REESE, TX

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
Compliance Oil Water	OTHER	0	0	2,646
Compliance Lead	OTHER	0	0	691

Name: VANCE, OK

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
T-1A Flight Sim	OTHER	3,100	0	140

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%

Department : Air Force
Option Package : Reese
Scenario File : C:\COBRA95\AF\DOD\STSURVEY\SS-REE1.CBR
Std Fctrs File : C:\COBRA95\AF\DOD\STSURVEY\FINAL.SFF

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

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			

Document Separator

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 14, 1995

Please refer to this number when responding 950306-15R1

The Honorable David R. Langston
Mayor
City of Lubbock
Lubbock, Texas

Dear Mayor Langston:

Thank you for your recent letter to the Defense Base Closure and Realignment Commission. I appreciate your concerns regarding how the Joint Cross Service Group treated the specific issue of undergraduate pilot training and its effect on Reese Air Force Base.

The Commission has received the data utilized by the Joint Cross Service Group and the Department of Defense in developing the Secretary of Defense's recommendations. You may be certain that the issues raised in your letter will be carefully reviewed by the Commission in the coming months.

Again, thank you for contacting me regarding this issue. If I may be of further assistance as we go through this difficult and challenging process, please do not hesitate to contact me.

Sincerely,

Alan J. Dixon
Chairman

Copy to Merrill to Follow up w/ X Team to insure Co get copy of Response And you Follow up/track actual Response
3/15

CITY OF LUBBOCK

LUBBOCK, TEXAS

Please refer to this number when responding 950306-15

DAVID R. LANGSTON
MAYOR

February 28, 1995

The Honorable Alan Dixon, Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Rosalyn, VA 22209

Dear Mr. Chairman:

I am writing to ask that the Defense Base Closure and Realignment Commission give special attention to the area of Undergraduate Pilot Training (UPT) during the 1995 base closure review.

As you know, the Secretary of Defense directed that joint operation and training receive a special focus during the Department of Defense's base closure deliberations this year and joint pilot training was one of the primary areas reviewed from a joint perspective.

It is my understanding that the Joint Cross Service Group on pilot training encountered a great deal of controversy during the review with substantial disagreements between the Navy and the Air Force regarding the development of appropriate measures of merit. Also, I understand that the Air Force deliberately excluded from review two Air Force facilities engaged in pilot training -- Hondo Air Force Base and the Air Force Academy.

As the Mayor of Lubbock, Texas, I am concerned that Reese Air Force Base has been selected unfairly because of the anomalies of the joint process which is new and unproven. There appear to be a number of inconsistencies in the Air Force and DOD analysis of data from each of the UPT bases. In 1991 and 1993, Reese was rated as being superior to Vance Air Force Base and other UPT bases in terms of military value and overall capability. How is it that now, suddenly in 1995, Reese AFB has fallen to the bottom of the list? Something is just not right.

Your consideration of this request is greatly appreciated.

Sincerely,

David R. Langston
Mayor

DRL:os

CONGRESSIONAL QUESTIONS
FOR
UNDERGRADUATE PILOT TRAINING

Rep. Larry Combest, TX

We have had only had a few days to review the data which was used to make decisions on Undergraduate Pilot Training, but some things stand out. Let me give you some examples of what I would consider real animosities:

RANKING OF BASES

1. The Air Force rated Reese Air Force Base number two among five Undergraduate Pilot Training Bases in 1991. What has changed at Reese or at other bases that would make the Air Force rank Reese Air Force Base last, well below its other Undergraduate Pilot Training bases in the 1995 analysis?

QUALITY OF LIFE

1. Reese Air Force Base is the number one choice of student and instructor pilots in Air Education and Training Command for base of assignment. Obviously, they think that the Quality of Life at Reese is better than that at other Undergraduate Pilot Training bases. Why would the Air Force ignore this very clear Quality of Life indicator and recommend Reese Air Force Base for closure?

2. With respect to educational opportunities, Reese Air Force Base in Lubbock, Texas is rated below Vance Air Force Base in Enid, Oklahoma. Are you aware that Enid, Oklahoma has one private university with a permanent enrollment of over 700 students? Lubbock, Texas has two private universities, a private college, and Texas Technical University with a permanent enrollment of over 17,000 students, nine undergraduate schools, two graduate schools, and a 1.1 million volume library. Knowing that one of the important features of an assignment for our highly skilled officer pilots and their talented spouses is the availability of graduate education programs. How is it that the Air Force rated Vance AFB higher than Reese AFB in educational opportunities?

