

DCN 1272



THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

8 JUL 1994

Honorable Ronald H. Brown
Secretary of Commerce
Washington, DC 20280

Dear Mr. Secretary:

This is in further response to your letter of May 4, 1994, regarding Department of Defense funding of the MacDill Air Force Base runway.

As indicated in the enclosed memorandum, I have requested the Chairman, Joint Chiefs to provide his assessment of the Central Command (USCENTCOM) and Special Operations Command (USSOCOM) operational and administrative airfield support needs. I have also requested the Air Force to perform an economic analysis to arrive at a cost effective solution agreeable to all parties. In the interim, the Air Force will continue to temporarily fund MacDill airfield operations until the end of fiscal year 1995.

I will provide you with the results of this assessment as soon as it is completed and we continue to stand ready to work to arrive at an equitable arrangement.

Sincerely,

Enclosure

Admiral Moran 813-228-4156
Economic Analysis complete
① Continue Blue Suite
② Oper Control / contract
③ Commerce
④ TIA -



THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON D.C. 20301

8 JUL 1994

MEMORANDUM FOR SECRETARY OF THE AIR FORCE
CHAIRMAN OF THE JOINT CHIEFS OF STAFF

SUBJECT: MacDill Air Force Base

Here is how I would like to proceed towards resolution of the questions surrounding airfield support to the Unified Commands and the Joint Communications Support Element in the Tampa, Florida, area.

It seems clear that Central Command (USCENTCOM) and Special Operations Command (USSOCOM) have some valid airfield support requirements which must be met in the area. It appears these requirements could be met at MacDill AFB, at Tampa International Airport or a combination of both.

I would like the Chairman of the Joint Chiefs of Staff to provide me his assessment of the USCENTCOM and USSOCOM operational and administrative needs for airfield support in the Tampa, Florida, area. All needs should be identified, to include unique missions such as support for contingency or exercise staff movements, classified or sensitive missions, foreign liaison missions, or outsize cargo airlift operations. The assessment should also address the frequency of need for each category.

Subsequent to the above, I would like the Air Force to conduct an economic analysis of options which strive for the most cost effective solution to meeting the needs of all parties concerned.

In view of the above, the Air Force should plan to continue temporary funding of MacDill airfield operations until October 1, 1995, while permanent arrangements between all parties are resolved.

A large, handwritten signature in black ink is located at the bottom of the page. The signature is stylized and appears to be the name of the author of the memorandum.



THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

Honorable Sam M. Gibbons
House of Representatives
Washington, DC 20515

8 JUL 1994

Dear Congressman Gibbons:

This is in response to your June 24, 1994, letter regarding Central Command (USCENTCOM) and Special Operations Command (USSOCOM) operational and administrative airfield support requirements.

As indicated in the enclosed memorandum, I have requested the Chairman, Joint Chiefs to provide his assessment of the USCENTCOM and USSOCOM operational and administrative airfield support needs. I have also requested the Air Force to perform an economic analysis to arrive at a cost effective solution agreeable to all parties. In the interim, the Air Force will continue to temporarily fund MacDill airfield operations until the end of fiscal year 1995.

I will provide you with the results of this assessment as soon as it is completed. I am committed to providing USCENTCOM and USSOCOM with the support they require in the most cost effective way possible. I hope this is responsive to your concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "John H. Stutch".

Enclosure



THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

8 JUL 1994

Honorable Charles T. Canady
House of Representatives
Washington, DC 20515

Dear Congressman Canady:

This is in response to your June 24, 1994, letter regarding Central Command (USCENTCOM) and Special Operations Command (USSOCOM) operational and administrative airfield support requirements.

As indicated in the enclosed memorandum, I have requested the Chairman, Joint Chiefs to provide his assessment of the USCENTCOM and USSOCOM operational and administrative airfield support needs. I have also requested the Air Force to perform an economic analysis to arrive at a cost effective solution agreeable to all parties. In the interim, the Air Force will continue to temporarily fund MacDill airfield operations until the end of fiscal year 1995.

I will provide you with the results of this assessment as soon as it is completed. I am committed to providing USCENTCOM and USSOCOM with the support they require in the most cost effective way possible. I hope this is responsive to your concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "John H. Stutch", is written below the word "Sincerely,".

Enclosure

SUBJECT: U.S. DEPARTMENT OF COMMERCE AIRCRAFT OPERATIONS

REF: NATIONAL OCEANIC and ATMOSPHERIC ADMINISTRATION'S (NOAA)
AIRCRAFT OPERATIONS CENTRE (AOC) QUEST TO TAKEOVER
MACDILL AFB AIRFIELD OPERATIONS

FACT: The 1991 Base Realignment and Closure Commission (BRAC) closed
MacDill AFB airfield operations as of October 01, 1994.

FACT: The U.S. Department of Commerce's NOAA/Aircraft Operations
Centre (AOC) utilized Hurricane Andrew disaster relief
legislation/funding to covertly move to MacDill AFB in Jan
of 1993 (DOC OIG Report IRM 5904).

FACT: NOAA's Aircraft Operations Centre, with 15 aircraft (including
the two P-3 Orion Hurricane Hunter planes) and it's NOAA
CORPS management, continues pleading to operate the airfield
utilizing under-the-table Dept. of Defense (DOD) funding through
the Joint Chiefs of Staff (JCS) installations (USSOCOMM and
USCENTCOMM) located at MACDILL AFB Florida.

QUESTION: Why should the airfield operations at MACDILL AFB Florida
be the only 1991 BRAC Commission base closure not to be
actually closed?

QUESTION: If the BRAC Commission was established to take the political
"sting" out of the lawmakers return to their home districts,
why now are the JCS and the NOAA CORPS allowed to totally
disregard/bypass the BRAC Commissions decision and attempt
to continue airfield operations past the Oct. 1994 deadline?

REQUEST: For the intended tax savings done in the fairest non-
political manner - please ask why the MACDILL airfield
operations will not close like the other 1989, 1991, and
1993 BRAC closures, and also, why the Secretaries of Defense
and Commerce would ever want to turn an Air Force Base over
to a 'CIVILIAN' NOAA CORPS Rear Admiral who is currently
under criminal investigation by the DOC OIG for fraud and
misuse of government funds...?

*Our point is that a civilian
NOAA CORPS Rear Admiral should
NOT be part of a DOD/BRAC
Base closure decision!! Retire
the RADM of NOAA CORPS - then use the
saved tax \$\$\$ to keep MacDill open!*

PLEASE - - Make Your Concerns Known...

Francis W. Falls

Francis W. Falls
Citizens For Honest Government
P.O. Box 14-4251
Coral Gables, Fl. 33114-4251

Copy to: New York Times
Miami Herald
Washington Post

Air Force and NOAA in flap over air strip

■ From Page 1

The Air Force is not obligated to fund MacDill airfield operations by the U.S. Special Operations Command and U.S. Central Command past Oct. 1, Dorrian said.

In addition, the Air Force recently cut down to dusk, seven-day-a-week runway operations to 8 a.m. to 4 p.m., five days a week and restricted runway use.

Dorrian said NOAA was supposed to take over runway operations April 1, but extended the deadline to Oct. 1 to assist the agency and the Commerce Department.

Buckhorn said the Air Force is "clearly violating the intent of the [commission's] language as we and everyone understood it."

The dispute seems to center on an interpretation of the commission's language, but Houston said, "We think our [1993] recommendation is in plain English." Whatever decision the commission attorneys and officials come up with regarding the Air Force actions, Houston said the commission has no way of enforcing the interpretation.

The dispute has spurred U.S. Reps. Sam Gibbons, D-Tampa, and C.W. Bill Young, R-Indian Rocks Beach, to plan meetings with Pentagon officials.

Meanwhile, uncertainty over MacDill's future has stalled some inquiries from other military units interested in relocating there, a local NOAA official said Tuesday.

Those units could contract with NOAA when it takes over airfield management and help bear the cost of keeping the airstrip operating.

NOAA Capt. George Player, deputy director of the aircraft operation center at MacDill, said dozens of inquiries have been made by various branches of the military about relocating operations to the base. Most inquiries were casual, he said, but some were serious.

"Not knowing what will be provided by the Department of Defense, the lack of decision as far as funding and what will remain here, it makes it awfully difficult to bring in anyone else," Player said.

Player declined to give details about those who inquired, except for a local National Guard unit.

Lt. Col. Ken Forrester, National Guard public affairs officer in St. Augustine, said the guard is looking to move part of the 53rd Infantry Brigade from Tampa's Fort Homer Hesterly Armory to MacDill.

Also under consideration is the relocation of a small helicopter unit.

Forrester said he hadn't heard about the recent controversy with the Air Force and that unless the base closed down entirely, use of the runways was not an important issue.

"It's looking real positive for us at this point," Forrester said.

Player said by shortening runway hours and restricting usage, the Air Force also has caused inconvenience and some embarrassing situations.

The Air Force's Dorrian confirmed the following recent incidents:

■ The head of the Pakistani Army, here to visit Central Command at MacDill, was diverted to Tampa International Airport because he would have arrived after runway hours. He was driven to the air base.

■ A C-5 Galaxy transport plane, one of the largest airplanes in the world, was grounded at MacDill overnight because it would have taken off after hours.

■ Central Command officials had a large percentage of their flight requests for the next few months denied by the Air Force, partly because they didn't fall within runway operating hours.

■ Gen. Wayne Downing, commander of Special Operations, also was diverted to Tampa International because it was after hours.

■ A group of F-15 fighter planes from another Air Force base were denied permission to perform a "gas and go" maneuver at MacDill, "because it didn't fall within the guidelines for operations," Dorrian said.

■ A helicopter from Lakeland was denied permission to land because it didn't have prior permission and was not supporting an approved MacDill-based unit.

Air Force's base moves investigated

Attorneys from the base closing commission are checking to see if the Air Force violated its rulings.

By JOHN STEBBINS
Tribune Staff Writer

TAMPA — Attorneys for the federal commission that kept MacDill Air Force Base open are looking into allegations that recent Air Force actions violated the commission's ruling and put the base in jeopardy, a commission spokesman said Tuesday.

When the National Oceanic and Atmospheric Administration (NOAA) takes over management of the airfield on Oct. 1, the Air Force maintains it will no longer be responsible for paying for two of the three remaining military operations there.

Officials for NOAA, an arm of the U.S. Commerce Department, have said they won't shoulder the bulk of the cost because their operations only use 10 percent of the airfield, while military operations make up most of the activity.

A local NOAA official also says that Air Force policy and procedures at MacDill have caused other military units to be concerned about relocating there and have initiated some embarrassing incidents at the base. Air Force officials say they are following federal law set down by the commission.

The dispute threatens to send NOAA and two of the military operations packing and set the stage for MacDill being targeted when the next round of base closures occurs in 1995.

Tom Houston, communications director for the Defense Base Closure and Realignment Commission, said the inquiry into the Air Force's actions was sparked by a March 31 letter from Tampa Mayor Sandy Freedman, NOAA Rear Admiral F.D. Moran and Bob Buckhorn, Freedman's assistant and chairman of the MacDill Reuse Advisory Committee.

The letter contends that the Air Force and Department of Defense's (DOD) recent "position that there is no continuing DOD requirement for an operating airfield" at MacDill "is contrary to the commission's finding" in 1993 and with statements made previously by Air Force officials.

Houston expects a response to the letter will be made shortly.

Air Force 2nd Lt. John Dorrian, deputy chief of public affairs at MacDill, said Monday that Air Force attorneys had looked at the commission's ruling and determined that the only obligation it had after Oct. 1 was to fund the relatively small operations of the Joint Communications Support Element.

See AIR FORCE, Page 3

Make your check out to the **National ACO**, note on the check that it is for the "Special Fund", and mail it today to:

Association of Commissioned Officers
P.O. Box 13203
Silver Spring, MD 20911-3203

*If not very concerned -
why are lobbyist??*

Mr. Glenn R. Delaney has been selected as ~~our~~ legislative advisor. **Don't make the mistake of calling him "the NOAA Corps' lobbyist";** that is simply not true, and he should never be referred to in such a manner. He **is** representing the National ACO, whose membership is composed of individuals who are NOAA Corps officers, active and retired.

The ad hoc committee met with our advisor the night of May 19, 1994. We have established short, medium, and long-term goals. In the short term, our advisor will work to remove or modify the study provision in HR 4008. While removal of the section containing the NOAA Corps study from the House bill may prove difficult, several other options exist, and are being pursued by our advisor.

In the medium term, continuing through the remainder of this congressional session, our advisor will monitor congressional activity to guard against future adverse legislation.

In the longer term, our advisor recommends a major and continuing effort at constituency-building through aggressive public relations activities, collectively and individually. Our most important asset is the working relationship with other groups, organizations, and agencies.

There are many groups out there representing related interests (e.g., National Military Family Association, The Retired Officers Association, the USPHS Commissioned Officers Association) that are well served by the efforts of the NOAA Corps. Most of those groups lobby heavily. We're working on connecting with them now to increase our support on Capitol Hill.

With the current Congressional pressure to cut positions and budgets, the issue of the NOAA Corps' future is likely to escalate. We must take action now to stay on top of the matter and keep our membership informed. It has taken years to develop this level of disinterest or antipathy with Congress. It will take a considerable effort to mend fences and generate support.



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

April 12, 1994

JIM COURTER, CHAIRMAN

COMMISSIONERS
CAPT PETER B. BOWMAN, USN (RET)
BEVERLY S. BYRON
REBECCA J. COX
GEN H. T. JOHNSON, USAF (RET)
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

Rear Admiral F.D. Moran
Director, Aircraft Operations Center
National Oceanic and Atmospheric Administration
United States Department of Commerce
Rockville, MD 20852-3019

Dear Admiral Moran:

Thank you for your March 31, 1994 letter regarding the Commission's 1993 recommendation for MacDill AFB.

As you know, 1993 Commission recommendations are now law and implementation of these recommendations are the responsibility of the Secretary of Defense. I will, however, provide information on the Commission's MacDill recommendation.

We were encouraged at the prospect of National Oceanic and Atmospheric Administration (NOAA) taking over the airfield operations at MacDill, and thus providing for the airfield requirements of the Joint Communications Support Element (JCSE). Also the Commission found it appealing that the arrangement could satisfy the needs of two joint commands.

The 1993 Commission anticipated that its recommendation would continue and enhance the considerable cost savings realized under 1991 Commission actions. That is why the Commission asked the Office of Management and Budget to review the cost implications of the 1993 MacDill recommendation to see if such an arrangement was fiscally possible (see enclosed). As you will note from the Commission's recommendation, retaining JCSE at MacDill is contingent on the airfield operation to "be taken over by the Department of Commerce or another Federal Agency."

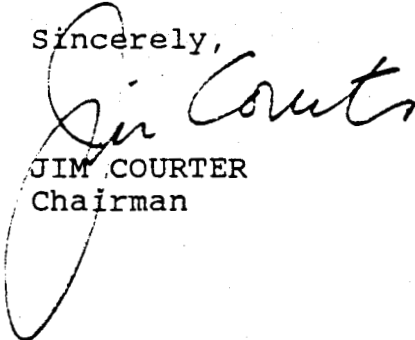
The 1991 Commission did not recognize a military necessity for keeping the MacDill AFB airfield open since JCSE was to be relocated to Charleston AFB. However, as the Secretary noted in his recommendation to the Commission in 1993, the costs of relocating JCSE was determined to be \$25.6 million which could be avoided by retaining JCSE at MacDill. The 1993 Commission sought to avoid the high costs of the JCSE relocation while still opposing the retention of a DOD operational airfield. Furthermore, the Commission noted language supporting its recommendation in report language in the FY 92 Senate Defense Authorization Act and the FY 93 House Defense Appropriations bill regarding the U.S. Central Command and the U.S. Special Operations Command (see enclosed).

Rear Admiral F.D. Moran
April 12, 1994
Page two

Secretary Boatright stated in his policy statement to NOAA on March 24, 1994 that the Commission recommendations were "confirming the official DOD position that there is no continuing DOD requirement for an operating airfield at MacDill AFB." The Commission did not advocate this narrow interpretation, rather the Commission recognized airfield requirements for both Joint Commands and the JCSE, but felt that these limited requirements, of themselves, did not justify the retention of a sole use military airfield at MacDill. The Commission did recognize that a shared field, under non-DOD authority, could be established to meet the aviation needs of both the Joint Commands and NOAA and further allow for the retention of JCSE.

Again, thank you for sharing your concerns. I hope this information will be helpful and that you will contact me again if I can be of further assistance.

Sincerely,



JIM COURTER
Chairman

Enclosures (4)

cc: Mr. James F. Boatright, SAF/MII
Mayor Sandra W. Freedman, City of Tampa
Mr. Robert F. Buckhorn, MacDill Reuse Advisory Committee



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

JIM COURTER, CHAIRMAN
COMMISSIONERS:
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GEN. M. T. JOHNSON, USAF, RET.
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

June 12, 1993

Please refer to this number
when responding 930612-10

The Honorable Leon Panetta
Director
Office of Management and Budget
17th and Pennsylvania Avenue, N.W.
Washington, D.C. 20503

Dear Mr. Panetta: *Leon*

As you may know, Secretary of Commerce Ronald Brown has written a letter to Secretary of Defense Les Aspin requesting a no-cost transfer of the airfield at MacDill AFB, Florida, to Department of Commerce (DOC) control. In his letter (attachment 1) Secretary Brown states that in order to complete a no-cost transfer, DOC would need to obtain your approval.

In order to completely review the Department of Defense's recommendation regarding MacDill AFB, we request your comment on DOC's proposal. Specifically, is the proposal valid and would it require budget realignments in order to implement it?

The Commission's deliberation hearing begin on June 17, 1993. Therefore, your response to the Commission by June 16, 1993 would be greatly appreciated.

Sincerely,

Ji
JIM COURTER
Chairman

JAC:jra



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

June 16, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

1993-06-16
13062-3

Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

The National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce has transferred its Aircraft Operations Center from Miami and currently is functioning out of MacDill. As the final disposition of the airfield is yet undetermined, it is apparent that Commerce wishes to assume control of the airfield in order to ensure continued access to the facility.

The Office of Management and Budget has not had sufficient time to evaluate the transfer proposal fully. However, we have discussed the proposal with the staff of the Department of Commerce. NOAA staff have assured the Department that there are no costs associated with the transfer to Commerce, nor would there be net additional costs associated with continued operation, by Commerce, of the airfield. Our preliminary assessment of the proposed transfer is favorable. Please note, however, that as the Base Closure and Realignment Commission has yet to finalize its recommendations for MacDill, no formal request for a no-cost transfer has been made to OMB.

Sincerely,

Leon F. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce

Calendar No. 169

102nd CONGRESS
1st Session

SENATE

REPORT
102-113

NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEARS 1992 AND 1993

REPORT

(TO ACCOMPANY S. 1507)

ON

AUTHORIZING APPROPRIATIONS FOR FISCAL YEARS 1992 AND 1993
FOR MILITARY ACTIVITIES OF THE DEPARTMENT OF DEFENSE,
FOR MILITARY CONSTRUCTION, AND FOR DEFENSE ACTIVITIES
OF THE DEPARTMENT OF ENERGY, TO PRESCRIBE PERSONNEL
STRENGTHS FOR SUCH FISCAL YEAR FOR THE ARMED FORCES,
AND FOR OTHER PURPOSES

TOGETHER WITH

ADDITIONAL VIEWS

COMMITTEE ON ARMED SERVICES
UNITED STATES SENATE



Jul. 19 (legislative day, July 21), 1991.—Orders to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1991

44-927

for the acquisition of these interests in fiscal year 1992 is premature.

MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

The Defense Base Closure and Realignment Commission and the President recommended that MacDill Air Force Base, Florida, be realigned. The commission's report to the President noted that the Department of Defense did not recommend total closure of the installation because of the high costs associated with relocating headquarters facilities for two unified commands, the U.S. Central Command and the U.S. Special Operations Command.

The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon force structure changes and, with regard to the base itself, airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of the two remaining unified commands may not be met through total reliance on currently available commercial airfields in the area.

Therefore, the committee directs the Secretary of Defense to take such steps as necessary to meet the timely deployment requirements of the unified commands located at MacDill AFB and to ensure that any reuse plans for the base's runway complex are consistent with meeting these requirements. However, the committee underscores that no action by the Department should be taken in conflict with the recommendations of the Defense Base Closure and Realignment Commission or the decisions of the President regarding the realignment of MacDill AFB.

TITLE XXIV—DEFENSE AGENCIES

AUTHORIZATION FOR UNAUTHORIZED FISCAL YEAR 1991 APPROPRIATIONS FOR SPECIAL OPERATIONS COMMAND PROJECTS

The committee recommends a provision (sec. 2406) that would authorize the construction of two projects for the U.S. Special Operations Command which were appropriated in the Military Construction Appropriations Act for Fiscal Year 1991, but which have not as yet been authorized. One project is an operations complex at Fort Bragg, North Carolina, authorized for \$8.1 million. The other project is a land acquisition authorized for \$2.0 million at a classified location within the United States.

SPECIAL OPERATIONS BATTALION HEADQUARTERS, FORT BRAGG, NORTH CAROLINA

The committee recommends a provision (sec. 2407) that would restrict the use of a new battalion headquarters complex at Fort Bragg, North Carolina, which is authorized in this bill to be used exclusively for that purpose. Should the Department of the Army or the U.S. Special Operations Command wish to alter the use of this facility, the committee would consider a request, along with appropriate justification, to amend this legislation.

FORT BENJAMIN HA

The Department of the Army \$17.9 million for a six-year renovation of Harrison, Indiana. The project will remove hazardous asbestos, install modern administrative space and other improvements for the first phase of this renovation in fiscal year 1992. No funds are available for this purpose.

The principal purpose of renovating modern facilities for the Defense Base Closure and Realignment Commission (DFAS), Indianapolis Center, is to provide approximately 60 percent of the building for the Secretary of Defense on April 1, 1992. The Department of the Army, however, is recommending that Building 1 be retained.

On July 1, the Defense Base Closure and Realignment Commission recommended to the President that Building 1 be retained. Contrary to a recommendation of the Army and Accounting Service, the Commission also recommended that Building 1 be retained. However, the Commission also recommended that the Defense Finance and Accounting Center be retained.

In addition, as the base closure process continues, the Department of the Army is recommending the retention of Building 1.

Notwithstanding the ongoing basing studies, the committee believes that DFAS should complete consolidation within the accounting and finance agencies. The outcome of these studies, which is functionally suitable basing alternatives, the committee believes should account for the recommendation to retain DFAS, Indianapolis Center, and provide administrative space at the base. The committee looks forward to the report of the Secretary of Defense and the House of Representatives on February 15, 1992.

The committee directs the Secretary of Defense to begin the planning and design of a DFAS long-term plan using planning and design studies for fiscal year 1992.

WOMACK ARMY COMMUNITY HOSPITAL

The administration requested an appropriation for the renovation of the Womack Army Community Hospital, North Carolina. This project was authorized in fiscal year 1992 and is included in the Base Realignment and Closure Act. The Department of the Army is requesting that the Department of the Army's budget request be at least \$5

De Feuse

102nd Congress
1st Session

HOUSE OF REPRESENTATIVES

Report
102-627

DEPARTMENT OF DEFENSE
APPROPRIATIONS BILL, 1993

REPORT

OF THE

COMMITTEE ON APPROPRIATIONS

[To accompany H.R. 6504]



JUNE 29, 1992.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON, 1992

70-251

12 JUN 1992 05:57PM * SENATOR MACK TAMPA
02:50PM * SENATOR MACK TAMPA

strengthened. The Office of the Secretary of Defense has provided the Committee with new calculations that reflect significant savings. Therefore, the Committee reduced the appropriate operation and maintenance accounts to reflect these savings.

INTERIM CONTRACTOR SUPPORT

The Committee disagrees with the budget request to fund interim contractor support in the procurement appropriation. The funds for interim contractor support are now included in the operation and maintenance accounts.

MACDILL AIR FORCE BASE AIRFIELD OPERATIONS

MacDill Air Force Base is the home of the Central Command, the Special Operations Command, the Joint Communications Support Element and the Air Force's 56th Tactical Fighter Training wing. The 1991 Base Closure Commission initially recommended the realignment of the fighter training wing and Joint Communications Support Element to other locations and the closure of the airfield, but decided to keep the Base open after becoming convinced it would be far too expensive to relocate Central Command and/or the Special Operations Command. Both the Commander in Chiefs (CINCs) of the Central Command and Special Operations Command have testified before the Committee that the aviation activities at MacDill are critical to their mission and that they have recommended to the Chairman of the Joint Chiefs that the decision to close the airfield be reconsidered.

The Committee has also determined that it would be far too expensive to relocate these two joint commands. In light of the strong testimony from the CINCs that the airfield is essential to their operations the Committee strongly suggests that the Secretary seriously consider options to continue airfield operations to support the missions of CENTCOM and SOCOM, and any other commands or Federal agencies that could be transferred to MacDill AFB area in the future. One such option would be to contract out the airfield operations as a cost effective way to meet CENTCOM and SOCOM requirements. Furthermore, because of the nature of CENTCOM and SOCOM missions, the Department should certainly consider the security risks of deploying CENTCOM and SOCOM units from other than a secure aviation facility. If such an option is feasible, the Committee recommends that funding for the airfield operations and other related costs be included in the budget of the U.S. Special Operations Command.

In view of the testimony before the Committee and the possible unnecessary costs associated with moving ahead with the current plans, the Committee strongly suggests that the Secretary delay all activity associated with closing the airfield and moving the Joint Communications Support Element until after the next Base Closure and Realignment Commission process commences.

While the Committee still questions the advisability of consolidating the F-16 training mission at Luke Air Force Base because of ground encroachment problems which have developed there since the 1991 Base Closure proceedings, nothing in this report should be interpreted as interfering with those plans.

Last year the need for maintenance Department id per items that remaining in the The Congress include what th be available wh but has still a submit that rep to why that rep mitted requests vided separately report (1) the nu number of empic each manufactur taining level for a data to reflect the meeting the need fiscal year with used to develop t should be provide 1992.

RECRUIT

The Committee Committee recom budgets of the m Committee believe serve recruiting b active Service recr lesser extent. The advertising should cal or minority rec mitted has recomm

- Army
- Navy
- Marine Corps
- Air Force

Total Reduction ..

FIG 1

The Committee i ment to work with BSA) organization of military person ance. The Committe imbuces BB/BSA fo to establish local or local military bases agencies



UNITED STATES SPECIAL OPERATIONS COMMAND
COMMANDER IN CHIEF
MACDILL AIR FORCE BASE, FLORIDA 33608-6001

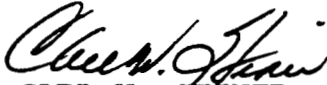
8 September 1992

MEMORANDUM FOR: DIRECTOR FOR FORCE STRUCTURE, RESOURCES AND
ASSESSMENT, J8, ROOM 1E962, THE PENTAGON, WASHINGTON, DC
20318-1000

SUBJECT: MacDill Air Force Base Airfield Project Cost
Analysis

1. Reference J-8, Joint Staff memorandum of 17 July 1992, subject as above.
2. United States Special Operations Command (USSOCOM) has reviewed your cost estimate for air operations at MacDill AFB and Tampa International Airport (TIA), and nonconcur with the analysis. The USSOCOM staff has worked very closely with your staff since April providing data and answering questions in an effort to achieve an accurate analysis. However, your analysis includes items and costs that flaw the overall conclusion. We are concerned that your analysis over-estimates the costs at MacDill and underestimates costs at TIA. Specific comments, with supporting rationale, are provided at the enclosure.
3. As we have discussed with you and your staff, MacDill offers benefits that cannot be duplicated at TIA. Several of these benefits are above and beyond simple cost data. They have a profound effect on operational readiness and day-to-day operations. These intangible issues include low visibility for special operations and deployments, operational signature, response time to the national command authority, and operational security. It is imperative that these items be addressed even though actual dollar costs cannot be attached.
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Encl
as


CARL W. STINER
General, U.S. Army
Commander in Chief

USSOCOM RECLAMA

SUBJECT: J-8 Cost Analysis of MacDill AFB Runway Operations

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USSOCOM RECLAMA

SUBJECT: J-8 Cost Analysis of MacDill AFB Runway Operations

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f. Ramp Loading: The size of the ramp, marshalling, and staging area we proposed at TIA was designed to support our requirements. Any contingencies or operational commitments involving other commands or units may not be supportable without an increase in the size of these areas. Consequently, the costs would have to be adjusted accordingly.

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USSOCOM COST ANALYSIS

LOW ACTIVITY LEVEL	MACDILL	TIA
GOVERNMENT EMPLOYEES:		
AIRFIELD MANAGER	98,158	98,158
ASSISTANT AIRFIELD MANAGER	82,898	82,898
FIRE AND CRASH RESCUE	926,772	926,772
SECRETARY	36,190	36,190
QUALITY ASSURANCE	113,953	113,953
SECURITY		849,451
ADMINISTRATIVE CLERK	28,262	28,262
TOTAL GOVERNMENT	<u>1,286,233</u>	<u>2,135,684</u>
CONTRACT COSTS:		
PROGRAM MANAGER		55,620
TRANSIENT ALERT		318,397
ADMIN SUPPORT		26,336
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OTHER GOVERNMENT COSTS:		
PIPELINE	8,728	
RUNWAY AND GROUNDS MAINT	218,200	
AIRFIELD LIGHTING, UTILITIES	168,750	
FACILITIES O&M COSTS	281,250	78,750
PAVEMENT MAINT		109,100
PROPERTY FEES		486,000
LANDING FEES		155,436
TRANSPORTATION		200,744
AMORTIZATION OF NON-RECURRING COSTS	540,000	2,535,000
FUEL DELTA		<u>3,607,250</u>
TOTAL OGC	<u>1,216,928</u>	<u>7,172,280</u>
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ONE TIME CAPITAL EXPENDITURES:		
MILCON	1,464,000	18,425,700
MILCON DESIGN	131,760	1,650,000
SUPPORT EQUIPMENT	1,758,280	1,566,800
TOTAL CAPITAL EXPENDITURES	3,354,040	21,642,500

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: August 9, 1994

TIME: 9:00 a.m.

MEETING WITH: Delegation from Tampa, Florida

SUBJECT: MacDill AFB

PARTICIPANTS:

Name/Title/Phone Number: 813/223-8709

Rear Admiral F.D. Moran; Director, Aircraft Operations Center NOAA

Bob Buckhorn; Mayor's Office Tampa, Florida

**Bruce Drennan; Program Manager & Government Affairs, Tampa Chamber of
Commerce**

William Lax; Director of Economic Development, Tampa Electric Co.

Commission Staff:

Tom Houston; Staff Director

Ben Borden; Director of R&A

Cece Carman; Congressional & Governmental Affairs

Frank Cirillo; Air Force Team Leader

Bob Cook; Interagency Issues Team Leader

Mary Woodward; Director of Congressional & Governmental Affairs

MEETING PURPOSE: The delgation's main purpose was to update staff on recent happenings and to seek guidance. As a result of the latest AST SECDEF to USAF and CJCS, the Air Force is operating and funding limited runway ops at MacDill until 30 Sep 95 and CJCS is validating actual joint commands' needs. Hq ACC is sending a team led by Brad Purvis (SIC?) to sort out the requirement and best resolution. NOAA is looking for additional tenants. The group indicated that USAF O&M costs approximate \$34Mil/Y (this equates to the FY 91 whole base cost per the '93 questionnaire) and that the R/W costs are only \$3-6Mil/Y. Possibilities of Redirects were discussed. fc



UNITED STATES SPECIAL OPERATIONS COMMAND
COMMANDER IN CHIEF
MACDILL AIR FORCE BASE, FLORIDA 33608-6001

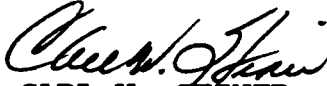
8 September 1992

MEMORANDUM FOR: DIRECTOR FOR FORCE STRUCTURE, RESOURCES AND
ASSESSMENT, J8, ROOM 1E962, THE PENTAGON, WASHINGTON, DC
20318-1000

SUBJECT: MacDill Air Force Base Airfield Project Cost
Analysis

1. Reference J-8, Joint Staff memorandum of 17 July 1992, subject as above.
2. United States Special Operations Command (USSOCOM) has reviewed your cost estimate for air operations at MacDill AFB and Tampa International Airport (TIA), and nonconcur with the analysis. The USSOCOM staff has worked very closely with your staff since April providing data and answering questions in an effort to achieve an accurate analysis. However, your analysis includes items and costs that flaw the overall conclusion. We are concerned that your analysis over-estimates the costs at MacDill and underestimates costs at TIA. Specific comments, with supporting rationale, are provided at the enclosure.
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Encl
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CITY OF TAMPA

Sandra W. Freedman, Mayor

CITY OF TAMPA
EXECUTIVE OFFICES
FAX # (813) 223-8127

TO: *FRANK CIRILLO*

FROM: *BOB BUCKHOEN*

COMMENTS: *For your information. If you have any questions please call*

THERE ARE _____ PAGES INCLUDING THE COVER SHEET

PLEASE CALL (813) _____ IF YOU HAVE ANY PROBLEMS RECEIVING THIS FAX.

7



DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
WASHINGTON DC

7 JUN 1994

HQ USAF/CC
1670 Air Force Pentagon
Washington, DC 20330-1670

The Honorable Connie Mack
United States Senate
Washington, DC 20510

Dear Senator Mack

This is in response to your joint letter of May 12, 1994, with Senator Graham regarding the future funding and use of the airfield at MacDill Air Force Base (AFB), Florida. In your letter you express concerns that the operational requirements of the Unified Commands stationed at MacDill AFB are not being met, and that this is jeopardizing the 1993 BRAC recommendation to transfer the airfield to the Department of Commerce (DoC) or another Federal agency.

The Air Force continues to support the validated operational requirements of the Unified Commands at MacDill. This support is provided at MacDill by the 6th Air Base Wing, whose primary mission is the administrative and logistical support of the Unified Commands.

In 1991, when the DoD determined that the airfield at MacDill was excess and recommended closure, it was determined, in coordination with the Chairman of the Joint Chiefs of Staff (CJCS), that the Unified Commands should stay at MacDill and that they could be adequately supported without the airfield, provided that the Joint Communications Support Element (JCSE) was relocated. The 1991 Defense Base Closure Realignment Commission (DBCRC) approved the DoD recommendation to close the airfield and move the JCSE to Charleston AFB, South Carolina. The 1993 DBCRC amended the 1991 decision by directing retention of the JCSE at MacDill as long as the airfield is non-DoD operated. The Commission also acknowledged that operation of the airfield at MacDill will be taken over by DoC or another Federal agency.

The airfield at MacDill was officially closed by the Air Force on April 1, 1994. However, we have been continuing to support NOAA and JCSE pending transfer of the airfield to DoC on October 1, 1994. It is important to note that

the Air Force was not directed by the 1993 DECRC to share the costs of operating the airfield at MacDill with the DoC as stated in your letter. However, it has been our plan to negotiate fair share costs with DoC for the limited airfield requirements of the JCSE.

The Unified Commands at MacDill have continued to advocate additional airfield support beyond JCSE even though these requirements were addressed in both the 1991 and 1993 BRAC process. The Chairman of the Joint Chiefs of Staff has informed me that the Unified Commands may approve their own airfield requirements and has asked the Air Force to fund and support those requirements. As a result, the Air Force will carefully review the requirements and determine the most cost effective way to provide the Unified Commands' airfield support. We will look at using the airfield at MacDill, the Tampa International Airport, and various combinations of the two.

The Air Force recognizes its responsibility to support the Combatant Commanders' operational requirements and to adhere to the 1993 BRAC law. The Department of Defense is currently reviewing the Unified Commands' requirements, and we expect this review will establish the Department's policy on the level of airfield support required of MacDill. This would provide the basis for fair share cost negotiation with the DoC. However, should the majority of airfield expenses be DoD, the appropriateness of transferring the airfield to another agency seems questionable. Under such circumstances, it would appear to be appropriate for the Air Force to defer transfer of the airfield to DoC in order to reconsider the 1993 BRAC decision and possibly make a new recommendation to the 1995 BRAC.

I trust this information is useful. A similar letter is being provided to Senator Graham.

Sincerely



MERRILL A. McPEAK, General, USAF
Chief of Staff

05-11-94 04:04PM FROM SENATOR BOB GRAHAM TO 318132238127

P002/002



THE CHAIRMAN, JOINT CHIEFS OF STAFF

WASHINGTON, D.C. 20318

10 May 1994

The Honorable Bob Graham
United States Senate
Washington, D.C. 20510-0903

Dear Senator Graham,

Thank you for your recent letter expressing concern over future funding and use of the MacDill airfield.

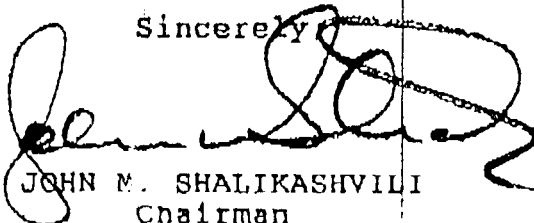
The USSOCOM Commander in Chief and the USCENTCOM Deputy Commander in Chief have expressed concerns over possible unfunded airfield requirements. I fully support the needs of both commands.

There are three options to support the USSOCOM and USCENTCOM operational requirements. As you imply in your letter, the first option is to operate out of MacDill on a cost-share basis with the Department of Commerce. The second, move the airfield operations to Tampa International. The third option is for the Air Force to readdress the issue with the BRAC 95 Commission. Either airfield could support the CINCs' requirements, although Tampa International would require infrastructure upgrades.

I have requested the Air Force, as executive agent, to continue funding the operational requirements at MacDill or provide alternate facilities that meet the combatant commanders' needs.

Your concern and support for the combatant commands are appreciated, and your continued assistance keeps the Nation strong.

Sincerely,


JOHN M. SHALIKASHVILI
Chairman

of the Joint Chiefs of Staff



THE JOINT STAFF
WASHINGTON, DC

Reply ZIR Code:
20318-0300

MEMORANDUM FOR: Commander in Chief, US Special Operations
Command
Commander in Chief, US Central Command

Subject: MacDill Air Force Base Runway Support

1. The Joint Staff supports your requirements. I have requested the Air Force, as the funding agent, determine the most cost effective method to meet your needs and then fund them.
2. My staff will monitor the action and keep you informed. I remain committed to ensuring your needs are met at a reasonable cost.



W70
 THE SECRETARY OF COMMERCE
 Washington, D.C. 20230

MAY - 4 1994

The Honorable William J. Perry
 Secretary of Defense
 Washington D.C. 20301

Dear Mr. Secretary:

On April 6, 1993, as part of our Defense Conversion Initiative, I wrote to request a no cost transfer of MacDill Airfield to the Department of Commerce. The airfield would become the permanent home of the National Oceanic and Atmospheric Administration's Aircraft Operations Center (AOC). AOC would contract for support services to run the airfield and would share operating costs with a number of tenants, both military and non-military.

The uniqueness of this initiative attracted questions from Congress and our Inspector General. I asked Price Waterhouse independently to assess possible cost-sharing arrangements in which MacDill could be transferred to Commerce at no cost beyond our normal projected operational costs. We are now on the verge of the actual takeover; however, final commitments on the part of the various Defense entities which will continue to use the airfield have not been forthcoming.

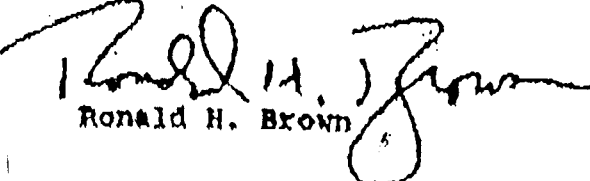
I would not presume to get involved in matters internal to your Department. However, I would call your attention to the need to achieve a cost sharing arrangement very soon whereby the Department of Commerce can address Congressional and Inspector General concerns that the transfer may force Commerce to spend more money operating MacDill than they would if the AOC were housed elsewhere.

I have asked D. James Baker, Under Secretary for Oceans and Atmosphere, to designate a representative to work with your designee on an agreement that will allow us to accept MacDill by agreeing to:

- o a cost-sharing arrangement using Price Waterhouse's percent-with-a-cap algorithm;
- o a timetable on environmental clean-up actions; and
- o DOD joint tenancy agreements.

Please have your designee contact Dr. Baker (202) 482-3426. I appreciate all your efforts to make MacDill Airfield a model Defense Conversion transfer.

Sincerely,


 Ronald H. Brown



CHAIRMAN OF THE JOINT CHIEFS OF STAFF

WASHINGTON, D.C. 20318-9999

CM-250-94
10 May 1994

MEMORANDUM FOR THE CHIEF OF STAFF, US AIR FORCE

Subject: MacDill Air Force Base Runway Support.

1. USCINCENT and USCINCSOC have requested my support to gain funding to meet their airfield requirements (Enclosure).
2. Sections 164 and 165, Title 10, United States Code, establish the unified command functions of coordinating and approving those aspects of administration and support necessary to carry out missions assigned to the command as well as the responsibility of the Military Departments to meet these requirements.
3. DOD Directive 5100.3 assigns responsibility to the Secretary of the Air Force for the administration and logistic support of USCENTCOM and USSOCOM.
4. I request Department of the Air Force, as executive agent, to continue funding the operational requirements at MacDill or provide alternate facilities that meet the combatant commanders' needs.

A handwritten signature in black ink, appearing to read "John M. Shalikashvili", written over a circular stamp or seal.

JOHN M. SHALIKASHVILI
Chairman
of the Joint Chiefs of Staff

Enclosure



THE JOINT STAFF
WASHINGTON, DC

Reply ZIP Code:
20318-4100

MEMORANDUM FOR: Commander in Chief, US Special Operations
Command
Commander in Chief, US Central Command

Subject: MacDill Air Force Base Runway Support

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2. My staff will monitor the action and keep you informed. I remain committed to ensuring your needs are met at a reasonable cost.