OPERATIONS

1. Reese Air Force Base was the choice of the Air Force, the Navy, and the Department of Defense for implementation of Joint Undergraduate Primary Airlift/Tanker and Maritime training of the Air Force. How is it that the Air Force, now in 1995, rates its capability in all of these areas as less than that of Columbus, Randolph, and Vance Air Force Base's?

2. Reese and Laughlin Air Force Base's have fully implemented T-1 training and have completed all the facility construction necessary to support that training. Did the Air Force consider the fact that Vance AFB has not implemented T-1 training and has not yet built the necessary T-1 facilities?

3. Did you consider the savings that would accrue from stopping construction and implementation of the T-1 program at Vance?

4. In evaluating the airspace available at each Undergraduate Training Base, did you concentrate on measuring only the volume of airspace owned or controlled by the base or did you take into consideration the usability of all the airspace available to the base for training?

5. Isn't usable or useful airspace a more valid measure than total airspace?

6. Isn't it true that in the Joint Cross-Service Group, the Air Force argued with the Navy that heavily weighing total available airspace was an improper measure of capacity?

ANALYSIS ERRORS

The following are examples of errors in the published results of the Air Force's analysis that we have noticed at first glance:

PREVIOUS RANKINGS

1. In the 1991 Base Closure round, Air Force Undergraduate Pilot Training (UPT) bases were reviewed and Reese Air Force Base was rated very highly - number two out of five Air Force bases. What accounts for this disparity?

2. The Air Force itself and the Department of Defense have placed great confidence in Reese AFB by choosing it as: the first base to implement Specialized Undergraduate Pilot Training; the first base to receive the new T-1 airlift/tanker training aircraft; the first and only base to implement the Air Force's portion of Joint Primary Undergraduate Pilot Training; the first and only base to do Joint Maritime Training for the Navy in the T-1; and Reese is the Air Force's choice as the first base to receive the new JPATS aircraft. Why would the Air Force want to close its premier UPT base?

3. The Air Force analysis rates Reese below three UPT bases (Columbus, Randolph, and Vance) in its ability to perform Primary, Airlift/Tanker and Maritime training. If this is the case, why did the Air Force choose Reese as the first base to perform joint training with the Navy in all three of these categories?

QUALITY OF LIFE

1. Reese AFB is the number one choice of preference for base assignment of Student and Instructor Pilots in the Air Force's Air Education and Training Command (confirmed in a statement to the Lubbock Avalanche-Journal, February 2, 1995). This kind of choice is made on the basis of Quality of Life. Why would the Department of Defense, newly committed to stressing "people over programs" (John Deutch, 09/94), want to close the base that its personnel rate as the best for Quality of Life?

Vance AFB is rated in this year's analysis as co-equal with Reese in transportation. Reese and Randolph Air Force Bases are the only bases near large metropolitan

areas with international airports. Reese was specifically chosen as the Joint Navy training base because it was the most accessible UPT base.

Reese is rated as RED by the Air Force in "Geographic Location," yet it was their choice as a joint training base because it is the most accessible of all Air Force UPT bases.

Vance is rated higher in education with only one small 700 student private university. Reese has three universities including Texas Tech and its associated medical school and one private college available in nearby Lubbock, Texas.

OPERATIONS

1. Airspace is one area that was weighted very heavily during this round's analysis. We are firmly convinced that Reese AFB has access to adequate airspace to do its mission and it is unthreatened by encroachment. We are concerned that sheer volume of airspace owned and controlled by each base was emphasized, and that usability was not adequately considered. Some bases may own/control more airspace than Reese in terms of sheer volume, however, much of their airspace is unusable for basic Undergraduate Pilot Training.

Reese has readily available visual routes and alternate training fields.

SAVINGS

1. The objective of any BRAC process is to save our tax dollars. Reese's T 1 program is fully implemented with all facilities in place. Vance Air Force Base is still constructing their T 1 hangar. Stopping construction would save MILCON dollars.

Rep. Sonny Montgomery, MS

1. The Navy testified on March 6, 1995 that there was excess capacity at Air Training Stations. If the pilot training rate is the same for both services in the year 2001 and the Air Force is transferring substantial numbers of Air Force flight officers to the Navy, and the Navy is going from five Air Training Bases to three, how is it that the Air Force can now have after BRAC 95, seven Air Training Bases, that include the two additional Air Force Bases conducting flight screening?