TOTAL P.06

++ TOTAL PAGE.008 ++

< CONFIRMATION REPORT >

06-14-1994(TUE) 15:35

[RECEIVE]

NO.	DATE	TIME	DESTINATION	PG.	DURATION	MODE	RESULT
9719	6-14	15:27	813 223 8127	8	0° 08' 22"	NORMAL	OK
				8	0° 08' 22"		



Bruce C. Drennan
Program Manager, Governmental Affairs

Greater Tampa Chamber of Commerce
801 East Kennedy Boulevard
Post Office Box 420
Tampa, Florida 33601-0420

Direct: (813) 276-9446
FAX: (813) 223-7899



UNITED STATES SPECIAL OPERATIONS COMMAND
OFFICE OF THE COMMANDER IN CHIEF
7701 TAMPA POINT BLVD.
MACDILL AIR FORCE BASE, FLORIDA 33621-5323

8 April 1994

MEMORANDUM FOR: CHAIRMAN OF THE JOINT CHIEFS OF STAFF,
WASHINGTON DC 20318-0001

SUBJECT: United States Special Operations Command (USSOCOM)
Airfield Requirements and Air Force Funding Responsibility

1. Request your assistance in validating the United States Special Operations Command's (USSOCOM) airfield requirements at MacDill Air Force Base and clarifying the Air Force's responsibility, under DOD Directive 5100.3, for payment of costs associated with airfield operations.
2. USSOCOM received the attached letter and follow-on message (Atch 1) from the Secretary of the Air Force (SAF/MII) which claim USSOCOM has no validated operational airfield requirements. As a result, the Air Force position is not to fund for any airfield operations for USSOCOM. At the crux of this issue is who determines, confirms, and funds our requirements. Under 10 USC 165, support requirements of the unified CINCs are satisfied by the Military Departments, subject to the authority, direction, and control of the Secretary of Defense and the authority of the CINCs themselves. The Secretary of Defense has delegated his authority to determine headquarters support requirements to the Chairman of the Joint Chiefs of Staff. DOD Directive 5100.3 assigns the responsibility for funding the requirements of USSOCOM headquarters to the Air Force.
3. Our requirements (Atch 2) were previously absorbed by the Air Force in operating MacDill and do not change when the Air Force transfers the airfield to the Department of Commerce (DOC). Our primary requirement for a runway comes from our Deployment unit (D-Cell) that supports high-priority, quick-reaction forces to support the national mission. They must have the capability to deploy two basic packages: the large one--6 C-5s and 21 C-141s, and the small one--2 C-5s and 3 C-141s. They deployed and redeployed 22 times in 1993 for actual missions and JRT exercises. They currently could not deploy out of Tampa International Airport (TIA) in the time requirements necessary due to TIA's lack of available ramp space, incompatible materiel handling equipment, and lack of bulk fuel distribution in the area they would operate. Though D-Cell is our primary need for the runway, we receive synergistic cost benefits using it to support our airborne training mission and VIP/admin airlift. With a fuel cost differential of \$1.30 per gallon with TIA, the fuel savings alone would pay for the estimated \$4-6M cost to the Air Force for operating MacDill. The airfield would also assist the over 600 flag-level visitors flying into MacDill each year.

SOCC

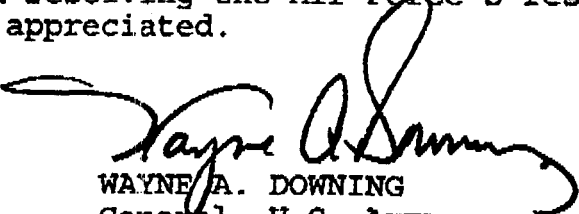
SUBJECT: United States Special Operations Command (USSOCOM)
Airfield Requirements and Air Force Funding Responsibility

4. Restrictions are being applied to the operating hours at MacDill that began having an impact on our operations as of 1 April 1994. The airfield can only be used by USSOCOM (with the exception of locally based aircraft) for eight hours a day, five days a week.

5. The Air Force apparently regards their position consistent with the Base Realignment and Closure (BRAC) decision. However, BRAC 93, in its report to the President, clearly supported USSOCOM's and USCENCOM's requirements for an operational runway. Additionally, the original BRAC 93 concept was to move the Joint Communications Support Element (JCSE). When this proved unec-
nomical, the requirement for an operational runway was greatly reinforced.

6. DOC is scheduled to take title to MacDill airfield on 1 October 1994 and operate the runway as a contract airfield. Award of this contract is on indefinite hold pending a Department of Defense funding commitment, which is likely to delay that 1 October date. DOC, absent a funding commitment from the Air Force as Executive Agent, indicates they will not be able to operate the airfield at MacDill (Atch 3). This will effectively close the airfield and force JCSE and D-Cell into a precarious position.

7. Your assistance in validating USSOCOM's and USCENCOM's airfield requirements and resolving the Air Force's responsibilities will be greatly appreciated.



WAYNE A. DOWNING
General, U.S. Army
Commander in Chief

3 Atch

1. SAF/MII Msg DTG 242006Z Mar 94
w/SAF Ltr, Mar 14, 1994
2. SOJ4 Ltr, 7 March 1994 w/encls
3. The Tampa Tribune Articles



UNITED STATES CENTRAL COMMAND
OFFICE OF THE DEPUTY COMMANDER IN CHIEF AND CHIEF OF STAFF
7115 SOUTH BOUNDARY BOULEVARD
MACDILL AIR FORCE BASE, FLORIDA 33621-5101

8 APR 1994

MEMORANDUM FOR DIRECTOR, JOINT STAFF, WASHINGTON DC 20318-0001

SUBJECT: United States Central Command (USCENTCOM) Airfield Requirements and Air Force Funding Responsibility

1. Request your assistance in validating USCENTCOM's airfield requirements (TAB A) and clarifying the Air Force's responsibility under DOD Directive 5100.3, for payment of costs associated with airfield operations.
2. Attached letter and follow-on message (TAB B) from the Secretary of the Air Force (SAF/MII) state that there are no validated airfield requirements for USCENTCOM. The Air Force position: it will not fund any unvalidated airfield requirements for this Command after MacDill airfield operations are turned over to the Department of Commerce (DOC) on 1 October 1994. Until MacDill airfield operations are turned over to the DOC, the Air Force has restricted operations at MacDill AFB to eight-hours-a-day, five-days-a-week, and requires tenants to submit all planned airfield requirements at MacDill AFB to SAF/MII for approval.
3. Following the Base Realignment And Closure (BRAC) decision to close the MacDill AFB runway, the Office of the Secretary of Defense worked an agreement with DOC to transfer MacDill AFB runway operations to the National Oceanic and Atmospheric Administration (NOAA). NOAA's intent was to contract airfield operations and negotiate with tenants to provide funding for their fair share of airfield use. This plan provided a win-win situation, and we were proceeding ahead until notified by the Air Force that it would fund JCSE's requirements but not those of USCENTCOM because this Command's requirements had not been validated. Officials from NOAA are now indicating that if tenants are not funded for flying operations out of MacDill, NOAA will be forced to take its operation elsewhere.
4. Notwithstanding NOAA's concerns, the issue of where the Command conducts flying operations becomes secondary to the issue of funding responsibility. While some studies indicate that it would be more cost-effective to operate out of MacDill AFB than from an airfield such as the Tampa International Airport, the choice of operating location should ultimately be made by the funding agency. What is critical at this juncture is the acknowledgement that USCENTCOM has valid airfield access requirements. Those requirements existed in the past, and the cost was absorbed by the Air Force as part of the overall cost of operating MacDill AFB. The requirements do not go away when the Air Force hands the airfield over to DOC. The funds must be

SUBJECT: United States Central Command (USCENTCOM) Airfield
Requirements and Air Force Funding Responsibility

provided and the Air Force responsibility for satisfying the
requirement confirmed.

5. Your assistance in validating USCENTCOM's airfield
requirements and resolving funding responsibilities will be
greatly appreciated.



WALDO D. FREEMAN
Major General, U.S. Army
Deputy Commander in Chief
and Chief of Staff

Encl
as

4/14/94

USSOCOM COST ANALYSIS

LOW ACTIVITY LEVEL	MACDILL	TIA
GOVERNMENT EMPLOYEES:		
AIRFIELD MANAGER	98,158	98,158
ASSISTANT AIRFIELD MANAGER	82,898	82,898
FIRE AND CRASH RESCUE	926,772	926,772
SECRETARY	36,190	36,190
QUALITY ASSURANCE	113,953	113,953
SECURITY		849,451
ADMINISTRATIVE CLERK	<u>28,262</u>	<u>28,262</u>
TOTAL GOVERNMENT	1,286,233	2,135,684
CONTRACT COSTS:		
PROGRAM MANAGER		55,620
TRANSIENT ALERT		318,397
ADMIN SUPPORT		26,336
LIABILITY INSURANCE		1,091
VEHICLE & EQUIPMENT MAINT		60,935
PROFIT, FRINGE BENEFITS, G&A, OVERHEAD		<u>157,539</u>
TOTAL CONTRACTOR	1,125,000	619,918
OTHER GOVERNMENT COSTS:		
PIPELINE	8,728	
RUNWAY AND GROUNDS MAINT	218,200	
AIRFIELD LIGHTING, UTILITIES	168,750	
FACILITIES O&M COSTS	281,250	78,750
PAVEMENT MAINT		109,100
PROPERTY FEES		486,000
LANDING FEES		155,436
TRANSPORTATION		200,744
AMORTIZATION OF NON-RECURRING COSTS	540,000	2,535,000
FUEL DELTA		<u>3,607,250</u>
TOTAL OGC	<u>1,216,928</u>	7,172,280
TOTAL ANNUAL OPERATING COSTS	3,628,161	9,927,882
ONE TIME CAPITAL EXPENDITURES:		
MILCON	1,464,000	18,425,700
MILCON DESIGN	131,760	1,650,000
SUPPORT EQUIPMENT	1,758,280	1,566,800
TOTAL CAPITAL EXPENDITURES	3,354,040	21,642,500



CITY OF TAMPA

Sandra W. Freedman, Mayor

CITY OF TAMPA
EXECUTIVE OFFICES
FAX # (813) 223-8127

TO: **MATT BEHRMAN**

FROM: **BOB BUCKMAN**

COMMENTS: **Matt - Thought you would find the attached interesting. It appears as though Geny Shalikashvili as validated the needs of the CINCS + instructed the USAF to step up to the plate. Let me know if you read this differently.**

Bob

THERE ARE **4** PAGES INCLUDING THE COVER SHEET

PLEASE CALL (813) **274-8909** IF YOU HAVE ANY PROBLEMS RECEIVING THIS FAX.



HILLSBOROUGH COUNTY AVIATION AUTHORITY

April 26, 1994

VIA FEDERAL EXPRESS

Colonel Charles Ohlinger, III
Commander
United States Air Force
Sixth Airbase Wing
MacDill Air Force Base, FL 33608

Dear Charlie:

recently we have noticed a significant increase in military aircraft using Tampa International Airport. The Aviation Authority has always tried to accommodate military requirements, and will continue to do so. However, this may be an appropriate time to clarify rates and charges which will be assessed military aircraft using Tampa International.

The General Aviation ramp east of United Beechcraft has an aircraft parking area able to accommodate a C-141 and a C-130 simultaneously, or a similar combination of smaller aircraft. As you are aware, other commercial operators also periodically use this ramp. Assuming space is available, the following charges would be applicable:

- A. Landing Fee: \$1.1153 per thousand pounds of certified aircraft gross landing weight.
- B. Parking and handling: Rates vary depending upon the size of the aircraft, but the following is a list of some per use examples: C-130 - \$150.00; KC-135 - \$295.00; and a C-141 - \$455.00.
- C. Jet Fuel: Currently ranges from \$1.49 per gallon to \$1.89 per gallon, depending upon the quantities ordered.

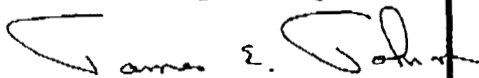
Although no representative of the Air Force has contacted the Aviation Authority regarding increased utilization of TIA, we are aware of the possibility through several press reports. The Master Plan for Tampa International does not, today, set aside land for significant use by military groups. In 1990 when the Plan was approved, there was simply no demand from any military agency for facilities at TIA. Should the Air Force propose any activity beyond the current infrequent use at TIA, it will require a re-analysis of the Master Plan to determine if such activity is feasible. This process is lengthy, and if a military agency is to be accommodated, space would have to be found at the expense of another category of users.

Tampa International Airport Peter O Knight Airport Plant City Airport Vandenberg Airport
Post Office Box 188000 Tampa, FL 33600-0000 318/070 0700 = Tel: 1407/117 NCAD / FAX 913/070 0000

-
- 1) The construction of additional full strength pavement for aircraft parking, storage areas for aircraft support equipment, cargo storage, automobile and truck parking areas, along with other support facilities.
 - 2) What are the aircraft fueling requirements? Current jetfuel storage capacity at United Beechcraft is 40,000 gallons. The largest fuel tanker on the airport is 5,000 gallons.
 - 3) Although the C-5 can safely maneuver on runways and taxiways at TIA, parking of this aircraft, with its large wingspan, will require the closure of taxiways and could disrupt normal operations.
 - 4) Support equipment to handle military aircraft, on a large scale, is not available.
 - 5) Re-evaluation of noise contours and security requirements.
 - 6) Military activity must be coordinated with the civil and commercial activity.

Charlie, we remain committed to assisting the Air Force regarding infrequent use of TIA. However, if additional activities are anticipated, it is important that we get together to discuss the feasibility of such use, the length of time that will be required to identify land requirements and, if available, develop this land for military activity.

Yours Very Truly,



James E. Johnson, A.A.E.
Senior Director of Airports

JEJ:po

bcc: G. Bean
B. Buckhorn
Bruce Drennan, Chamber

E. Cooley
B. Connors
G. Young

05-11-94 04:04PM FROM SENATOR BOB GRAHAM TO 318132238127

P002/002



THE CHAIRMAN, JOINT CHIEFS OF STAFF

WASHINGTON, D.C. 20318

10 May 1994

The Honorable Bob Graham
United States Senate
Washington, D.C. 20510-0903

Dear Senator Graham,

Thank you for your recent letter expressing concern over future funding and use of the MacDill airfield.

The USSOCOM Commander in Chief and the USCENCOM Deputy Commander in Chief have expressed concerns over possible unfunded airfield requirements. I fully support the needs of both commands.

There are three options to support the USSOCOM and USCENCOM operational requirements. As you imply in your letter, the first option is to operate out of MacDill on a cost-share basis with the Department of Commerce. The second, move the airfield operations to Tampa International. The third option is for the Air Force to readdress the issue with the BRAC 95 Commission. Either airfield could support the CINCs' requirements, although Tampa International would require infrastructure upgrades.

I have requested the Air Force, as executive agent, to ^{sustain funding for the operational requirements} provide alternate facilities ^{that meet the} commanders' needs.

Your concern and support for the combatant commands are appreciated, and your continued assistance keeps the Nation strong.

Sincerely,

JOHN M. SHALIKASHVILI
Chairman
of the Joint Chiefs of Staff

< CONFIRMATION REPORT >

05-12-1994(THU) 10:19

[RECEIVE]

NO.	DATE	TIME	DESTINATION	PG.	DURATION	MODE	RESULT
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				3	0° 02' 53"		

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FACSIMILE COVER SHEET
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HQ USAF/XOOR
1480 AIR FORCE PENTAGON
WASHINGTON DC 20330-1480
DSN 225-6766/67 or Commercial (703) 695-6766/67
Fax# DSN 223-9707 or Commercial (703) 693-9707

DATE: 12 APR 94

FROM: LtCol Tim Bennett

TO: # DBCRC

ATTN: FRANK CIRILLO

Fax #: 696-0550

NO. OF PAGES: 4 + 1 Cover Sheet

REMARKS:

letter TO MR COURTER
FROM SAF/MTI ON letter from
NOAA.

TIM



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



SAF/MIH
1660 Air Force Pentagon
Washington, D.C. 20330-1660

APR 08 1994

Mr. James Courter
Chairman, Defense Base Closure
and Realignment Commission
1700 N. Moore, Suite 1425
Arlington, Virginia 22209

Dear Mr. Courter,

I have received a copy of a March 31, 1994, letter to you from Admiral Moran of the National Oceanic and Atmospheric Administration (NOAA) concerning the Air Force's operation of the airfield at MacDill from April 1 to October 1, 1994. I wanted to convey to you the Air Force's perspective on this matter.

Let me first describe our understanding of what the 1993 Commission's findings include and what the recommendations require. Admiral Moran's letter correctly states that the Commission found that JCSE, SOCOM, CENTCOM, and NOAA require the use of an operational airfield. The Commission did not, however, require the Air Force to retain or operate an airfield. The 1991 Commission had recommended the partial closure of MacDill AFB. This recommendation was left unchanged by the 1993 Commission, and the Air Force is proceeding to implement it. What the 1993 Commission did was consider the Department of Commerce's approved request for a no-cost transfer of the MacDill airfield, conclude that the Commission's 1991 recommendation to realign JCSE to Charleston AFB should be modified, and recommend that JCSE be retained at MacDill AFB as long as the airfield is non-DOD operated. The Air Force is implementing this recommendation, too: JCSE is being retained at MacDill in anticipation that the airfield will soon be operated by NOAA.

Thus, the Air Force is in full compliance with the Commission's recommendations. While there are military uses for the airfield, these uses were not judged in 1991 or 1993 by either DOD or the Commission to have merited continued DOD operation of the airfield. Indeed, should NOAA or another federal agency decline to take over operation of the airfield, JCSE would have to move and the airfield would close completely. The March 31, 1994, letter from Admiral Moran states that the 1993 Commission "directed a transfer" of the airfield to the Department of Commerce and that this was "a redirect of the 1991 DBCRC recommendation to close the airfield." These statements are not an accurate reading of what the Commission did or of the broader range of possibilities of which the Commission took account.

Perhaps some of the misunderstandings in this matter have been caused by the word "requirement" being used in different contexts. The Air Force is required by DOD regulation to provide administrative and logistics support for validated CENTCOM and SOCOM requirements

The Air Force is doing so in the context of MacDill having changed from a base with an airfield to an administrative base without an airfield. Should the unified commands validate requirements within DOD, the Air Force will support the DOD requirements. To date, however, alleged requirements have *not* been validated, despite several attempts by the commands to do so, and the Air Force has announced that it will not pay for the unified commands' airfield use after September 30, 1994.

The Commission's findings that tenant units at MacDill "require" the use of an operational airfield do not warrant a different result. Those findings were made in support of the Commission's closure and realignment recommendations, which the Air Force is fully implementing as explained above. However, whether DOD will validate and fund specific military operations, and how it allocates the funding of such operations among DOD organizations, are DOD management issues not within the scope of the Commission's responsibilities.

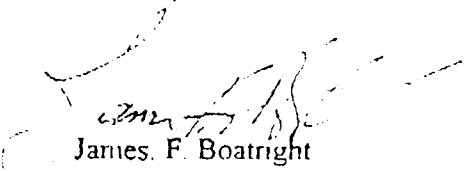
When NOAA indicated it did not have the resources to operate the airfield from April to October, 1994, the Air Force agreed to keep operating it to facilitate ultimate transfer of the facility. Our agreement, however, was limited to the minimum operations which necessitated the airfield's availability, namely, support of NOAA and JCSE. While others are able to make use of the airfield during its reduced hours of operation, the Air Force was unwilling to support airfield hours beyond the minimum needed to bridge the transfer of the airfield from Air Force to NOAA management. After consulting with NOAA and JCSE, we determined that the approved airfield hours (8 hours a day, 5 days a week) were sufficient to meet their requirements.

I do not believe that this limitation hinders NOAA's operation of the airfield after October 1, 1994, when the Department of Commerce assumes responsibility for operation of the airfield. Likewise, the policy fully supports NOAA and JCSE in their current operations. NOAA also remains free to make cost-sharing arrangements with other entities, including CENTCOM and SOCOM, for use of the airfield after October 1st. In fact, I personally have informed the Department of Commerce that we are ready whenever they are to discuss cost-sharing for JCSE after October 1st. They have not responded.

I will conclude with a final observation. Admiral Moran's letter states, as part of the historical background, that "DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation." Since 1991, however, DOD has been reaching the opposite conclusion -- that DOD operational requirements do *not* justify the costs of operation. The Air Force hopes that NOAA succeeds in its plans for operating the airfield, but NOAA should be extremely cautious about assuming that DOD use will pay for the airfield.

I hope this information will be helpful in any meeting you may have with the NOAA and City of Tampa representatives.

Sincerely,



James F. Boatright
Deputy Assistant Secretary of the Air Force
(Installations)



**DEFENSE BASE CLOSURE
AND REALIGNMENT COMMISSION**

Suite 1425
1700 North Moore Street
Arlington, Virginia 22209

FAX COVER SHEET

DATE: 4/14/94

TO: MR BOATRIGHT

FAX #: 37568

FROM: F.A. CIRILLO

NUMBER OF PAGES (including cover): 9

COMMENTS: SIR;

This is copy of our letter as
provided to Adm MORAN & Mr
Buckhorn ON 14 APR 2PM MTNG

A handwritten signature in black ink, appearing to read "Frank".



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

JIM COURTER, CHAIRMAN

COMMISSIONERS:
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GEN H. T. JOHNSON, USAF RET
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT O. STUART, JR.

June 12, 1993

Please refer to this number
when responding 930612-10

The Honorable Leon Panetta
Director
Office of Management and Budget
17th and Pennsylvania Avenue, N.W.
Washington, D.C. 20503

Dear Mr. Panetta: *Leon*

As you may know, Secretary of Commerce Ronald Brown has written a letter to Secretary of Defense Les Aspin requesting a no-cost transfer of the airfield at MacDill AFB, Florida, to Department of Commerce (DOC) control. In his letter (attachment 1) Secretary Brown states that in order to complete a no-cost transfer, DOC would need to obtain your approval.

In order to completely review the Department of Defense's recommendation regarding MacDill AFB, we request your comment on DOC's proposal. Specifically, is the proposal valid and would it require budget realignments in order to implement it?

The Commission's deliberation hearing begin on June 17, 1993. Therefore, your response to the Commission by June 16, 1993 would be greatly appreciated.

Sincerely,

Ji
JIM COURTER
Chairman

JAC:jra



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D. C. 20503

THE DIRECTOR

June 16, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

1993 JUN 16 10 30 AM
100-30621-3

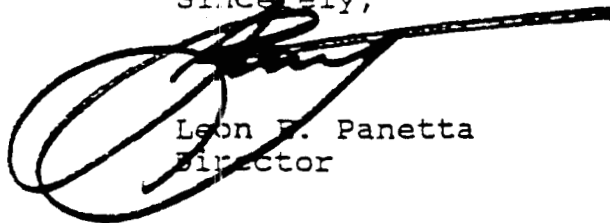
Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

The National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce has transferred its Aircraft Operations Center from Miami and currently is functioning out of MacDill. As the final disposition of the airfield is yet undetermined, it is apparent that Commerce wishes to assume control of the airfield in order to ensure continued access to the facility.

The Office of Management and Budget has not had sufficient time to evaluate the transfer proposal fully. However, we have discussed the proposal with the staff of the Department of Commerce. NOAA staff have assured the Department that there are no costs associated with the transfer to Commerce, nor would there be net additional costs associated with continued operation, by Commerce, of the airfield. Our preliminary assessment of the proposed transfer is favorable. Please note, however, that as the Base Closure and Realignment Commission has yet to finalize its recommendations for MacDill, no formal request for a no-cost transfer has been made to OMB.

Sincerely,



Leon F. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce

Calendar No. 169

102ND CONGRESS
1ST Session

SENATE

REPORT
102-113

NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEARS 1992 AND 1993

REPORT

[TO ACCOMPANY S. 1507]

ON

AUTHORIZING APPROPRIATIONS FOR FISCAL YEARS 1992 AND 1993
FOR MILITARY ACTIVITIES OF THE DEPARTMENT OF DEFENSE,
FOR MILITARY CONSTRUCTION, AND FOR DEFENSE ACTIVITIES
OF THE DEPARTMENT OF ENERGY, TO PRESCRIBE PERSONNEL
STRENGTHS FOR SUCH FISCAL YEAR FOR THE ARMED FORCES,
AND FOR OTHER PURPOSES

TOGETHER WITH

ADDITIONAL VIEWS

COMMITTEE ON ARMED SERVICES
UNITED STATES SENATE



July 19 (legislative day, July 8), 1991 --Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1991

44-927

for the acquisition of these interests in fiscal year 1992 is premature.

MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

The Defense Base Closure and Realignment Commission and the President recommended that MacDill Air Force Base, Florida, be realigned. The commission's report to the President noted that the Department of Defense did not recommend total closure of the installation because of the high costs associated with relocating headquarters facilities for two unified commands, the U.S. Central Command and the U.S. Special Operations Command.

The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon force structure changes and, with regard to the base itself, airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of the two remaining unified commands may not be met through total reliance on currently available commercial airfields in the area.

Therefore, the committee directs the Secretary of Defense to take such steps as necessary to meet the timely deployment requirements of the unified commands located at MacDill AFB and to ensure that any reuse plans for the base's runway complex are consistent with meeting these requirements. However, the committee underscores that no action by the Department should be taken in conflict with the recommendations of the Defense Base Closure and Realignment Commission or the decisions of the President regarding the realignment of MacDill AFB.

TITLE XXIV—DEFENSE AGENCIES

AUTHORIZATION FOR UNAUTHORIZED FISCAL YEAR 1991 APPROPRIATIONS FOR SPECIAL OPERATIONS COMMAND PROJECTS

The committee recommends a provision (sec. 2406) that would authorize the construction of two projects for the U.S. Special Operations Command which were appropriated in the Military Construction Appropriations Act for Fiscal Year 1991, but which have not as yet been authorized. One project is an operations complex at Fort Bragg, North Carolina, authorized for \$8.1 million. The other project is a land acquisition authorized for \$2.0 million at a classified location within the United States.

SPECIAL OPERATIONS BATTALION HEADQUARTERS, FORT BRAGG, NORTH CAROLINA

The committee recommends a provision (sec. 2407) that would restrict the use of a new battalion headquarters complex at Fort Bragg, North Carolina, which is authorized in this bill to be used exclusively for that purpose. Should the Department of the Army or the U.S. Special Operations Command wish to alter the use of this facility, the committee would consider a request, along with appropriate justification, to amend this legislation.

FORT BENJAMIN HA

The Department of the Army \$175.0 million for a six-year renovation Harrison, Indiana. The project entails remove hazardous asbestos, test of modern administrative space for the first phase of this project in fiscal year 1992. No funds are for this purpose.

The principal purpose of renovate wide modern facilities for the Defense Service (DFAS), Indianapolis. The project is approximately 60 percent of the built the Secretary of Defense on April 1991. The Department even t Benjamin Harrison, was recommended.

On July 1, the Defense Base Closure Commission recommended to the President be closed. Contrary to a recommendation that Building 1 be retained and Accounting Service, the Commission also be closed. However, the Commission that the Defense Finance and Accounting Center be retained.

Inasmuch as the base closure project the committee directs the Department of Building 1.

Notwithstanding the ongoing base believes that DFAS should complete consolidations within the accounting upon the outcome of these studies, plan which is functionally suitable examining basing alternatives, the into account the recommendation to retain DFAS, Indianapolis. Center modernized administrative space at be retained. The committee looks forward direct that it be provided to the of the Senate and the House of February 15, 1992.

The committee directs the Secretary begin the planning and design of an DFAS long-term plan using planning for appropriation for fiscal year 1992.

WOMACK ARMY COMMUNITY HOSPITAL

The administration requested an to replace Womack Army Community North Carolina. This project was 1 years with the fiscal year 1992 increase from the Base Realignment and Closure Standing Congressional policy that, in a budget request be at least 35

strengthened. The Office of the Secretary of Defense has provided the Committee with new calculations that reflect significant savings. Therefore, the Committee reduced the appropriate operation and maintenance accounts to reflect these savings.

INTERIM CONTRACTOR SUPPORT

The Committee disagrees with the budget request to fund interim contractor support in the procurement appropriation. The funds for interim contractor support are now included in the operation and maintenance accounts.

MACDILL AIR FORCE BASE AIRFIELD OPERATIONS

MacDill Air Force Base is the home of the Central Command, the Special Operations Command, the Joint Communications Support Element and the Air Force's 58th Tactical Fighter Training wing. The 1991 Base Closure Commission initially recommended the realignment of the fighter training wing and Joint Communications Support Element to other locations and the closure of the airfield, but decided to keep the Base open after becoming convinced it would be far too expensive to relocate Central Command and/or the Special Operations Command. Both the Commander in Chiefs (CINCs) of the Central Command and Special Operations Command have testified before the Committee that the aviation activities at MacDill are critical to their mission and that they have recommended to the Chairman of the Joint Chiefs that the decision to close the airfield be reconsidered.

The Committee has also determined that it would be far too expensive to relocate these two joint commands. In light of the strong testimony from the CINCs that the airfield is essential to their operations the Committee strongly suggests that the Secretary seriously consider options to continue airfield operations to support the missions of CENTCOM and SOCOM, and any other commands or Federal agencies that could be transferred to MacDill AFB area in the future. One such option would be to contract out the airfield operations as a cost effective way to meet CENTCOM and SOCOM requirements. Furthermore, because of the nature of CENTCOM and SOCOM missions, the Department should certainly consider the security risks of deploying CENTCOM and SOCOM units from other than a secure aviation facility. If such an option is feasible, the Committee recommends that funding for the airfield operations and other related costs be included in the budget of the U.S. Special Operations Command.

In view of the testimony before the Committee and the possible unnecessary costs associated with moving ahead with the current plans, the Committee strongly suggests that the Secretary delay all activity associated with closing the airfield and moving the Joint Communications Support Element until after the next Base Closure and Realignment Commission process commences.

While the Committee still questions the advisability of consolidating the F-16 training mission at Luke Air Force Base because of ground encroachment problems which have developed there since the 1991 Base Closure proceedings, nothing in this report should be interpreted as interfering with those plans.

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The Congress include what th be available wh but has still ex submit that rep to why that rep mitted requests vided separately report (i) the nu number of empic each manufactur taining level for data to reflect the meeting the need fiscal year with used to develop t should be provide 1992.

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- Marine Corps
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Total Reduction ..

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Defense

102^d Congress
2^d Session

HOUSE OF REPRESENTATIVES

Report
102-627

DEPARTMENT OF DEFENSE
APPROPRIATIONS BILL, 1993

REPORT

OF THE

COMMITTEE ON APPROPRIATIONS

[To accompany H.R. 6504]



JUNE 29, 1992.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON, 1992

102-627

12.10.92 05:57PM * SENATOR MACK TAMPA
12.10.92 05:57PM * SENATOR MACK TAMPA

PO2

PO2



**DEFENSE BASE CLOSURE
AND REALIGNMENT COMMISSION**

Suite 1425
1700 North Moore Street
Arlington, Virginia 22209

FAX COVER SHEET

DATE: 4/14/94
TO: L/C Tim Bennett
FAX #: 39707
FROM: F.A. Cirillo

NUMBER OF PAGES (including cover): 9

COMMENTS: Tim
Attached Ltr handed out
at meeting w/ Adm Moran,
Mr Buchhorn & others

A large, stylized handwritten signature, possibly reading 'F.A. Cirillo', written in black ink.

Post-It™ brand fax transmittal memo 7671		# of pages • 2
To Chairman Courter	From Mayor Freedman	
Co.	Co.	
Dept.	Phone # 813-223-8251	
Fax # 703-696-0550	Fax # 813-223-8127	



SANDRA W. FREEDMAN
MAYOR

EXECUTIVE OFFICES

May 6, 1993

Please refer to this number
when responding 930507-7

The Honorable James Courter
Chairman
Defense Base Closure and Realignment Commission
1700 N. Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Courter:

I appreciate your staff's willingness to visit MacDill Air Force Base on May 4, 1993 and to spend a considerable amount of time with my representatives, as well as representatives from the major base tenants including the two unified commands headquartered here.

Their input was helpful as it relates to the process, although I will confess to being relatively perplexed by one key issue raised during the course of the discussion. It is my understanding there is no DBCRC recognition nor documentation extant supporting the clearly and publicly stated requirements of the two CINCs (USCINCSOC and USCINCENT) here at MacDill which formed the basis for readdressing 1991 legislation regarding the MacDill runway.

As you recall by your visit here in 1991, MacDill is unique inasmuch as it is the only facility in the world that is host to two unified commands. The Air Force redesignated MacDill as a major headquarters facility in 1993 following realignment decisions in 1991 and is presumably committed to supporting their requirements. Oversight of these requirements in 1991 led to a subsequent DOD reevaluation of the earlier decision resulting in the current recommendation to reopen the MacDill runway.

Immediately following the 1991 MacDill realignment decision, well prior to Hurricane Andrew, the Air Force and DOD initiated a lengthy reevaluation process concerning the MacDill runway. The CINCs secure runway access requirements are a matter of record in testimony before the House Appropriations in June 1992, as well as in closed hearings. The deployment requirement of the Joint Communications Support Element was factored into Air Force and DOD planning along with a financial analysis of cost savings which would accrue. These requirements have been validated and submitted by the Office of the Secretary of Defense.

Chairman Courter

-2-

May 6, 1993

The relocation of the 482nd Fighter Wing from Homestead Air Force Base to MacDill to provide temporary "stewardship" for the MacDill runway operation was coincidental to this process and added further justification to the decision because it made economic and military sense to do so. (We take issue with the premise that the relocation of the 482nd to MacDill was the cornerstone of this matrix as has been conveyed to us by your staff.)]

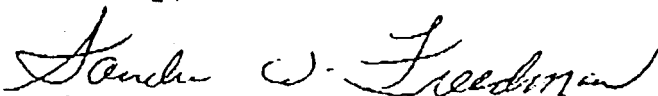
Recognizing this, your staff has committed to procuring the requisite background information from the OSD and represented that any trip report or documentation used by your commission in making an informed decision would contain this information. I anticipate further information will be coming to you from the Secretary of Defense regarding this matter and request you to ensure that this takes place. I am confident you will weigh the information accordingly.]

I am distressed that any unnecessary comparison between runway operating costs at Homestead and MacDill is apparently currently driving your staff process. While each of us clearly sympathizes with the citizens of south Florida, the fact remains that the recommendation by the U.S. Air Force and DOD planners to close Homestead and in turn convert the 482nd Fighter Wing to tanker aircraft obviates any argument concerning the current military utility of the Homestead facility -- the "threat" apparently does not warrant the expense.]

The costs to the U.S. taxpayer to rebuild Homestead either in its former or a modified state beyond that recommended by 1993 DOD recommendations are clearly unjustifiable. The south Florida proposal to partially rebuild the base to accommodate the 482nd Fighter Wing specifically for the purpose of "future" requirements would provide excess capacity which the base closure process is trying to eliminate. Stated in other words, why rebuild something at Homestead which can be accomplished from MacDill without the additional expenditure to the taxpayer of upwards of \$60 million - it does not make economic or military sense.]

We here in Tampa were among the first to demand a "level playing field" to ensure DBCRC decisions were indeed made in the sunshine. I am confident that logic will prevail so long as accurate and complete information is provided to your commission.

Sincerely,


Sandra W. Freedman

SWF:mts

xc: Congressional Delegation



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

(M) KURT
(2) JEN FILE

THE DIRECTOR

June 15, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Please refer to this number
when responding 430621-3

Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

The National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce has transferred its Aircraft Operations Center from Miami and currently is functioning out of MacDill. As the final disposition of the airfield is yet undetermined, it is apparent that Commerce wishes to assume control of the airfield in order to ensure continued access to the facility.

The Office of Management and Budget has not had sufficient time to evaluate the transfer proposal fully. However, we have discussed the proposal with the staff of the Department of Commerce. NOAA staff have assured the Department that there are no costs associated with the transfer to Commerce, nor would there be net additional costs associated with continued operation, by Commerce, of the airfield. Our preliminary assessment of the proposed transfer is favorable. Please note, however, that as the Base Closure and Realignment Commission has yet to finalize its recommendations for MacDill, no formal request for a no-cost transfer has been made to OMB.

Sincerely,

Leon F. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

FAX COVER SHEET

NUMBER OF PAGES 1 DATE _____
(excluding cover sheet)

TO: Jennifer Atkin
Office: _____
Office Phone Number: _____
Fax Number: _____

FROM: Jennifer Palmieri
Agency: OMB Legislative Affairs
Office Phone Number: 395-4790
Office Fax Number: 395-3729

Additional Information:



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

June 16, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

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Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Leon E. Panetta".

Leon E. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce



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

JIM COURTER, CHAIRMAN

COMMISSIONERS:
CAPT PETER B. BOWMAN, USN (RET)
BEVERLY B. BYRON
REBECCA G. COX
GEN H. T. JOHNSON, USAF (RET)
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

June 12, 1993

The Honorable Leon Panetta
Director
Office of Management and Budget
17th and Pennsylvania Avenue, N.W.
Washington, D.C. 20503

Dear Mr. Panetta: *Leon*

As you may know, Secretary of Commerce Ronald Brown has written a letter to Secretary of Defense Les Aspin requesting a no-cost transfer of the airfield at MacDill AFB, Florida, to Department of Commerce (DOC) control. In his letter (attachment 1) Secretary Brown states that in order to complete a no-cost transfer, DOC would need to obtain your approval.

In order to completely review the Department of Defense's recommendation regarding MacDill AFB, we request your comment on DOC's proposal. Specifically, is the proposal valid and would it require budget realignments in order to implement it?

The Commission's deliberation hearing begin on June 17, 1993. Therefore, your response to the Commission by June 16, 1993 would be greatly appreciated.

Sincerely,

Ji
JIM COURTER
Chairman

JAC:jra

SECRETARY OF THE AIR FORCE
WASHINGTONJON/KURT

MAY 25 1993

Honorable Jim Courter
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Please refer to this number
when responding 930526-39

Dear Mr. Chairman:

The Secretary of Defense received the enclosed, April 6, 1993, letter from the Secretary of Commerce requesting a no-cost transfer of the airfield portion of MacDill Air Force Base to the Department of Commerce. The Air Force fully supports this request since it meets the intent of the 1991 Base Closure Commission recommendation and the objectives of the DoD's recommendations to the 1993 Commission.

Secretary Brown's proposal presents a cost effective approach for the reuse of the MacDill AFB airfield and I endorse the transfer of this property to the Department of Commerce.

Sincerely,

A handwritten signature in cursive script that reads "Michael B. Donley".

Michael B. Donley
Acting Secretary of the Air Force

Enclosures
Secretary of Commerce Ltr,
April 6, 1993, and copy of my reply



SECRETARY OF THE AIR FORCE
WASHINGTON

MAY 25 1993

Honorable Ronald H. Brown
Secretary of Commerce
Washington, DC 20280

Dear Mr. Secretary:

This is in reply to your letters of April 6 and April 30, 1993, to the Secretary of Defense and this office expressing an interest in the Department of Commerce (DoC) acquiring and operating the airfield at MacDill Air Force Base (AFB), Florida.

I fully endorse your proposal to be ready to assume responsibility of the MacDill AFB airfield pending the outcome of the 1993 Base Realignment and Closure recommendations. A DoC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the Government. Additionally, it would give you a permanent beddown location for NOAA. Since there is no local interest in converting this airfield to a civil airport at this time, your proposal would provide a timely win-win solution. Furthermore, as requested in your April 30, 1993 letter, the Air Force would support a waiver to the requirement for payment of fair market value for land at MacDill AFB.

Your proposal would meet the intent of the approved 1991 Base Closure Commission action, plus the intent of the DoD's 1993 recommendation. I will notify Jim Courter, Chairman of the Defense Base Closure and Realignment Commission, of your interest and intentions. You might also want to drop him a short note to help solidify your proposal.

Sincerely,

Michael B. Donley
Michael B. Donley
Acting Secretary of the Air Force

Calendar No. 169

102^d CONGRESS
1st Session

SENATE

REPORT
102-113NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEARS 1992 AND 1993

REPORT

[TO ACCOMPANY S. 1507]

ON

AUTHORIZING APPROPRIATIONS FOR FISCAL YEARS 1992 AND 1993 FOR MILITARY ACTIVITIES OF THE DEPARTMENT OF DEFENSE, FOR MILITARY CONSTRUCTION, AND FOR DEFENSE ACTIVITIES OF THE DEPARTMENT OF ENERGY, TO PRESCRIBE PERSONNEL STRENGTHS FOR SUCH FISCAL YEAR FOR THE ARMED FORCES, AND FOR OTHER PURPOSES

TOGETHER WITH

ADDITIONAL VIEWS

COMMITTEE ON ARMED SERVICES
UNITED STATES SENATE

July 19 (legislative day, July 8), 1991.—Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1991

44-927

334

for the acquisition of these interests in fiscal year 1992 is premature.

MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

The Defense Base Closure and Realignment Commission and the President recommended that MacDill Air Force Base, Florida, be realigned. The commission's report to the President noted that the Department of Defense did not recommend total closure of the installation because of the high costs associated with relocating headquarters facilities for two unified commands, the U.S. Central Command and the U.S. Special Operations Command.

The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon force structure changes and, with regard to the base itself, airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of the two remaining unified commands may not be met through total reliance on currently available commercial airfields in the area.

Therefore, the committee directs the Secretary of Defense to take such steps as necessary to meet the timely deployment requirements of the unified commands located at MacDill AFB and to ensure that any reuse plans for the base's runway complex are consistent with meeting these requirements. However, the committee underscores that no action by the Department should be taken in conflict with the recommendations of the Defense Base Closure and Realignment Commission or the decisions of the President regarding the realignment of MacDill AFB.

TITLE XXIV—DEFENSE AGENCIES

AUTHORIZATION FOR UNAUTHORIZED FISCAL YEAR 1991 APPROPRIATIONS FOR SPECIAL OPERATIONS COMMAND PROJECTS

The committee recommends a provision (sec. 2406) that would authorize the construction of two projects for the U.S. Special Operations Command which were appropriated in the Military Construction Appropriations Act for Fiscal Year 1991, but which have not as yet been authorized. One project is an operations complex at Fort Bragg, North Carolina, authorized for \$8.1 million. The other project is a land acquisition authorized for \$2.0 million at a classified location within the United States.

SPECIAL OPERATIONS BATTALION HEADQUARTERS, FORT BRAGG, NORTH CAROLINA

The committee recommends a provision (sec. 2407) that would restrict the use of a new battalion headquarters complex at Fort Bragg, North Carolina, which is authorized in this bill to be used exclusively for that purpose. Should the Department of the Army or the U.S. Special Operations Command wish to alter the use of this facility, the committee would consider a request, along with appropriate justification, to amend this legislation.

335

FORT BENJAMIN HARRISON

The Department of the Army requested \$125.0 million for a six-year renovation of Fort Benjamin Harrison, Indiana. The project includes the removal of hazardous asbestos, construction of modern administrative space, and renovation of the first phase of this project scheduled for fiscal year 1992. No funds are available for this purpose.

The principal purpose of renovating the Defense Finance and Accounting Service (DFAS), Indianapolis Center, is to modernize approximately 60 percent of the building. The Secretary of Defense on April 1, 1991, retained by the Department even though Fort Benjamin Harrison, was recommended for closure.

On July 1, the Defense Base Closure and Realignment Commission recommended to the President that Building 1 be closed. Contrary to a recommendation of the Commission that Building 1 and Accounting Service, the Commission recommended that the Center be retained. However, the Commission recommended that the Defense Finance and Accounting Service Center be retained.

Inasmuch as the base closure plan for the center, the committee defers the Department's decision on the retention of Building 1.

Notwithstanding the ongoing base closure studies, the committee believes that DFAS should complete consolidation studies within the accounting service, upon the outcome of these studies, plan which is functionally suitable for examining basing alternatives, the committee directs that into account the recommendation of the Commission to retain DFAS, Indianapolis Center, the committee directs that deutilized administrative space at the center be retained. The committee looks forward to the report and directs that it be provided to the committee by the Senate and the House of Representatives on February 15, 1992.

The committee directs the Secretary of Defense to begin the planning and design of a long-term plan for DFAS using planning information for appropriation for fiscal year 1991.