Document Separator

Please refer to this number
when responding 950306-3

QUESTIONS FOR CHAIRMAN DIXON TO ASK OSD WITNESSES
FROM CONGRESSMAN G. V. SONNY MONTGOMERY

Q: How did DoD handle the obvious benefits of regional complexes?

Q: I understand that in the process, NAS Meridian received two looks, one at the service level and the second look at the joint level. If the joint ranking was higher, why didn't DOD take action based on the joint ranking rather than leave the Service unique lists in place? After all aren't we trying to save by consolidation and joint functions?

Q: If you did look at regional synergisms, why didn't DOD create a ranking based on these synergisms and regional complexes and then direct closure actions based on these new rankings?

Gotbaum

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950306-3

FROM: MONTGOMERY, SONNY	TO: GENERAL
TITLE: REP (MS)	TITLE:
ORGANIZATION: U. S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT
CHAIRMAN DIXON			
STAFF DIRECTOR	✓		
EXECUTIVE DIRECTOR	✓		
GENERAL COUNSEL			
MILITARY EXECUTIVE			
DIR./CONGRESSIONAL LIAISON	✓		
DIR./COMMUNICATIONS			
[redacted]UTIVE SECRETARIAT			
DIRECTOR OF ADMINISTRATION			
CHIEF FINANCIAL OFFICER			
DIRECTOR OF TRAVEL			
DIR./INFORMATION SERVICES			

COMMISSION MEMBERS	FYI	ACTION	INIT
COMMISSIONER CORNELLA			
COMMISSIONER COX			
COMMISSIONER DAVIS			
COMMISSIONER KLING			
COMMISSIONER MONTOYA			
COMMISSIONER ROBLES			
COMMISSIONER STEELE			
REVIEW AND ANALYSIS			
DIRECTOR OF R & A	✓		
ARMY TEAM LEADER	✓		
NAVY TEAM LEADER	✓		
AIR FORCE TEAM LEADER	✓		
INTERAGENCY TEAM LEADER	✓		
CROSS SERVICE TEAM LEADER	✓		

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

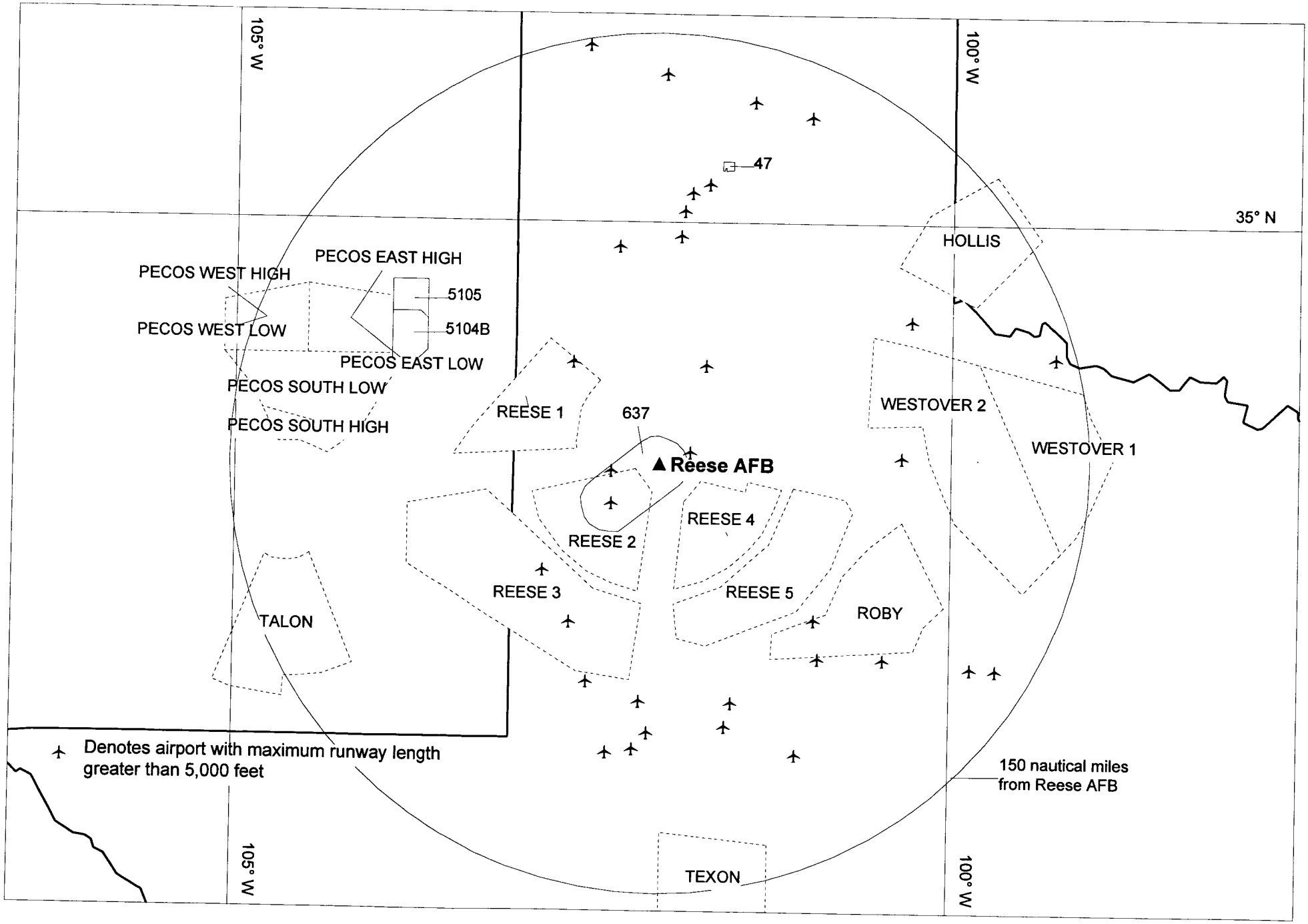
QUESTIONS FOR OSD WITNESSES.