WOMACK ARMY COMMUNITY HOSPITAL

The administration requested an appropriation to replace Womack Army Community Hospital in North Carolina. This project was included in the fiscal year 1992 increase in the Base Realignment and Closure Act. The committee stands by the long-standing Congressional policy that the cost of this project in a budget request be at least 35

** TX CONFIRMATION REPORT **

AS OF APR 14 '94 16:16 PAGE.01

BASE CLOSURE COMM

DATE	TIME	TO/FROM	MODE	MIN/SEC	PGS	STATUS
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CLASSIFICATION



UNITED STATES SPECIAL OPERATIONS COMMAND

FACSIMILE TRANSMITTAL HEADER SHEET

PLACE	NAME/OFFICE SYMBOL	PHONE NUMBER
FROM: USSOCOM	CDR DRENNAN	DSN 968-3823
	SOJ4-P	
TO: MAJOR DITTMER	MAJOR DITTMER	696-0504
	DBCRC	
# PAGES 5		

REMARKS

MAJ DITTMER.

Sorry to take so long getting this to you. The CINC's Testimony was before the HAC (D) FY-91 Testimony dtd 9 MAY 91 and he was asked about deployments and runway issue by Cong Bill Young of Fla. The session was closed and overall class of it is Secret. I've included the DOD Appropriations Bill 1993 committee report and it states the deployment requirements for two unified commands here. Also I've included leg rpt for Senate Committee 102-113 item #03 on deploy req.

The CINC testified before the Committee (BRAC 91) and Mr Courtney asked him about operating out of TIA. He said extremely difficult and Mr Courtney said "I tend to agree". I'll try to find it in the morning. All do my best. Give me a call if you need anything.

Directorate of Logistics, SOJ4 to get a copy to you and will probably find it in the morning. All do my best. Give me a call if you need anything.
U.S. Special Operations Command
7701 Tampa Point Blvd
MacDill AFB FL 33621-5323

UNCLAS FAX DSN: 968-4741

SECURE FAX DSN: 968-3780

B Drennan

When transmitting a message to this Headquarters, please include the addressee's office phone number

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CLASSIFICATION

DeFense

102d CONGRESS
2d Session

HOUSE OF REPRESENTATIVES

Report
102-627

DEPARTMENT OF DEFENSE
APPROPRIATIONS BILL, 1993

REPORT

OF THE

COMMITTEE ON APPROPRIATIONS

[To accompany H.R. 5504]



JUNE 29, 1992.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON, 1992

10-1021

12.10.92.05:57PM *SENATOR MACK TAMPA
12.10.92.02:50PM *SENATOR MACK TAMPA

P02

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strengthened. The Office of the Secretary of Defense has provided the Committee with new calculations that reflect significant savings. Therefore, the Committee reduced the appropriate operation and maintenance accounts to reflect these savings.

INTERIM CONTRACTOR SUPPORT

The Committee disagrees with the budget request to fund interim contractor support in the procurement appropriation. The funds for interim contractor support are now included in the operation and maintenance accounts.

MACDILL AIR FORCE BASE AIRFIELD OPERATIONS

MacDill Air Force Base is the home of the Central Command, the Special Operations Command, the Joint Communications Support Element and the Air Force's 56th Tactical Fighter Training wing. The 1991 Base Closure Commission initially recommended the realignment of the fighter training wing and Joint Communications Support Element to other locations and the closure of the airfield, but decided to keep the Base open after becoming convinced it would be far too expensive to relocate Central Command and/or the Special Operations Command. Both the Commander in Chiefs (CINCs) of the Central Command and Special Operations Command have testified before the Committee that the aviation activities at MacDill are critical to their mission and that they have recommended to the Chairman of the Joint Chiefs that the decision to close the airfield be reconsidered.

The Committee has also determined that it would be far too expensive to relocate these two joint commands. In light of the strong testimony from the CINCs that the airfield is essential to their operations the Committee strongly suggests that the Secretary seriously consider options to continue airfield operations to support the missions of CENTCOM and SOCOM, and any other commands or Federal agencies that could be transferred to MacDill AFB area in the future. One such option would be to contract out the airfield operations as a cost effective way to meet CENTCOM and SOCOM requirements. Furthermore, because of the nature of CENTCOM and SOCOM missions, the Department should certainly consider the security risks of deploying CENTCOM and SOCOM units from other than a secure aviation facility. If such an option is feasible, the Committee recommends that funding for the airfield operations and other related costs be included in the budget of the U.S. Special Operations Command.

In view of the testimony before the Committee and the possible unnecessary costs associated with moving ahead with the current plans, the Committee strongly suggests that the Secretary delay all activity associated with closing the airfield and moving the Joint Communications Support Element until after the next Base Closure and Realignment Commission process commences.

While the Committee still questions the advisability of consolidating the F-16 training mission at Luke Air Force Base because of ground encroachment problems which have developed there since the 1991 Base Closure proceedings, nothing in this report should be interpreted as interfering with those plans.

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- Air Force

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813 840 5139:# 2

DELEGATE Report for the 102nd Congress Mon, December 2, 1991 1:58pm (EST)

COMMITTEE Report for Senate Committee Report 102-113, Part
showing the Full Text of Each Item

With reference in full text to 'BASE CLOSURE'
AND With reference in full text to 'MACDILL'

Item 463: MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

The Defense Base Closure and Realignment Commission and the President recommended that MacDill Air Force Base, Florida, be realigned. The commission's report to the President noted that the Department of Defense did not recommend total closure of the installation because of the high costs associated with relocating headquarters facilities for two unified commands, the U.S. Central Command and the U.S. Special Operations Command.

The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon force structure changes and, with regard to the base itself, airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of the two remaining unified commands may not be met through total reliance on currently available commercial airfields in the area.

Therefore, the committee directs the Secretary of Defense to take such steps as necessary to meet the timely deployment requirements of the unified commands located at MacDill AFB and to ensure that any reuse plans for the base's runway complex are consistent with meeting these requirements. However, the committee underscores that no action by the Department should be taken in conflict with the recommendations of the Defense Base Closure and Realignment Commission or the decisions of the President regarding the realignment of MacDill AFB.

Please type desired COMMAND (or 'MENU'):

Bruce

CONNIE MACK

United States Senator - Florida

517 Hart Senate Office Building, Washington, D.C. 20510 (202)224-5274

FOR IMMEDIATE RELEASE
Thursday, July 11, 1991
10:50 p.m.

CONTACT: Mark R. Mills
(813) 786-8417 (h)

MACK WINS APPROVAL OF PROVISION KEEPING MacDILL AIR OPERATIONS ALIVE

WASHINGTON -- United States Senator Connie Mack said late tonight the Senate Armed Services Committee has approved a provision that is "a significant first step" in keeping air operations open at MacDill AFB in Tampa.

Mack, a member of the committee, was able to win unanimous approval in the Defense Authorization Act for language that instructs Defense Secretary Richard Cheney to analyze the requirements of the United States Central and Special Operations Commands, and support any need they may have for continued air operations at MacDill.

"A significant first step has been taken to ensure that the operational commands at MacDill AFB retain the vital air links they need to do their jobs. While much work remains before continued air operations are absolutely guaranteed, we have cleared a major hurdle to see that MacDill remains a vital element in our national defense strategy. The Senate Armed Services Committee put its stamp of approval on the essential role air operations play at MacDill.

"I have always maintained that ending air operations at MacDill makes absolutely no sense when significant military commands have headquarters at the base."

Mack's provision, approved by the committee, said:

"The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of two remaining unified combatant commands may not be met through total reliance on local commercial airfields.

"Therefore, the committee directs that the Secretary of Defense take such steps as necessary to meet the timely deployment requirements of the unified combatant commands located at MacDill AFB and ensure that any reuse plans for the runway are consistent with those requirements."

The Defense Base Closure and Realignment Commission has recommended that the 56th Tactical Training Wing be moved to Arizona, ceasing air operations at MacDill AFB.

Post-It™ brand fax transmittal form 7671 # of pages 1

To	Comm. JIM SELVEY	From	AC AUSTIN
Co.		Co.	Austin Co.
Dept.		Phone #	289-3886
Fax #	282-9167	Fax #	287-5619

TAB
C

May 27, 1993

MEMORANDUM TO ALL COMMISSIONERS

FROM: FRANK CIRILLO 
AIR FORCE TEAM LEADER

SUBJECT: MACDILL AFB STAFF VISIT REPORT

For your information, attached is a MacDill AFB staff visit report. Jennifer Atkin and Kurt Dittmer of the Air Force Team visited MacDill last month to gather information to assist in the analysis of the MacDill redirect and the Homestead DoD closure recommendation.

If you have any questions regarding this report either Jennifer, Kurt, or I would be happy to answer them.

May 7, 1993

MEMORANDUM FOR THE RECORD

FROM: JENNIFER ATKIN *JA*
KURT DITTMER *D*

SUBJECT: STAFF VISIT TO MACDILL AFB, FLORIDA

In 1991, the Commission recommended the closure of the airfield at MacDill with the aircraft realigning to Luke AFB, AZ and the Joint Communications Support Element (JCSE) moving to Charleston AFB, SC. The remainder of the base was to be retained for administrative purposes. If the 1993 Homestead AFB DoD recommendation holds, MacDill AFB would be the receiver site for the 482nd Fighter Wing (AFRES), which will convert to KC-135s. Also, the 1993 DoD recommendation for MacDill states that the JCSE will not be transferred to Charleston AFB, but will remain at MacDill instead. As a result, we visited MacDill to gather information on the reuse plan and the JCSE and AFRES wing requirements at MacDill.

First we were shown the proposed cantonment area that resulted from the 1991 recommendation. The hangers and ops buildings that would be used to house the 482nd appeared adequate as well as the runways and ramps. At one time, MacDill was a SAC base. We also received a brief on JCSE and their requirements for deployment. In Desert Storm they required 11 C-141s and 3 1/2 C-5s to support command communications requirements. Additionally, wherever they are located they will require a runway. The JCSE personnel stated that the costs of the move to Charleston AFB (\$25.6M) that was reported in the recommendation did not include PCS costs and is currently the subject of an IG audit.

The main thrust of the base's presentation was the necessity of a runway to support the SOCOM and CENTCOM missions. Please note that SOCOM and CENTCOM are prevented by law from operating a runway. During our visit we were briefed by SOCOM (attachment 1). They stated that: (1) SOCOM needs a readily accessible and secure staging area for deployments out of MacDill and (2) the cost implication of either using the runway at Tampa International Airport (TIA) or moving the SOCOM and CENTCOM headquarters to enable them to have access to a runway were too great to warrant consideration. As a note, the 1991 DBCRC Report stated that "arguments that the missions DoD plans to retain (both unclassified and classified) at MacDill require a military airfield were found wanting." Also attached is a fact sheet outlining MacDill runway utilization and a cost analysis that was provided by SOCOM (attachment 2). Representatives from JCSE at MacDill also stressed that having to use TIA for air operations would be operationally

difficult. Additionally, deployment through TIA would require convoy through residential and metropolitan areas.

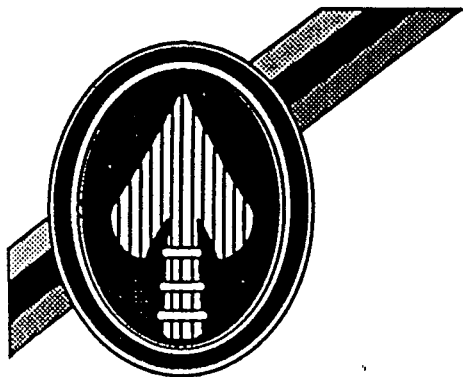
To date we have found no official correspondence from the Secretary of Defense or the Joint Chiefs of Staff stating that SOCOM and/or CENTCOM require a runway for their operations out of MacDill. Both the CINCSOCOM and CINCCENTCOM have testified before the House Appropriations Committee that the aviation activities at MacDill are critical to their operations. This language is included in the House Committee on Appropriations Report on the DoD Appropriations Bill for FY93. Similar language is located in the Senate Armed Services Committee Report on the DoD Authorization Bill for FY 92-93 (attachment 3). In both cases the language was not expressly repudiated in the corresponding Conference Report.

Another option for keeping the MacDill airfield open was also presented to us. The National Oceanic and Atmospheric Administration (NOAA) aircraft center has been relocated to MacDill from Miami International Airport (where their headquarters is located). NOAA is not a large operation with only 5 aircraft based at MacDill and only 15 aircraft total. Since they deploy and operate off-station, their requirement at MacDill is for maintenance hangar space. In April 1993, the Secretary of Commerce wrote to Secretary Aspin (attachment 4) proposing a no-cost transfer of the runway to Department of Commerce. This would, in effect, keep the runway at MacDill open with NOAA assuming operation of the airfield and charging tenants, such as SOCOM and CENTCOM, for use. To date, Aspin has not responded to that proposal. We did receive a letter from Secretary Donley stating his support for the request (attachment 5). If Aspin were to agree with the Commerce proposal, the Commission would have the option of returning the 482nd Fighter Wing to Homestead AFB, while accepting the DoD recommendation to keep the JCSE at MacDill. Reactivation of the airfield at MacDill would obviate construction of the cantonment fence (\$7.5M).

The 482nd (AFRES) is currently scheduled to convert to KC-135s in Fall 1993. The basing at MacDill would require \$8.5M in MILCON to include a new fuel cell, washrack, and headquarters building. PCS costs are undetermined at this point because personnel losses due to the move to MacDill and the conversion to KC-135s are unknown. Tampa has a recruiting base of 3.5M and Miami 2.3M. Prior to Hurricane Andrew the 482nd was 106% manned and they are currently 94% manned with a high level of fighter experience.



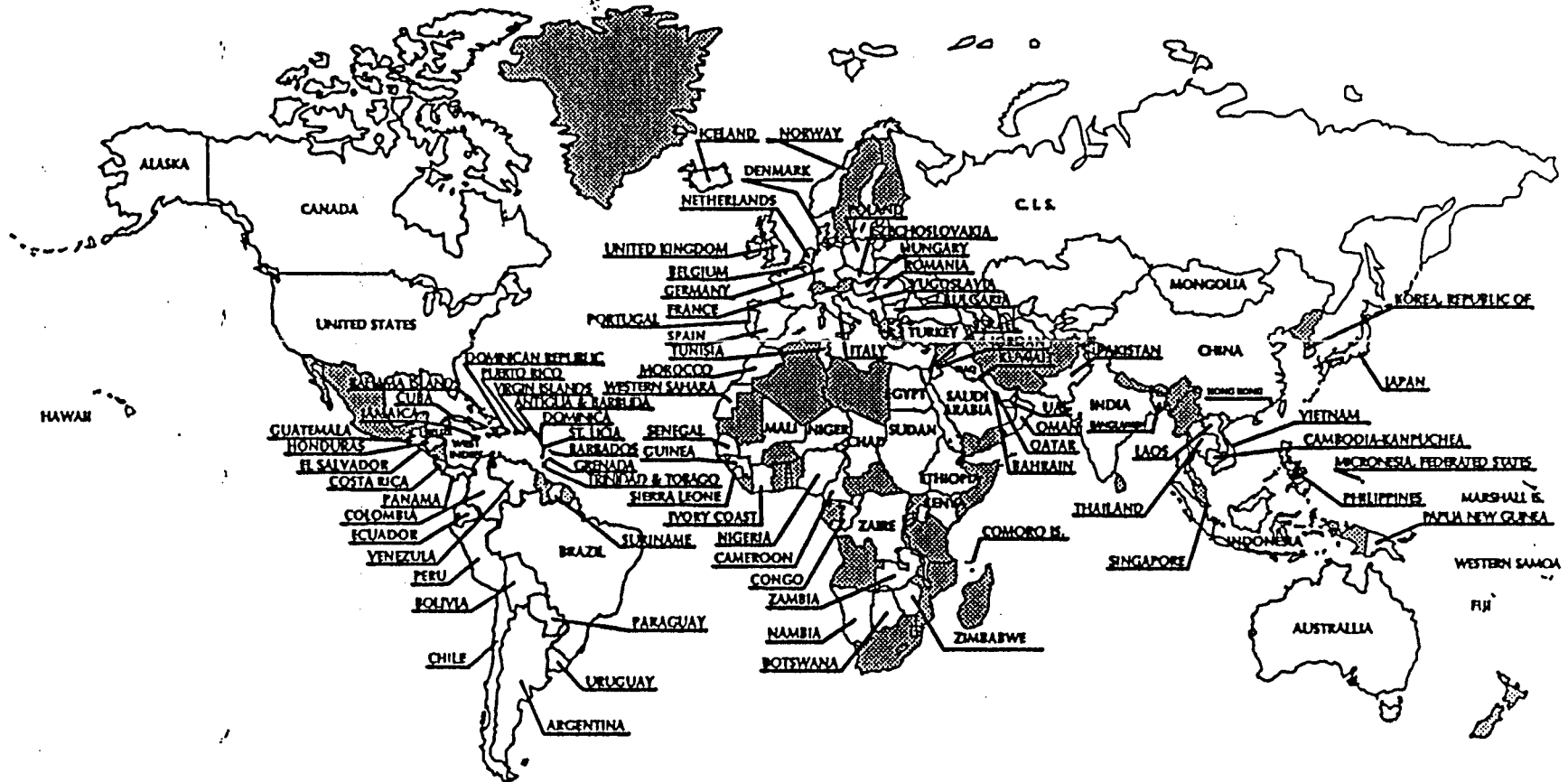
MACDILL AFB RUNWAY

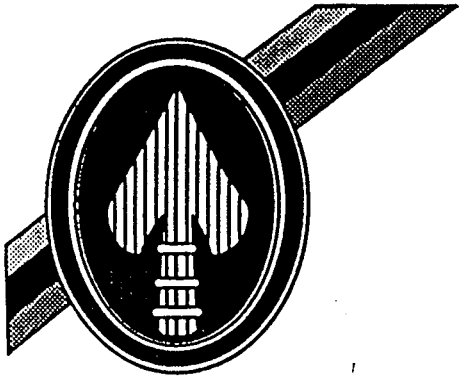


PURPOSE

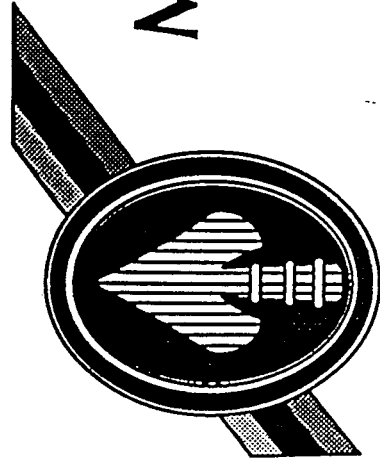
**TO FURTHER AMPLIFY AND BRING
FORTH NEW DATA TO CLARIFY THE
OPERATIONAL AND COST IMPACT OF
CLOSING THE MACDILL AFB RUNWAY**

SOF EMPLOYMENT - FY92 (102 COUNTRIES)





READILY ACCESSIBLE AND SECURE STAGING

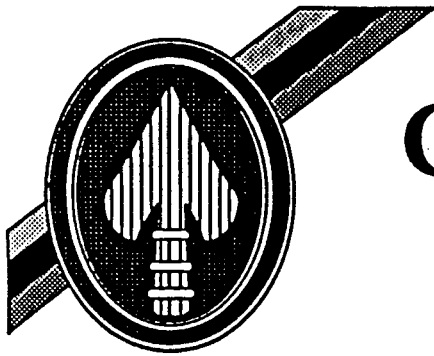


MACDILL AIRFIELD VOLUME YEARLY AVERAGE FY89 - 91

USCINCCENT	183 MISSIONS
USCINCSOC	850 MISSIONS
JCSE	198 MISSIONS *
290TH ANG	22 MISSIONS
US CUSTOMS	400 - 600

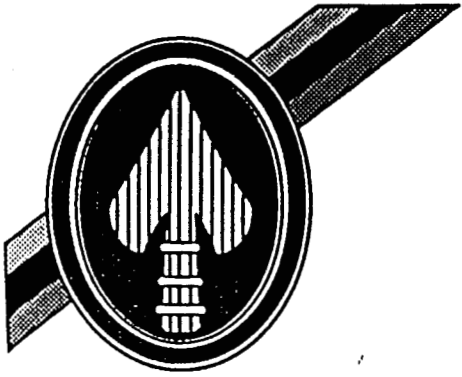
*106AA 200 missions
Duty Post also*

* INCLUDES 143 MISSIONS IN SUPPORT OF DESERT SHIELD/DESERT STORM

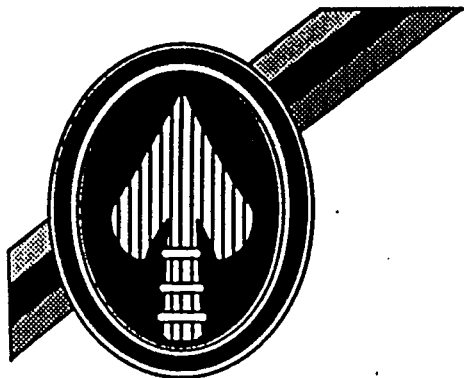


CURRENT AND POTENTIAL AIRFIELD USERS

- JCSE
- NOAA - *can move*
- 482nd FW - *can move*
- 290TH JCSS *Joint Com SUP Sq (AOC) - will stay regard list.*
- 37TH AEG *any at*
- DEA - *Tampa*
- U.S. CUSTOMS
- NASA
- JIC
- THIRD UNIFIED COMMAND