f Merrill
INFO only

Due Date:	Routing Date: 950306-	Date Originated:	Mail Date:

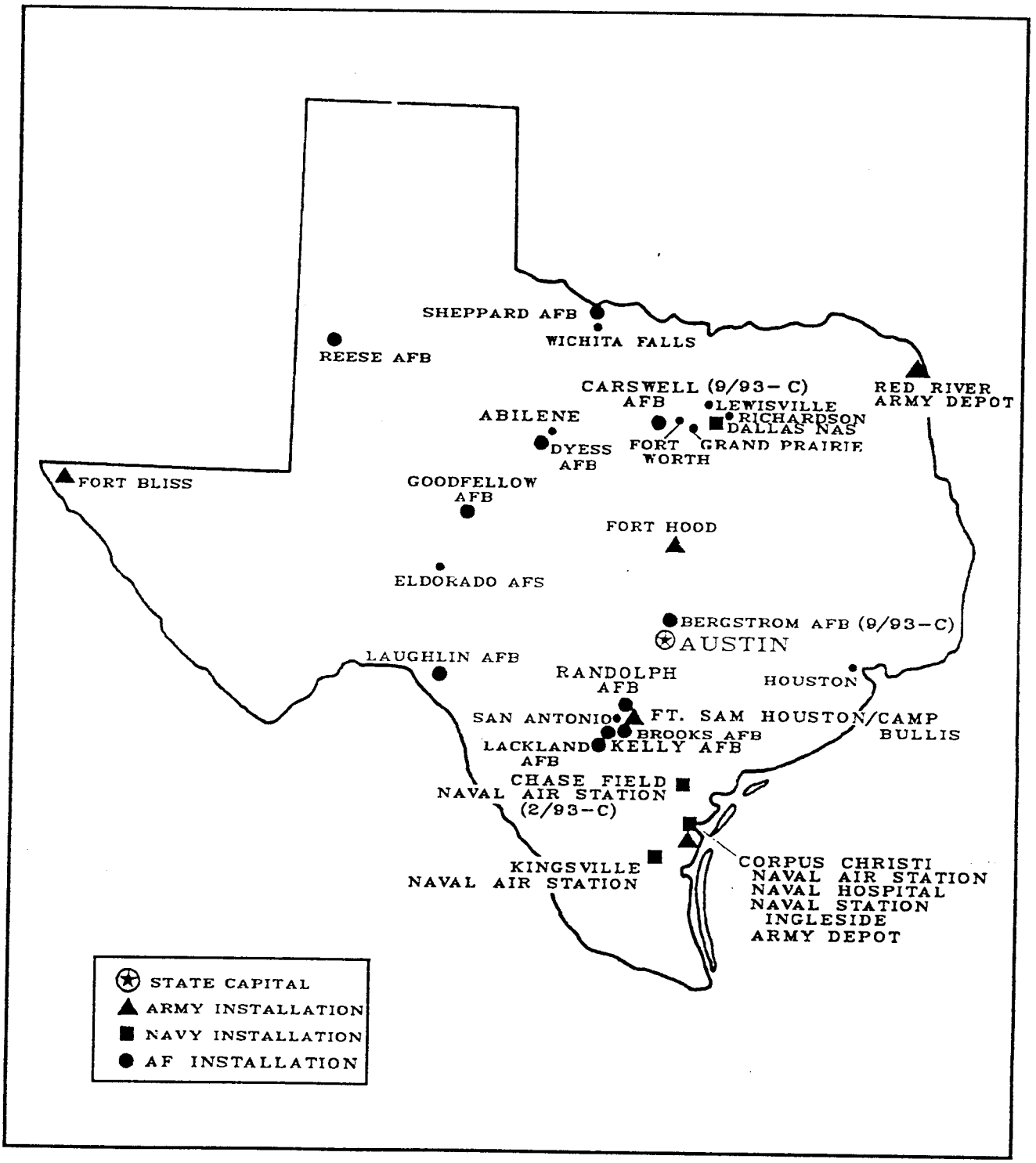
Document Separator

Reese AF Air Space



MAP NO. 44

TEXAS



Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

TEXAS

FISCAL YEAR 1994 (DOLLARS IN THOUSANDS)

Personnel/Expenditures	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
I. Personnel - Total	271,840	142,401	34,473	88,230	6,736
Active Duty Military	102,544	53,953	6,076	42,515	0
Civilian	54,341	20,281	1,994	25,330	6,736
Reserve & National Guard	114,955	68,167	26,403	20,385	0
II. Expenditures - Total	$15,346,504	$5,587,481	$2,641,691	$5,806,517	$1,310,815
A. Payroll Outlays - Total	7,201,074	3,088,752	710,561	3,183,886	217,875
Active Duty Military Pay	2,585,447	1,319,835	237,585	1,028,027	0
Civilian Pay	1,751,277	705,033	66,018	762,351	217,875
Reserve & National Guard Pay	243,639	150,266	30,949	62,424	0
Retired Military Pay	2,620,711	913,618	376,009	1,331,084	0
B. Prime Contracts Over $25,000 Total	8,145,430	2,498,729	1,931,130	2,622,631	1,092,940
Supply and Equipment Contracts	3,458,801	498,379	543,614	1,376,686	1,040,122
RDT&E Contracts	1,744,152	675,217	840,598	217,862	10,475
Service Contracts	2,292,966	734,965	505,895	1,009,763	42,343