CURRENT OPERATIONAL PLANS



175 M
to move
CEPTCOM

275 M
to move
JOCOM

CC90JC36 11/15/91:EBC

CURRENT FORCE

USSOCOM

47,000
total

JSOC

USASOC

NAVSPECWARCOM

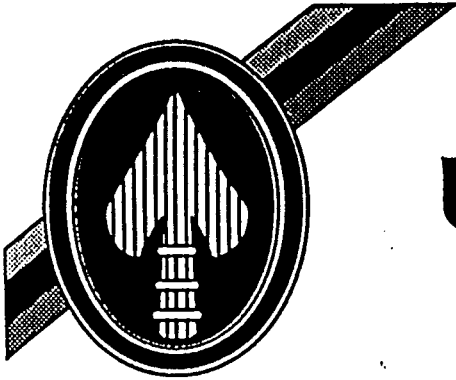
AFSOC

SPECIAL FORCES
(5 GP/4 GP)
RANGERS
(1 RGT/0)
AVIATION
(1 RGT/1 BN)
PSYOP
(1 GP/3 GP)
CA
(1 BN/3 CMDS)

SEALS
(6 TM/5 PLT)
SPECIAL BOAT UNITS
(3/4-EQUIV)
SEAL DELIVERY TEAMS
(2/0-EQUIV)

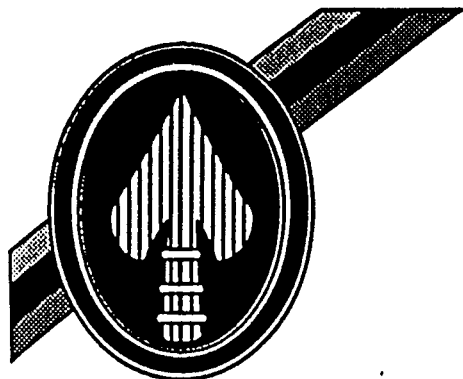
AVIATION
(11 SOS/3 SOS)
SPECIAL TACTICS GP
(1/0)

* (ACTIVE/RESERVE)



USSOCOM PRIORITIES

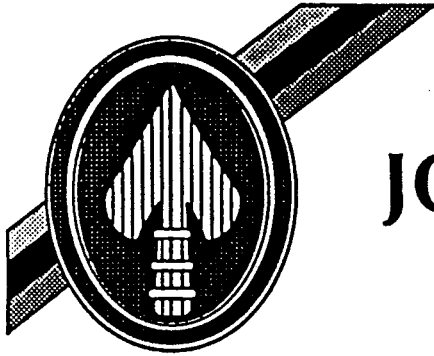
- **MAXIMIZE READINESS OF ALL SPECIAL OPERATIONS, PSYOPS AND CIVIL AFFAIRS FORCES**
- **IN SUPPORT OF THEATER CINCS, EMPLOY FORCES TO MEET U.S. OBJECTIVES**
 - **STRUCTURE FOREIGN INTERNAL DEFENSE (FID) PROGRAMS TOGETHER WITH APPROPRIATE FORCES**
 - **ESTABLISH OPERATIONAL SUPPORT INFRASTRUCTURES**
 - **SUPPORT CONVENTIONAL FORCES IN CONTINGENCY OPERATIONS**



CONTINGENCY OPERATIONS OF THE UNITED STATES SINCE VIETNAM

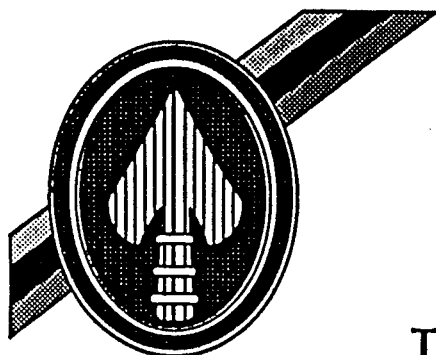


- * S.S. MAYAGUEZ 1975
 - * EVACUATION OF SAIGON 1975
 - * LEBANON 1976
 - * ZAIRE AIRLIFT 1978
 - * EL SALVADOR 1979-PRESENT
 - * HOSTAGE RESCUE (DESERT I) 1980
 - * DOZIER KIDNAPPING 1981
 - * SIDRA (LIBYA) 1981
 - * GRENADA (URGENT FURY) 1983
 - * HONDURAS (BIG PINE) 1983
 - * EL SALVADOR (DUARTE DAUGHTER KIDNAPPING) 1984
 - * TWA FLIGHT 847 1985
 - * ACHILLE LAURO 1985
 - * LIBYA (EL DORADO CANYON) 1986
 - * PAN AM FLIGHT 73 1986
 - * PERSIAN GULF (EARNEST WILL, PRIME CHANCE I) 1987-1988
 - * HONDURAS (GOLDEN PHEASANT) 1988
 - * AFGHANISTAN (SAFE PASSAGE) 1989
 - * EL SALVADOR (POPLAR TREE) 1989
 - * PHILIPPINES COUP ATTEMPT 1989
 - * PANAMA (JUST CAUSE) 1989
 - * LIBERIA EVACUATION 1990
 - * SOMALIA EVACUATION 1991
 - * SAUDI ARABIA/KUWAIT/IRAQ (DESERT SHIELD/STORM) 1990-91
 - * IRAQ (PROVIDE COMFORT) 1991
- *INDICATES SOF INVOLVEMENT



JOINT INTELLIGENCE CENTER (JIC)

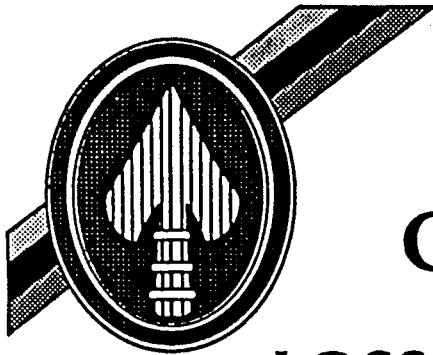
- SUPPORT FOR USCENTCOM
USSOUTHCOM
USSOCOM
- DEPLOYMENT REQUIREMENT IN SUPPORT OF
CONTINGENCIES - *only deployable intel center.
can deploy in the theater.*
- 720 PERSONNEL
- FACILITIES 200,000 SQ FT.



COST IMPACT

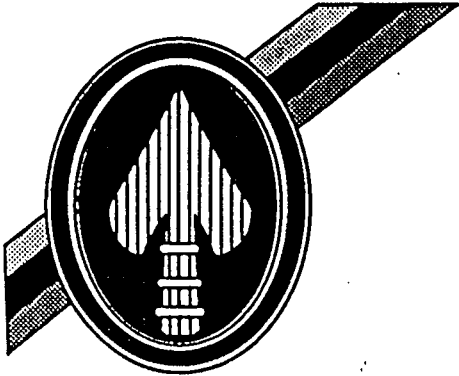
TIA		MACDILL
\$21M/ONE TIME *	CAPITAL IMPROVEMENTS	MINOR
24 MO LEAD TIME		
\$10M/YR *	OPERATION COST	\$3.6M/YR
\$2.01/GAL (\$7.3M-\$12M)	FUEL COST	70/GAL
\$40M RELOCATE	JCSE	0.000
IMMEDIATE	ENVIRONMENTAL COST	DEFERRED
RELOCATION COSTS	OTHER USERS	NO CHANGE
	- DEA	
	- U.S. CUSTOMS	
	- NASA	
	- 290TH JCSS	
	- 37TH AEROMED EVAC GROUP	
	- 482nd FW	
	- NOAA	

★ THESE COSTS REFLECT USSOCOM ONLY



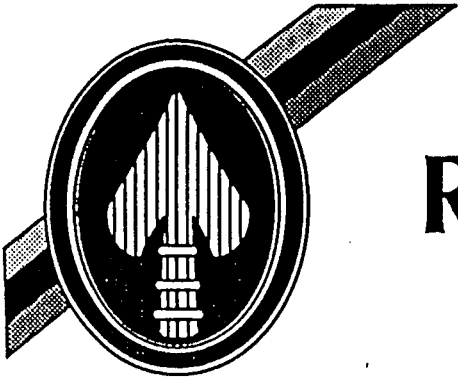
IMPACT OF AIRFIELD CLOSURE ON USSOCOM

- **LOSS OF A SECURE MILITARY AIRFIELD**
- **INCREASE IN RESPONSE TIME**
- **INCREASE COSTS**
 - **\$10M PER YEAR OPERATING COSTS AT TIA**
 - **\$21M ONE TIME CAPITAL IMPROVEMENTS AT TIA**
 - **INCREASE IN FUEL COSTS**
- **MANPOWER INCREASE**
- **OPSEC CONCERNS**
- **TRAFFIC CONCERNS**
- **24 MONTH LEAD TIME TO CONSTRUCT
SUPPORT FACILITIES**



MILITARY VALUE

- CURRENT AND FUTURE MISSION REQUIREMENTS
- IMPACT ON OPERATIONAL READINESS
- AVAILABILITY OF LAND, FACILITIES AND AIRSPACE
- ABILITY TO ACCOMMODATE CONTINGENCY OPS
- COST AND MANPOWER IMPLICATIONS



RECOMMENDATION

**THAT THE CHAIRMAN, BASED ON MILITARY
VALUE, RECOMMEND TO THE SECDEF, THAT
THE MACDILL AFB RUNWAY BE KEPT OPEN.**

FACT SHEET

SUBJECT: MacDill Runway Utilization

FACTS:

1. MacDill AFB is host to several Tenant commands which require use of an existing military airfield. The following is a breakdown of sorties per command per year.

a. Joint Communication Support Element (JCSE).

C-5 7
C-141 22
C-130 26
DESERT STORM/DESERT SHIELD/PROVIDE COMFORT
C-5 20
C-141 96
C-130 27

b. 290th Joint Communication Support Squadron.

C-141 22

c. Special Operations Command (CENT)

C-141 22

d. US Customs.

400-600 sorties per year

e. United States Special Operations Command.

850 sorties a year consisting of C-5, C-141, EC-137,
C-130, C-20/21/22, C-12 aircraft.
227 sorties flown in support of Desert Shield/Desert
Storm.

f. United States Central Command.

EC-135 16

G. Drug Enforcement Agency.

H. NOAA

260 sorties, various aircraft.

2. Total sorties 2295.

*71P Network
Flight #
300/yr.*

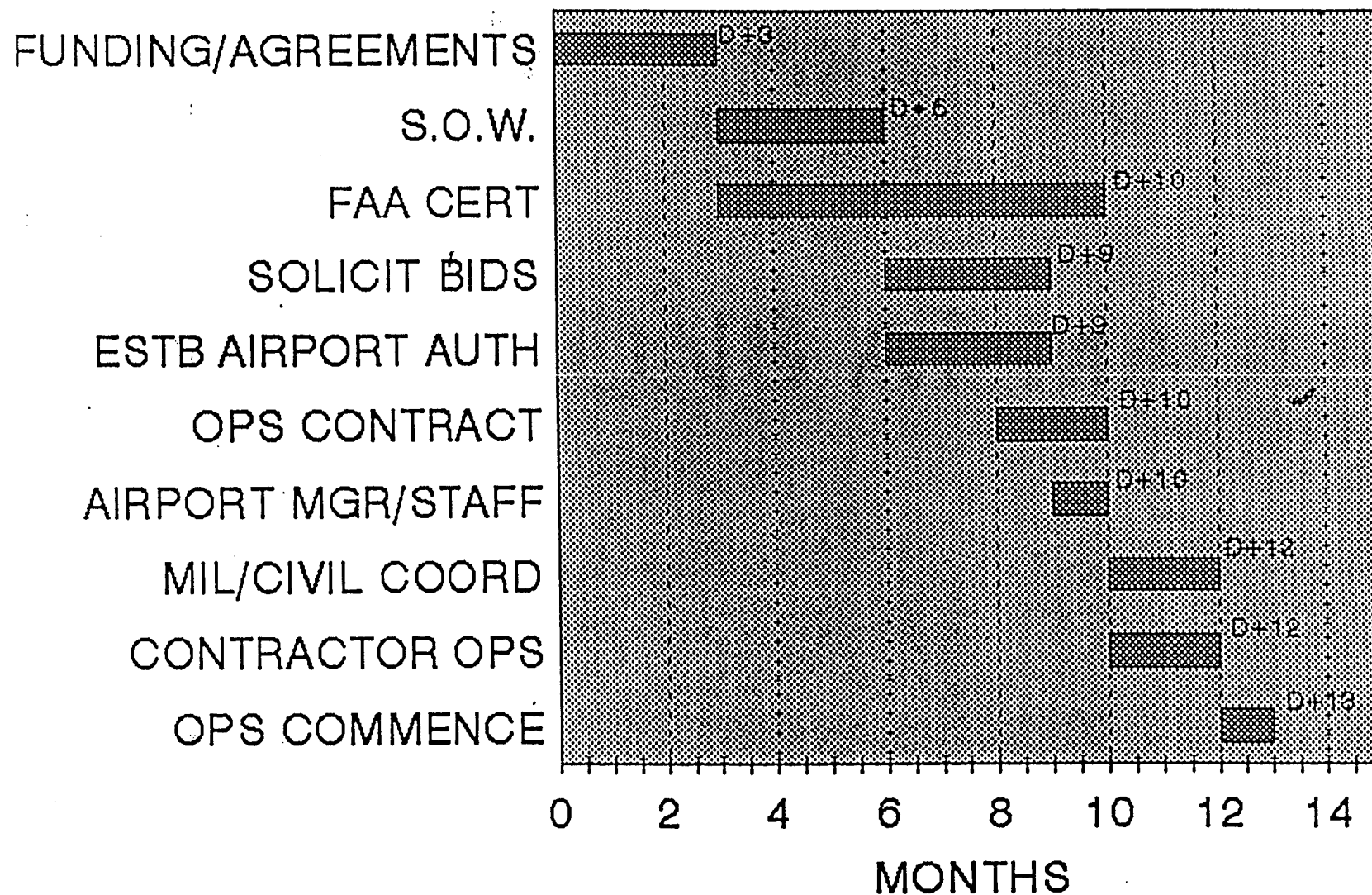
USSOCOM COST ANALYSIS

LOW ACTIVITY LEVEL	MACDILL	TIA
GOVERNMENT EMPLOYEES:		
AIRFIELD MANAGER	98,158	98,158
ASSISTANT AIRFIELD MANAGER	82,898	82,898
FIRE AND CRASH RESCUE	926,772	926,772
SECRETARY	36,190	36,190
QUALITY ASSURANCE	113,953	113,953
SECURITY		849,451
ADMINISTRATIVE CLERK	<u>28,262</u>	<u>28,262</u>
TOTAL GOVERNMENT	1,286,233	2,135,684
CONTRACT COSTS:		
PROGRAM MANAGER		55,620
TRANSIENT ALERT		318,397
ADMIN SUPPORT		26,336
LIABILITY INSURANCE		1,091
VEHICLE & EQUIPMENT MAINT		60,935
PROFIT, FRINGE BENEFITS, G&A, OVERHEAD		<u>157,539</u>
TOTAL CONTRACTOR	1,125,000	619,918
OTHER GOVERNMENT COSTS:		
PIPELINE	8,728	
RUNWAY AND GROUNDS MAINT	218,200	
AIRFIELD LIGHTING, UTILITIES	168,750	
FACILITIES O&M COSTS	281,250	78,750
PAVEMENT MAINT		109,100
PROPERTY FEES		486,000
LANDING FEES		155,436
TRANSPORTATION		200,744
AMORTIZATION OF NON-RECURRING COSTS	540,000	2,535,000
FUEL DELTA		<u>3,607,250</u>
TOTAL OGC	<u>1,216,928</u>	7,172,280
TOTAL ANNUAL OPERATING COSTS	3,628,161	9,927,882
ONE TIME CAPITAL EXPENDITURES:		
MILCON	1,464,000	18,425,700
MILCON DESIGN	131,760	1,650,000
SUPPORT EQUIPMENT	1,758,280	1,566,800
TOTAL CAPITAL EXPENDITURES	3,354,040	21,642,500

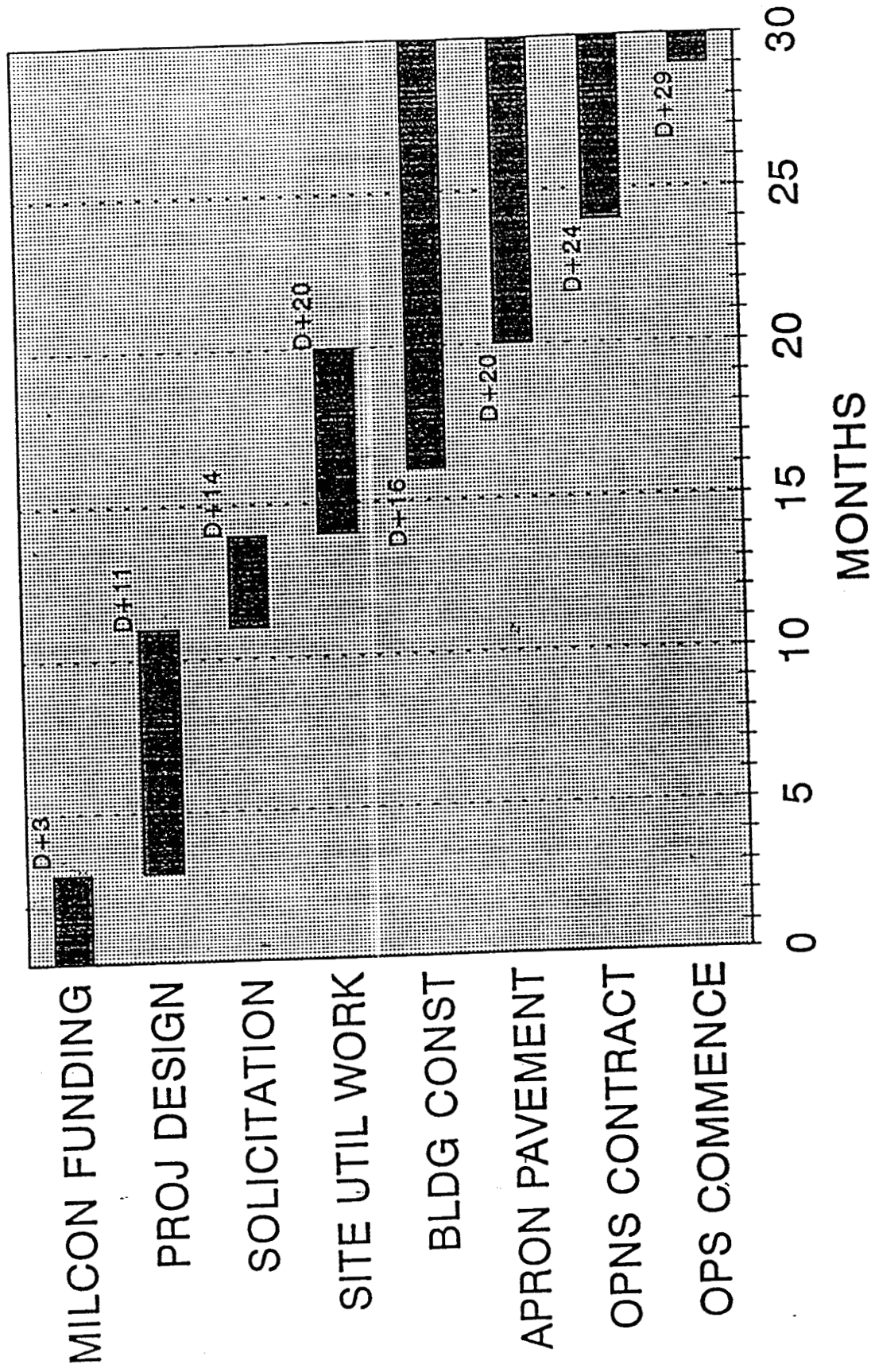
*Asst
JG*

*4.0 M
to keep
Accounting
Airfield only*

AIR OPERATIONS AT MACDILL



AIR OPERATIONS AT TIA



DeFense

102d CONGRESS
2d Session

HOUSE OF REPRESENTATIVES

Report
102-627

DEPARTMENT OF DEFENSE
APPROPRIATIONS BILL, 1993

REPORT

OF THE

COMMITTEE ON APPROPRIATIONS

[To accompany H.R. 6504]



JUNE 29, 1992.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON, 1992

50-108

12 JUN 29 05:57 PM *SENATOR MACK TAMPA
FORM *SENATOR MACK TAMPA

PO2

PO2

strengthened. The Office of the Secretary of Defense has provided the Committee with new calculations that reflect significant savings. Therefore, the Committee reduced the appropriate operation and maintenance accounts to reflect these savings.

INTERIM CONTRACTOR SUPPORT

The Committee disagrees with the budget request to fund interim contractor support in the procurement appropriation. The funds for interim contractor support are now included in the operation and maintenance accounts.

MACDILL AIR FORCE BASE AIRFIELD OPERATIONS

MacDill Air Force Base is the home of the Central Command, the Special Operations Command, the Joint Communications Support Element and the Air Force's 56th Tactical Fighter Training wing. The 1991 Base Closure Commission initially recommended the realignment of the fighter training wing and Joint Communications Support Element to other locations and the closure of the airfield, but decided to keep the Base open after becoming convinced it would be far too expensive to relocate Central Command and/or the Special Operations Command. Both the Commander in Chiefs (CINCs) of the Central Command and Special Operations Command have testified before the Committee that the aviation activities at MacDill are critical to their mission and that they have recommended to the Chairman of the Joint Chiefs that the decision to close the airfield be reconsidered.

The Committee has also determined that it would be far too expensive to relocate these two joint commands. In light of the strong testimony from the CINCs that the airfield is essential to their operations the Committee strongly suggests that the Secretary seriously consider options to continue airfield operations to support the missions of CENTCOM and SOCOM, and any other commands or Federal agencies that could be transferred to MacDill AFB area in the future. One such option would be to contract out the airfield operations as a cost effective way to meet CENTCOM and SOCOM requirements. Furthermore, because of the nature of CENTCOM and SOCOM missions, the Department should certainly consider the security risks of deploying CENTCOM and SOCOM units from other than a secure aviation facility. If such an option is feasible, the Committee recommends that funding for the airfield operations and other related costs be included in the budget of the U.S. Special Operations Command.

In view of the testimony before the Committee and the possible unnecessary costs associated with moving ahead with the current plans, the Committee strongly suggests that the Secretary delay all activity associated with closing the airfield and moving the Joint Communications Support Element until after the next Base Closure and Realignment Commission process commences.

While the Committee still questions the advisability of consolidating the F-16 training mission at Luke Air Force Base because of ground encroachment problems which have developed there since the 1991 Base Closure proceedings, nothing in this report should be interpreted as interfering with those plans.

Last year the Department id per' items that remaining in th
The Congress include what th be available wh but has still ex submit that rep to why that repc mitted requests vided separately report (1) the nu number of empic each manufactur taining level for data to reflect the meeting the need fiscal year with used to develop t should be provide 1992.

RECRUIT

The Committee Committee recom budgets of the m Committee believe serve recruiting b active Service recr lesser extent. The advertising should cal or minority rec mitted has recomm

- Army
- Navy
- Marine Corps
- Air Force

Total Reduction ..

BIO I

The Committee i ment to work with BSA) organization of military personne. The Committe imburse BB/BSA fo to establish local or local military bases agencies

Calendar No. 169

102nd CONGRESS
1st Session

SENATE

REPORT
102-113

NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEARS 1992 AND 1993

REPORT

[TO ACCOMPANY S. 1507]

ON

AUTHORIZING APPROPRIATIONS FOR FISCAL YEARS 1992 AND 1993
FOR MILITARY ACTIVITIES OF THE DEPARTMENT OF DEFENSE,
FOR MILITARY CONSTRUCTION, AND FOR DEFENSE ACTIVITIES
OF THE DEPARTMENT OF ENERGY, TO PRESCRIBE PERSONNEL
STRENGTHS FOR SUCH FISCAL YEAR FOR THE ARMED FORCES,
AND FOR OTHER PURPOSES

TOGETHER WITH

ADDITIONAL VIEWS

COMMITTEE ON ARMED SERVICES
UNITED STATES SENATE



JULY 13 (legislative day, July 8), 1991—ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON 1991

44-927

for the acquisition of these interests in fiscal year 1992 is premature.

MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

The Defense Base Closure and Realignment Commission and the President recommended that MacDill Air Force Base, Florida, be realigned. The commission's report to the President noted that the Department of Defense did not recommend total closure of the installation because of the high costs associated with relocating headquarters facilities for two unified commands, the U.S. Central Command and the U.S. Special Operations Command.

The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon force structure changes and, with regard to the base itself, airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of the two remaining unified commands may not be met through total reliance on currently available commercial airfields in the area.

Therefore, the committee directs the Secretary of Defense to take such steps as necessary to meet the timely deployment requirements of the unified commands located at MacDill AFB and to ensure that any reuse plans for the base's runway complex are consistent with meeting these requirements. However, the committee underscores that no action by the Department should be taken in conflict with the recommendations of the Defense Base Closure and Realignment Commission or the decisions of the President regarding the realignment of MacDill AFB.

TITLE XXIV—DEFENSE AGENCIES

AUTHORIZATION FOR UNAUTHORIZED FISCAL YEAR 1991 APPROPRIATIONS FOR SPECIAL OPERATIONS COMMAND PROJECTS

The committee recommends a provision (sec. 2406) that would authorize the construction of two projects for the U.S. Special Operations Command which were appropriated in the Military Construction Appropriations Act for Fiscal Year 1991, but which have not as yet been authorized. One project is an operations complex at Fort Bragg, North Carolina, authorized for \$8.1 million. The other project is a land acquisition authorized for \$20 million at a closed location within the United States.

SPECIAL OPERATIONS BATTALION HEADQUARTERS, FORT BRAGG, NORTH CAROLINA

The committee recommends a provision (sec. 2407) that would restrict the use of a new battalion headquarters complex at Fort Bragg, North Carolina, which is authorized in this bill to be used exclusively for that purpose. Should the Department of the Army or the U.S. Special Operations Command wish to alter the use of this facility, the committee would consider a request, along with appropriate justification, to amend this legislation.

FORT BENJAMIN HARRISON

The Department of the Army requested \$125.0 million for a six-year renovation of Fort Benjamin Harrison, Indiana. The project will remove hazardous asbestos, erect modern administrative space and provide modern administrative space for the first phase of this project in fiscal year 1992. No funds are available for this purpose.

The principal purpose of renovation is to provide modern facilities for the Defense Finance and Accounting Service (DFAS), Indianapolis Center. Approximately 60 percent of the building was retained by the Secretary of Defense on April 1, 1991. The Department of the Army retained by the Department of the Army on April 1, 1991. Benjamin Harrison, was recommended for closure.

On July 1, the Defense Base Closure and Realignment Commission recommended to the President that Building 1 be retained and Accounting Service, the Center for the Department of the Army also be closed. However, the Commission recommended that the Defense Finance and Accounting Center be retained.

Inasmuch as the base closure plan, the committee defers the Department of the Army's decision on Building 1.

Notwithstanding the ongoing base closure plan, the committee believes that DFAS should complete its consolidation within the accounting plan which is functionally suitable for examining basing alternatives. The committee also takes into account the recommendation of the Commission to retain DFAS, Indianapolis Center and centralized administrative space at Fort Benjamin Harrison. The committee looks forward to the report of the Commission and direct that it be provided to the President of the Senate and the House of Representatives on February 15, 1992.

The committee directs the Secretary of Defense to begin the planning and design of an DFAS long-term plan using planning information for appropriation for fiscal year 1992.

WOMACK ARMY COMMUNITY HOSPITAL

The administration requested an appropriation to replace Womack Army Community Hospital, North Carolina. This project was authorized in fiscal year 1992. The Department of the Army is requesting that the Base Realignment and Closure Commission recommend that the Department of the Army standing Congressional policy that the Department of the Army in a budget request be at least \$5



NOAA
THE SECRETARY OF COMMERCE
Washington, D.C. 20230

April 6, 1993

The Honorable Les Aspin
Secretary of Defense
Washington, D.C. 20301

Dear Secretary Aspin: *Joe*

It is my pleasure to convey our appreciation for the outstanding support provided by the Department of Defense (DOD) during the relocation of our aircraft center to MacDill Air Force Base (AFB) in Tampa, Florida. The National Oceanic and Atmospheric Administration (NOAA), Aircraft Operations Center (AOC) became operational at MacDill AFB on January 4, 1993.

The 1991 Base Closure and Realignment Commission (BRAC) recommended that MacDill AFB airfield operations be closed in March 1994 under the Defense Base Closure and Realignment Act. The Mayor of Tampa declined the opportunity to own and operate the airfield and instead requested that DOD transfer it to the Department of Commerce (DOC).

On March 12, 1993, you announced the recommendation to the 1993 BRAC that the airfield be operated on an interim basis by the 482nd Fighter Wing of the Air Force Reserves. It is our understanding that until the President and the Congress approve the 1993 BRAC proposal, the 1991 BRAC recommendation to cease the Air Force's operation of MacDill in March 1994 remains effective.

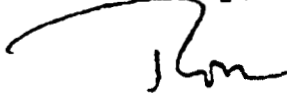
Therefore, in accordance with the Federal Property Management Regulations, Subpart 101-47.2, Public Law 101-510, and regulatory provisions regarding the transfer of real property between Federal agencies, we hereby request a no-cost transfer of this property to DOC. We make this request to be in a position to operate the field should DOD cease operations at the end of the interim period or should the 1993 BRAC recommendation not be approved and the 1991 BRAC recommendation remain effective. We also request that DOD continue to consider this proposal in the future if the fighter wing remains at the base for an indefinite period. We will need to obtain approval from the Office of Management and Budget for a no-cost transfer, but it is my understanding that a precedent exists regarding an inter-governmental transfer of Federal property at Moffet Field in California, which is being transferred from Navy control to the National Aeronautics and Space Administration.

2

We are pleased that a number of DOD tenants, including the U.S. Central Command, the U.S. Special Operations Command, and by your recent announcement the Joint Communications Command, will remain at MacDill. With their continued presence, we would propose to contract for the operation and maintenance of the airfield, runway, and other facilities on a reimbursable basis, should we eventually assume operation of the airfield from the fighter wing.

NOAA's point of contact for the transfer of property is Robert F. Fagin, Director, Office of Administration. He may be reached on (202) 482-2300. I would appreciate your favorable consideration of this request, as circumstances dictate, so that together we can make all the necessary arrangements for a smooth transition to a Commerce facility should that be the eventual outcome. I am convinced that this arrangement is in the best interest of the Government.

Sincerely,



Ronald H. Brown



SECRETARY OF THE AIR FORCE
WASHINGTON

MAY 25 1993

Honorable Ronald H. Brown
Secretary of Commerce
Washington, DC 20280


Dear Mr. Secretary:

This is in reply to your letters of April 6 and April 30, 1993, to the Secretary of Defense and this office expressing an interest in the Department of Commerce (DoC) acquiring and operating the airfield at MacDill Air Force Base (AFB), Florida.

I fully endorse your proposal to be ready to assume responsibility of the MacDill AFB airfield pending the outcome of the 1993 Base Realignment and Closure recommendations. A DoC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the Government. Additionally, it would give you a permanent beddown location for NOAA. Since there is no local interest in converting this airfield to a civil airport at this time, your proposal would provide a timely win-win solution. Furthermore, as requested in your April 30, 1993 letter, the Air Force would support a waiver to the requirement for payment of fair market value for land at MacDill AFB.

Your proposal would meet the intent of the approved 1991 Base Closure Commission action, plus the intent of the DoD's 1993 recommendation. I will notify Jim Courter, Chairman of the Defense Base Closure and Realignment Commission, of your interest and intentions. You might also want to drop him a short note to help solidify your proposal.

Sincerely,


Michael B. Donley
Acting Secretary of the Air Force



SECRETARY OF THE AIR FORCE
WASHINGTON

MAY 25 1993

Honorable Jim Courter
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Please refer to this number
when responding 930526-39

Dear Mr. Chairman:

The Secretary of Defense received the enclosed, April 6, 1993, letter from the Secretary of Commerce requesting a no-cost transfer of the airfield portion of MacDill Air Force Base to the Department of Commerce. The Air Force fully supports this request since it meets the intent of the 1991 Base Closure Commission recommendation and the objectives of the DoD's recommendations to the 1993 Commission.

Secretary Brown's proposal presents a cost effective approach for the reuse of the MacDill AFB airfield and I endorse the transfer of this property to the Department of Commerce.

Sincerely,

Michael B. Donley
Acting Secretary of the Air Force

Enclosures
Secretary of Commerce Ltr,
April 6, 1993, and copy of my reply

=====
FACSIMILE COVER SHEET
=====

HQ USAF/XOOR
1480 AIR FORCE PENTAGON
WASHINGTON DC 20330-1480
DSN 225-6766/67 or Commercial (703) 695-6766/67
Fax# DSN 223-9707 or Commercial (703) 693-9707

DATE: 12 APR 94

FROM: LTCOC Tim Bennett

TO: # DBCRC

ATTN: FRANK CIRILLO

Fax #: 696-0550

NO. OF PAGES: 4 + 1 Cover Sheet

REMARKS:
Letter TO MR CARTER
From SAF/MTI ON letter from
NOAA.
TIM



copy for X00R
 DEPARTMENT OF THE AIR FORCE
 WASHINGTON DC



... OF THE ASSOCIATED SECRETARIAT

SAF/MII
 1660 Air Force Pentagon
 Washington, D.C. 20330-1660

APR 08 1994

Mr. James Courter
 Chairman, Defense Base Closure
 and Realignment Commission
 1700 N. Moore, Suite 1425
 Arlington, Virginia 22209

Dear Mr. Courter,

I have received a copy of a March 31, 1994, letter to you from Admiral Moran of the National Oceanic and Atmospheric Administration (NOAA) concerning the Air Force's operation of the airfield at MacDill from April 1 to October 1, 1994. I wanted to convey to you the Air Force's perspective on this matter.

Let me first describe our understanding of what the 1993 Commission's findings include and what the recommendations require. Admiral Moran's letter correctly states that the Commission found that JCSE, SOCOM, CENTCOM, and NOAA require the use of an operational airfield. The Commission did not, however, require the Air Force to retain or operate an airfield. The 1991 Commission had recommended the partial closure of MacDill AFB. This recommendation was left unchanged by the 1993 Commission, and the Air Force is proceeding to implement it. What the 1993 Commission did was consider the Department of Commerce's approved request for a no-cost transfer of the MacDill airfield, conclude that the Commission's 1991 recommendation to realign JCSE to Charleston AFB should be modified, and recommend that JCSE be retained at MacDill AFB as long as the airfield is non-DOD operated. The Air Force is implementing this recommendation, too: JCSE is being retained at MacDill in anticipation that the airfield will soon be operated by NOAA.

Thus, the Air Force is in full compliance with the Commission's recommendations. While there are military uses for the airfield, these uses were not judged in 1991 or 1993 by either DOD or the Commission to have merited continued DOD operation of the airfield. Indeed, should NOAA or another federal agency decline to take over operation of the airfield, JCSE would have to move and the airfield would close completely. The March 31, 1994, letter from Admiral Moran states that the 1993 Commission "directed a transfer" of the airfield to the Department of Commerce and that this was "a redirect of the 1991 DBCRC recommendation to close the airfield." These statements are not an accurate reading of what the Commission did or of the broader range of possibilities of which the Commission took account.

Perhaps some of the misunderstandings in this matter have been caused by the word "requirement" being used in different contexts. The Air Force is required by DOD regulation to provide administrative and logistics support for validated CENTCOM and SOCOM requirements

The Air Force is doing so in the context of MacDill having changed from a base with an airfield to an administrative base without an airfield. Should the unified commands validate requirements within DOD, the Air Force will support the DOD requirements. To date, however, alleged requirements have *not* been validated, despite several attempts by the commands to do so, and the Air Force has announced that it will not pay for the unified commands' airfield use after September 30, 1994.

The Commission's findings that tenant units at MacDill "require" the use of an operational airfield do not warrant a different result. Those findings were made in support of the Commission's closure and realignment recommendations, which the Air Force is fully implementing as explained above. However, whether DOD will validate and fund specific military operations, and how it allocates the funding of such operations among DOD organizations, are DOD management issues not within the scope of the Commission's responsibilities.

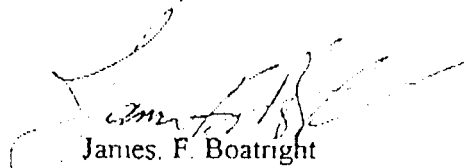
When NOAA indicated it did not have the resources to operate the airfield from April to October, 1994, the Air Force agreed to keep operating it to facilitate ultimate transfer of the facility. Our agreement, however, was limited to the minimum operations which necessitated the airfield's availability, namely, support of NOAA and JCSE. While others are able to make use of the airfield during its reduced hours of operation, the Air Force was unwilling to support airfield hours beyond the minimum needed to bridge the transfer of the airfield from Air Force to NOAA management. After consulting with NOAA and JCSE, we determined that the approved airfield hours (8 hours a day, 5 days a week) were sufficient to meet their requirements.

I do not believe that this limitation hinders NOAA's operation of the airfield after October 1, 1994, when the Department of Commerce assumes responsibility for operation of the airfield. Likewise, the policy fully supports NOAA and JCSE in their current operations. NOAA also remains free to make cost-sharing arrangements with other entities, including CENTCOM and SOCOM, for use of the airfield after October 1st. In fact, I personally have informed the Department of Commerce that we are ready whenever they are to discuss cost-sharing for JCSE after October 1st. They have not responded.

I will conclude with a final observation. Admiral Moran's letter states, as part of the historical background, that "DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation." Since 1991, however, DOD has been reaching the opposite conclusion -- that DOD operational requirements do *not* justify the costs of operation. The Air Force hopes that NOAA succeeds in its plans for operating the airfield, but NOAA should be extremely cautious about assuming that DOD use will pay for the airfield.

I hope this information will be helpful in any meeting you may have with the NOAA and City of Tampa representatives.

Sincerely,



James F. Boatright
Deputy Assistant Secretary of the Air Force
(Installations)

Mar. 31. 1994 4:06PM

FROM

TO

No. 3035 P. 2. 11



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Rockville, MD 20852-3019

OFFICE OF NOAA CORPS OPERATIONS

Memorandum for Mr. James Courter
Chairman, DBCRC
1700 N. Moore, Suite 1425
Arlington, VA 22209

31 Mar 94

Dear Mr. Courter,

In 1993 the Defense Base Closure and Realignment Commission (DBCRC) directed a transfer of the airfield at MacDill AFB to the Department of Commerce (DOC). This action was a redirect of the 1991 DBCRC recommendation to close the airfield. This redirect was necessary based on the commission findings that "MacDill AFB is host to several tenant units that require the use of an operation airfield, including the JCSE, United States Special Operations Command, United States Central Command, and the National Oceanic and Atmospheric Administration. The City of Tampa has stated it has no need for the excess property at MacDill and, therefore, has no plans to assume its operation."

The community supports the transfer because it keeps the airfield open, meeting the airfield requirements of the joint commands located at MacDill. DOC requested the airfield based on agreements with DOD that the airfield would be operated on a cost sharing basis. DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation.

On March 24, 1994, SAF/MII (Mr. Boatright) sent a message to NOAA, subject "Policy for Continued Airfield Operation at MacDill AFB after March 31, 1994." This policy message begins with a statement that the 1991 and 1993 DBCRC confirms the official DOD position that there is no continuing DOD requirement for an operating airfield at MacDill AFB. This policy statement is contrary to the commission findings in the 1993 BRAC law quoted above. Furthermore, the policy statement is in direct conflict with the May 25, 1993 letter from the Secretary of the Air Force to the Secretary of Commerce. In that letter the Air Force Secretary stated "A DOC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the government." This statement by the Air Force clearly communicated to DOC that there were several in-place tenants requiring the use of MacDill airfield on a reimbursable basis.

The SAF/MII position and policy flies in the face of the BRAC law and the original agreements between the two secretaries, thus jeopardizing the transfer of the airfield. Please assist us by communicating to the Air Force that the commission finding, now law,




Mar. 31. 1994 4:06 PM FROM

TO

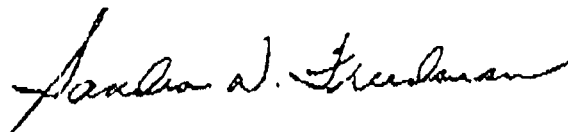
documents the DOD requirement for an operational airfield at MacDill. Furthermore, the commission's intentions to meet the DOD requirement were accomplished by transferring the airfield to DOC for joint use.

Because this issue is of extreme importance to DOC and the community we would like an opportunity to discuss the issue with you and your staff personally. If your schedule will permit, we would like to meet during the week of April 11, 1994. We look forward to hearing from you and thank you in advance for your help.

Sincerely,



F.D. Moran
Rear Admiral, NOAA
Director, Aircraft Operations Center



Sandra W. Freedman
Mayor, City of Tampa



Robert F. Buckhorn, Jr.
Chairman, MacDill Reuse
Advisory Committee

Attachments:

1. SAF/MI Msg. 24 Mar 94
2. Secretary of Commerce Ltr, 6 Apr 93
3. Secretary of Air Force to Secretary of Commerce Ltr,
25 May 93
4. Secretary of Air Force to Mr. Courter Ltr, 25 May 93

Defense

102d CONGRESS
1st Session

HOUSE OF REPRESENTATIVES

REPORT
102-627

DEPARTMENT OF DEFENSE
APPROPRIATIONS BILL, 1993

REPORT

OF THE

COMMITTEE ON APPROPRIATIONS

[To accompany H.R. 6504]



JUNE 29, 1992.—Committed to the Committee of the Whole House on the
State of the Union and ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON, 1992

102-627

12.10.92 05:57PM * SENATOR MACK TAMPA
02:50PM * SENATOR MACK TAMPA

P02

P02

strengthened. The Office of the Secretary of Defense has provided the Committee with new calculations that reflect significant savings. Therefore, the Committee reduced the appropriate operation and maintenance accounts to reflect these savings.

INTERIM CONTRACTOR SUPPORT

The Committee disagrees with the budget request to fund interim contractor support in the procurement appropriation. The funds for interim contractor support are now included in the operation and maintenance accounts.

MACDILL AIR FORCE BASE AIRFIELD OPERATIONS

MacDill Air Force Base is the home of the Central Command, the Special Operations Command, the Joint Communications Support Element and the Air Force's 58th Tactical Fighter Training wing. The 1991 Base Closure Commission initially recommended the realignment of the fighter training wing and Joint Communications Support Element to other locations and the closure of the airfield, but decided to keep the Base open after becoming convinced it would be far too expensive to relocate Central Command and/or the Special Operations Command. Both the Commander in Chiefs (CINCs) of the Central Command and Special Operations Command have testified before the Committee that the aviation activities at MacDill are critical to their mission and that they have recommended to the Chairman of the Joint Chiefs that the decision to close the airfield be reconsidered.

The Committee has also determined that it would be far too expensive to relocate these two joint commands. In light of the strong testimony from the CINCs that the airfield is essential to their operations the Committee strongly suggests that the Secretary seriously consider options to continue airfield operations to support the missions of CENTCOM and SOCOM, and any other commands or Federal agencies that could be transferred to MacDill AFB area in the future. One such option would be to contract out the airfield operations as a cost effective way to meet CENTCOM and SOCOM requirements. Furthermore, because of the nature of CENTCOM and SOCOM missions, the Department should certainly consider the security risks of deploying CENTCOM and SOCOM units from other than a secure aviation facility. If such an option is feasible, the Committee recommends that funding for the airfield operations and other related costs be included in the budget of the U.S. Special Operations Command.