Construction Contracts	522,571	463,228	41,023	18,320	0
Civil Function Contracts	126,940	126,940	0	0	0

Major Locations of Expenditures	Expenditures			Major Locations of Personnel	Military and Civilian Personnel		
	Total	Payroll Outlays	Prime Contracts		Total	Active Duty Military	Civilian
Fort Worth	$2,491,622	$189,070	$2,302,552	Fort Hood	33,695	29,552	4,143
San Antonio	2,271,483	1,630,004	641,479	Kelly AFB	19,317	4,650	14,667
Fort Hood	1,159,423	857,030	302,393	Fort Bliss	18,175	16,123	2,052
Dallas	939,598	136,735	802,863	Lackland AFB	16,437	13,464	2,973
Corpus Christi	614,491	274,702	339,789	Fort Sam Houston	12,514	8,640	3,874
Fort Bliss	608,710	488,367	120,343	Randolph AFB	8,025	5,165	2,860
Houston	451,397	108,447	342,950	Shep AFB/Wich Falls	7,998	6,519	1,479
Grand Prairie	390,250	23,033	367,217	Corpus Christi	6,019	1,852	4,167
Shep AFB/Wich Falls	383,887	204,525	179,362	Dyess AFB	5,490	5,043	447
Austin	370,752	146,817	223,935	Brooks AFB	3,390	1,798	1,592

Prime Contracts Over $25,000 (Prior Three Years)	Total	Army	Navy & Marine Corps	Air Force	Other Defense Activities
Fiscal Year 1993	$9,010,273	$2,484,013	$1,708,662	$3,701,601	$1,115,997
Fiscal Year 1992	8,671,793	2,695,313	1,454,931	3,311,311	1,210,238
Fiscal Year 1991	10,225,414	2,400,595	1,758,415	4,592,133	1,474,271

Top Five Contractors Receiving the Largest Dollar Volume of Prime Contract Awards in this State	Total Amount	Major Area of Work	
		FSC or Service Code Description	Amount
1. TEXTRON INC	$984,510	RDTE/Aircraft-Engineering Development	$643,829
2. LOCKHEED CORPORATION	713,483	Aircraft Fixed Wing	410,671
3. TEXAS INSTRUMENTS INCORPORATED	687,808	Guided Missile Components	165,219
4. GENERAL DYNAMICS CORPORATION	611,673	Aircraft Fixed Wing	614,049
5. LTV AEROSPACE AND DEFENSE CO	276,036	RDTE/Missile and Space Systems-Advanced De	211,690
Total of Above	$3,273,510	(40.2% of total awards over $25,000)	

Prepared by: Washington Headquarters Services
Directorate for Information
Operations and Reports

AIR FORCE UPT : Tue/28 Feb 95, 1030

LTC Len Jarman

AF/XOOT

RUCKER !!

Flight Screening - in T-3 Firefly

- USAF Academy
- FIP is gone
- Hondo (no cost airfield base)
- Navy does not screen

Typical Base

- 3 x RWYs (inside/center = Instrument Approaches) } 2 x RWY / aircraft
- 1 RWY at Aux Field for T-37
- T-37 / JPATS, T-38, T-1
- keep students at one base from start to finish

Primary

- T-37 & AF
- T-34 NAVY

} AF & Navy students at each others programs

Advanced

- T-38 Bomber, Fighter to 2020
- T-1 Tanker, Transport (Reese, Laughlin, Randolph, Vance (Sp.95), Columbus (Sp.96)
- T-44 Maritime Patrol (King Air)
- T-2 Navy Advanced (Basic)
- TA-4 " "
- T-45 " " Will replace both T-2 & TA-4

Sheppard

- Intl Agreement for training, infra-structure
- Primary Trng has excess capacity

SUPT

- All go thru T-37
- Specialize: T-38 → Intro to Ftr Fund (IFF) { Columbus ★ US UPT grads 70%, Sheppard, ~~Laughlin~~ Randolph
  T-1
  Helo

All UFT Bases

Pensecola (Pri/NFO)
Meridian (Strike)
Whiting (Pri/Helo)
Corpus (Maritime)
Kingsville (Strike)

JOINT TRAINING REPORT, JUL 93
"Operators" Plan - not certified data
Oct 94 DepSecDef Approval
Joint Primary Prototype units
T-37 (35 FTS) Reese } 100 STUDS/24 IPS Exchange
T-34 (VT-3) Whiting }
Continue to go joint as units transition to JPATS
Syllabai will be the same

GOAL PROGRAM:
USN STRIKE (T-45)
AF FTR/BMB (T-38)
AF/N AIRLIFT/TANKER/MARITIME: JET (T-1), T-PROP (T-44)
AF/N/Ar HELO ?

JPATS Acquisition complete in 22 years (2017)
UPT changes in last 22 years (1973) significant
Possible to have 3x Joint Primary Tracks (T-37, T-34, JPATS)

As of: 16:04 13 March 1995

Economic Impact Data

Activity: REESE AFB
Economic Area: Lubbock, TX MSA

Cumulative BRAC Impacts Affecting Lubbock, TX MSA:

Cumulative Total Direct and Indirect Job Change:	**(2,891)**
Potential Cumulative Total Job Change Over Closure Period (% of 1992 Total Employ	**(2.2%)**

		1994	1995	1996	1997	1998	1999	2000	2001	Total
Other Proposed BRAC 95 Direct Job Changes in Economic Area (Excluding REESE AFB)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other Pending Prior BRAC Direct Job Changes in Economic Area (Excluding REESE AFB)										
Army:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Navy:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Air Force:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Other:	MIL	0	0	0	0	0	0	0	0	0
	CIV	0	0	0	0	0	0	0	0	0
Cumulative Direct Job Change in Lubbock, TX MSA Statistical Area (Including REESE AFB)										
	MIL	0	0	0	(900)	0	0	0	0	(900)
	CIV	0	0	0	(1,183)	0	0	0	0	(1,183)
	TO	0	0	0	(2,083)	0	0	0	0	(2,083)

Cumulative Indirect Job Change:	(808)
Cumulative Total Direct and Indirect Job Change:	(2,891)