In view of the testimony before the Committee and the possible unnecessary costs associated with moving ahead with the current plans, the Committee strongly suggests that the Secretary delay all activity associated with closing the airfield and moving the Joint Communications Support Element until after the next Base Closure and Realignment Commission process commences.

While the Committee still questions the advisability of consolidating the F-16 training mission at Luke Air Force Base because of ground encroachment problems which have developed there since the 1991 Base Closure proceedings, nothing in this report should be interpreted as interfering with those plans.

Last year the need for maintenance Department id per" items that remaining in th
The Congress include what th be available wh but has still re submit that rep to why that repc mitted requests : vided separately report (1) the nu number of empic each manufactur taining level for (data to reflect the meeting the need fiscal year with used to develop t should be provide 1992.

RECRUIT

The Committee Committee recom budgets of the m Committee believe serve recruiting by active Service recr lesser extent. The advertising should cal or minority rec mitted has recomm

- Army
- Navy
- Marine Corps
- Air Force

Total Reduction ..

BIO I

The Committee i ment to work with BSA) organization (of military person- ance. The Committe imbures BB/BSA fo to establish local or local military bases agencies

Calendar No. 169

102ND CONGRESS
1st Session

SENATE

REPORT
102-113**NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEARS 1992 AND 1993****REPORT**

[TO ACCOMPANY S. 1507]

ON

AUTHORIZING APPROPRIATIONS FOR FISCAL YEARS 1992 AND 1993 FOR MILITARY ACTIVITIES OF THE DEPARTMENT OF DEFENSE, FOR MILITARY CONSTRUCTION, AND FOR DEFENSE ACTIVITIES OF THE DEPARTMENT OF ENERGY, TO PRESCRIBE PERSONNEL STRENGTHS FOR SUCH FISCAL YEAR FOR THE ARMED FORCES, AND FOR OTHER PURPOSES

TOGETHER WITH

ADDITIONAL VIEWS

COMMITTEE ON ARMED SERVICES
UNITED STATES SENATE



July 19 (legislative day, July 8), 1991.—Ordered to be printed

U.S. GOVERNMENT PRINTING OFFICE

WASHINGTON : 1991

44-927

for the acquisition of these interests in fiscal year 1992 is premature.

MACDILL AIR FORCE BASE, FLORIDA REALIGNMENT

The Defense Base Closure and Realignment Commission and the President recommended that MacDill Air Force Base, Florida, be realigned. The commission's report to the President noted that the Department of Defense did not recommend total closure of the installation because of the high costs associated with relocating headquarters facilities for two unified commands, the U.S. Central Command and the U.S. Special Operations Command.

The committee notes that the rationale for removing the F-16 training wing and its associated flying mission from MacDill AFB was based upon force structure changes and, with regard to the base itself, airspace encroachment and a lack of training areas for tactical aircraft. The committee, however, is concerned that the deployment needs of the two remaining unified commands may not be met through total reliance on currently available commercial airfields in the area.

Therefore, the committee directs the Secretary of Defense to take such steps as necessary to meet the timely deployment requirements of the unified commands located at MacDill AFB and to ensure that any reuse plans for the base's runway complex are consistent with meeting these requirements. However, the committee underscores that no action by the Department should be taken to conflict with the recommendations of the Defense Base Closure and Realignment Commission or the decisions of the President regarding the realignment of MacDill AFB.

TITLE XXIV—DEFENSE AGENCIES

AUTHORIZATION FOR UNAUTHORIZED FISCAL YEAR 1991 APPROPRIATIONS FOR SPECIAL OPERATIONS COMMAND PROJECTS

The committee recommends a provision (sec. 2406) that would authorize the construction of two projects for the U.S. Special Operations Command which were appropriated in the Military Construction Appropriations Act for Fiscal Year 1991, but which have not as yet been authorized. One project is an operations complex at Fort Bragg, North Carolina, authorized for \$8.1 million. The other project is a land acquisition authorized for \$2.0 million at a classified location within the United States.

SPECIAL OPERATIONS BATTALION HEADQUARTERS, FORT BRAGG, NORTH CAROLINA

The committee recommends a provision (sec. 2407) that would restrict the use of a new battalion headquarters complex at Fort Bragg, North Carolina, which is authorized in this bill to be used exclusively for that purpose. Should the Department of the Army or the U.S. Special Operations Command wish to alter the use of this facility, the committee would consider a request, along with appropriate justification, to amend this legislation.

FORT BENJAMIN HA

The Department of the Army \$125.0 million for a six-year renovation Harrison, Indiana. The project will remove hazardous asbestos, install modern administrative space for the first phase of this project in fiscal year 1992. No funds are available for this purpose.

The principal purpose of renovating modern facilities for the Defense Finance and Accounting Service (DFAS), Indianapolis Center, is approximately 60 percent of the building. The Secretary of Defense on April 1, 1991, retained by the Department even though Benjamin Harrison, was recommended.

On July 1, the Defense Base Closure and Realignment Commission recommended to the President that Building 1 be retained and Accounting Service, the Community Center also be closed. However, the Commission recommended that the Defense Finance and Accounting Center be retained.

Inasmuch as the base closure plan, the committee defers the Department's decision on Building 1.

Notwithstanding the ongoing base closure studies, the committee believes that DFAS should complete consolidation within the accounting plan which is functionally suitable examining basing alternatives, the outcome of these studies, and into account the recommendation to retain DFAS, Indianapolis Center. The committee looks forward to the recommendation that it be provided to the President and direct that it be provided to the President and the House of Representatives on February 15, 1992.

The committee directs the Secretary of Defense to begin the planning and design of a long-term plan using planning for appropriation for fiscal year 1992.

WOMACK ARMY COMMUNITY HOSPITAL

The administration requested an appropriation to repair Womack Army Community Hospital, North Carolina. This project was included in the fiscal year 1992 budget request from the Base Realignment and Closure Commission. The Commission's standing Congressional policy that a budget request be at least 35

1993
1993
1993

**Please refer to this number
when responding 931019-4**

Recvd

Dear Sir;

During November and December of last year the Department of Commerce moved it's Office of Aircraft Operations Center (AOC) from Miami, Florida to Tampa, Florida. This was done under the guise of a cost savings. From the beginning the idea of moving AOC from Miami International Airport to MacDill AFB seemed very far fetched. Why would The Department of Commerce (DOC) move AOC, at a cost of 2.3 million, to a base that was scheduled to be closed in March of 1994? And to top it off, utilize Hurricane Andrew relief money to do it. The Base Realignment and Closure Commission (BRAC) has mandated in 1991, to close the runway at MacDill in order to save 10 Million dollars, however, the local commands embarked on a plan to keep the runway open.

First the Air Force Generals tried to get the local Tampa government to take over the base. After performing a study, the local government decided that it was not cost effective to keep the runway open. They then contacted Admiral Moran, the director of AOC, and convinced him to move the organization to Tampa. This wasn't very hard since Admiral Moran had been trying to leave South Florida since 1983, however, The Honorable Claude Pepper and the scientific community had prevented Admiral Moran from moving the organization away from it's primary users in South Florida. GAO investigated the move and although the recommended against it, the move still took place (see GAO/GGD-93-41).

Now DOC plans on going into the airport business, against the wishes of the BRAC commission and congress. The base will be kept open at a cost of 10 million dollars a year and at least twenty positions, so a couple of generals and an admiral can have their private jets at their beckon call!! This is bad enough, but also they are hurting the hurricane research effort by adding much longer response times and additional dollars to transport scientific crews and materials between Miami and Tampa. The United States has lost billions of dollars to hurricanes in the past few years and the research effort is being hindered because of the egos of a few individuals. Such emanate scientists as Dr. Robert Sheets, Director of the National Hurricane Center (305-536-5547), Dr. Bob Burpee, of the Hurricane Research Laboratory (305-361-4400) and Dr. James McFadden, of the NOAA Aircraft Operations Center (813-830-3310) have repeatedly expressed how the move of AOC to Tampa has hindered their hurricane research.

How would your constituents feel, knowing their local economies are being severely impacted, while MacDill AFB is being kept open by illegal and covert means? How can the findings of the BRAC and the wishes of Congress be so easily dismissed? Where are the cost savings if the Air Force keeps paying for the airfield past March, 1994, as now planned. How could funds allocated to rebuild South Florida be used to move AOC out of South Florida? Where is the "accountability" for the actions of Admiral Moran and the four star generals running U.S. Special Operations Command and U.S. Central Command?

I hope you see fit to investigate this wrong and illegal act and stop it now; replace the perpetrators and show there is now accountability in the Federal Government under the current Administration.

Hopefully,
Citizens For Honest Government

ability to give advance warning on tornadoes that killed four people in West Central Florida.

Likewise, forecasters took heat after the mid-March storm in which flooding and tornadoes killed 78 Floridians. That included 10 in sparsely populated Taylor County, where a tidal surge largely swept away beach communities.

The weather service will put a \$250,000 data buoy in the northeast Gulf of Mexico to warn of severe flooding.

Besides dedicating NOAA's aircraft center, Brown announced improvements for the National Weather Service — criticized for forecasting failures after two deadly storms here.

Doppler radar, capable of detecting thunderstorms and tornadoes forming, will be delivered to the Ruskin station by January, a year ahead of schedule.

That will make Florida the first state to be entirely covered by the



JAY CONNER/Tribune photo

Commerce Secretary Ron Brown, left, talks with aide Diana Josephson and Rear Adm. Bill Moran at MacDill Air Force Base.

Commerce to run MacDill field

By STEVE HUETTEL
Tribune Staff Writer

TAMPA — The federal government will keep control of the airfield at MacDill Air Force Base, a decision boosters say guarantees the future of the installation targeted in a nationwide base-closing effort.

Commerce Secretary Ron Brown announced Friday his department will take over property the Air Force is under orders to give up by next March.

The agency will run the airfield for its own aircraft and planes serving military units at MacDill, he said at a news conference in a base hangar.

A branch of Commerce — the National Oceanic and Atmospheric Administration (NOAA) — moved its 14 scientific research aircraft from Miami International Airport to MacDill in January.

Brown called the land transfer a model for converting military property for civilian uses.

"The NOAA presence will be an anchor for MacDill and can assure that the airfield stays open and other operations here can stay," he said.

The Pentagon and local leaders have clashed for months over ownership of the runways.

A base-closing commission took aim at MacDill in 1991. It ordered the Air Force to move the 56th Tactical Training Wing's 100 F-16 fighters and give the airfield, about two-thirds of the base, to a local government by March 1994.

Tampa area business and government officials worried that MacDill's two remaining headquarters — U.S. Central Command and U.S. Special Operations Command — wouldn't stay without a secure runway.

And they didn't think a civil airport could

fly financially with Tampa International at 50 percent capacity.

Their solution was NOAA owning and operating the airfield.

But before the move was announced in October, Pentagon leaders blocked the transfer fearing other communities would want federal agencies to take their closed bases.

Area congressmen and local leaders lobbied the Clinton administration. Brown wrote Defense Secretary Les Aspin in April. In late May, the Air Force did an about-face and supported the transfer.

"It gives MacDill a new lease on life," said Bob Buckhorn, an aide to Tampa Mayor Sam Friedman. "Commerce is here for the long term."

It will cost \$3 million to \$5 million a year to run the airfield, Brown said. MacDill units will

See MacDILL, Page 7

Ben, Mary, Mary Ann - Please Review
This Draft

DRAFT

April 8, 1994

[Handwritten signature]

Rear Admiral F.D. Moran
Director, Aircraft Operations Center
National Oceanic and Atmospheric Administration
United States Department of Commerce
Rockville, MD 20852-3019

Dear Admiral Moran:

Thank you for the March 31, 1994 letter forwarded by yourself, Mayor Freedman and Mr. Robert Buckhorn. The Commission is just as anxious as you and the proud city of Tampa that this apparent "win-win" recommendation from the 1993 Commission proceed in the best interest of all parties. Naturally the actual execution of that and all recommendations - now law - are out of the Commissions' hands and left up to the Department of Defense. I can pass along the Commissions' thoughts that led up to our recommendation.

We were encouraged at the prospect of N.O.A.A. taking over the airfield operations thus allowing its availability for the operational requirements of the Joint Communications Support Element while also serving the needs of the two Joint Commands located at MacDill. Just as appealing was the prospect of satisfying these needs without necessitating an expensive "reopening" of a Department of Defense operational airfield. We in fact insured this effort was at least fiscally possible in the eyes of the Office of Management and Budget as can be garnered from the attached correspondence between myself and Mr. Leon Pannetta. As you will note from the actual recommendation, we felt the redirect of J.C.S.E. was contingent on such an operation. I can't agree with the exact context of the SAF/MII message attached to your letter noting that the 1991 and 1993 Commission recommendations "confirms the official DoD position that there is no continuing DoD requirement for an operating airfield at MacDill AFB" as the airfield will be operating, albeit under N.O.A.A., and thus allow the J.C.S.E. to operate and accommodate the Joint Commands needs which were more apparent under the 1993 recommended conditions.

I would hope that the Department of Defense will engage in fee negotiations to allow the three aforementioned units to operate, with appropriate reimbursement provided to your agency to aid your assumption of the responsibilities. It would be unfortunate if failure to do so would weaken your ability and thus remove J.C.S.E. from its appropriate location. Please keep me advised of your discussions. I will forward a copy of this letter to the Air Force as well as your fellow co-signers.

Sincerely,

Signer's name

COPY TO
- Mayor Freedman
- Buckhorn
- MR Bont right

Memo from
FRANK A. CIRILLO, JR., P.E.
ECTS # 940401-3

4/8

To: Ben, Mary, Mary-Ann,
Matt, Toby (INFO)
Tom (INFO)

I have revised the DRAFT
Mac Dill Ltr Folding in
Ben's comments for
your renewed review.
I will be in NY on 11 Apr
but back on the 12th.

Frank

— Mary now has the lead w/ Toby on
the final version

F

DRAFT

April 12, 1994

Rear Admiral F.D. Moran
Director, Aircraft Operations Center
National Oceanic and Atmospheric Administration
United States Department of Commerce
Rockville, MD 20852-3019

Dear Admiral Moran:

Thank you for the March 31, 1994 letter forwarded by yourself, Mayor Freedman and Mr. Robert Buckhorn. The Commission is just as anxious as you and the proud city of Tampa that this apparent "win-win" recommendation from the 1993 Commission proceed in the best interest of all parties. Naturally the actual execution of that and all recommendations - now law - are out of the Commissions' hands and left up to the Department of Defense. I will, however, pass along the Commission's thoughts leading up to our recommendation.

We were encouraged at the prospect of N.O.A.A. taking over the airfield operations as the major user thus allowing its availability for the operational requirements of the Joint Communications Support Element (JCSE) while also serving the needs of the two joint commands located at MacDill. Just as appealing was the prospect of satisfying these needs without necessitating an expensive "reopening" of a Department of Defense operational airfield. The redirected recommendation was expected to continue the considerable cost savings realized under the 1991 Commission other than negotiated cost-sharing. The Commission would not be a part of such discussions. We in fact insured this recommendation was at least fiscally possible in the eyes of the Office of Management and Budget as can be garnered from the attached correspondence between myself and The Honorable Leon Panetta. As you will note from the actual recommendation, we felt the redirect of JCSE was contingent on the airfield operation to "be taken over by the Department of Commerce or another Federal Agency.

I can't agree with the exact context of the SAF/MII message attached to your letter noting that the 1991 and 1993 Commission recommendations "confirms the official DoD position that there is no continuing DoD requirement for an operating airfield at MacDill AFB" as the airfield will be operating, albeit under N.O.A.A., and thus allow the JCSE to operate and accommodate the joint commands needs which were more apparent under the 1993 recommended conditions.

DRAFT

As you recall, the 1991 Commission did not recognize a military requirement for keeping the MacDill AFB airfield open with the JCSE to be relocated to Charleston AFB, SC. The 1993 Commission did not override these findings but was aware of the supportive language in Senate Defense Authorization Act and House Appropriations Bill Reports from the 102nd Congress. Units at Macdill, other than JCSE, would have their airfield needs satisfied more conveniently under the current recommendation than at nearby Tampa International Airport.

I certainly hope the arrangements are finalized which would satisfy the Department of Defense's military requirements while facilitating your needs. I will forward a copy of this letter to the Air Force as well as your fellow co-signers.

Sincerely,

Jim Courter
Chairman

2 encls: June 12, 1993 DBCRC ltr. to OMB
June 16, 1993 OMB ltr. to DBCRC

cc: Mr. James F. Boatright, SAF/MII
Mayor Sandra W. Freedman, Tampa
Mr. Robert F. Buckhorn, MacDill Reuse Advisory Committee



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

JIM COURTER, CHAIRMAN

COMMISSIONERS:
CAPT PETER B. BOWMAN, USN (RET)
BEVERLY B. BYRON
REBECCA G. COX
GEN H. T. JOHNSON, USAF (RET)
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

June 12, 1993

Please refer to this number
when responding 930612-10

The Honorable Leon Panetta
Director
Office of Management and Budget
17th and Pennsylvania Avenue, N.W.
Washington, D.C. 20503

Dear Mr. Panetta: *Leon*

As you may know, Secretary of Commerce Ronald Brown has written a letter to Secretary of Defense Les Aspin requesting a no-cost transfer of the airfield at MacDill AFB, Florida, to Department of Commerce (DOC) control. In his letter (attachment 1) Secretary Brown states that in order to complete a no-cost transfer, DOC would need to obtain your approval.

In order to completely review the Department of Defense's recommendation regarding MacDill AFB, we request your comment on DOC's proposal. Specifically, is the proposal valid and would it require budget realignments in order to implement it?

The Commission's deliberation hearing begin on June 17, 1993. Therefore, your response to the Commission by June 16, 1993 would be greatly appreciated.

Sincerely,

Ji
JIM COURTER
Chairman

JAC:jra



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

June 16, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Digitized by 930621-3

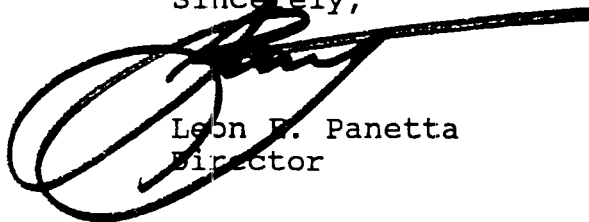
Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

The National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce has transferred its Aircraft Operations Center from Miami and currently is functioning out of MacDill. As the final disposition of the airfield is yet undetermined, it is apparent that Commerce wishes to assume control of the airfield in order to ensure continued access to the facility.

The Office of Management and Budget has not had sufficient time to evaluate the transfer proposal fully. However, we have discussed the proposal with the staff of the Department of Commerce. NOAA staff have assured the Department that there are no costs associated with the transfer to Commerce, nor would there be net additional costs associated with continued operation, by Commerce, of the airfield. Our preliminary assessment of the proposed transfer is favorable. Please note, however, that as the Base Closure and Realignment Commission has yet to finalize its recommendations for MacDill, no formal request for a no-cost transfer has been made to OMB.

Sincerely,



Leon F. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Rockville, MD 20852-3019
OFFICE OF NOAA CORPS OPERATIONS

Memorandum for Mr. James Courter
Chairman, DBCRC
1700 N. Moore, Suite 1425
Arlington, VA 22209

31 Mar 94

Please refer to this number
when recording 940401-3

Dear Mr. Courter,

In 1993 the Defense Base Closure and Realignment Commission (DBCRC) directed a transfer of the airfield at MacDill AFB to the Department of Commerce (DOC). This action was a redirect of the 1991 DBCRC recommendation to close the airfield. This redirect was necessary based on the commission findings that "MacDill AFB is host to several tenant units that require the use of an operation airfield, including the JCSE, United States Special Operations Command, United States Central Command, and the National Oceanic and Atmospheric Administration. The City of Tampa has stated it has no need for the excess property at MacDill and, therefore, has no plans to assume its operation."

The community supports the transfer because it keeps the airfield open, meeting the airfield requirements of the joint commands located at MacDill. DOC requested the airfield based on agreements with DOD that the airfield would be operated on a cost sharing basis. DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation.

On March 24, 1994, SAF/MII (Mr. Boatright) sent a message to NOAA, subject "Policy for Continued Airfield Operation at MacDill AFB after March 31, 1994." This policy message begins with a statement that the 1991 and 1993 DBCRC confirms the official DOD position that there is no continuing DOD requirement for an operating airfield at MacDill AFB. This policy statement is contrary to the commission findings in the 1993 BRAC law quoted above. Furthermore, the policy statement is in direct conflict with the May 25, 1993 letter from the Secretary of the Air Force to the Secretary of Commerce. In that letter the Air Force Secretary stated "A DOC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the government." This statement by the Air Force clearly communicated to DOC that there were several in-place tenants requiring the use of MacDill airfield on a reimbursable basis.

The SAF/MII position and policy flies in the face of the BRAC law and the original agreements between the two secretaries, thus jeopardizing the transfer of the airfield. Please assist us by communicating to the Air Force that the commission finding, now law,

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To Frank Cirillo	From Bob Buckhorn
Co.	Co.
Dept.	Phone # 813-294-8905
Fax # 703-696-0550	Fax #



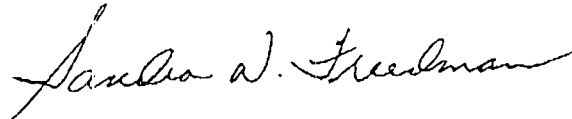
documents the DOD requirement for an operational airfield at MacDill. Furthermore, the commission's intentions to meet the DOD requirement were accomplished by transferring the airfield to DOC for joint use.

Because this issue is of extreme importance to DOC and the community we would like an opportunity to discuss the issue with you and your staff personally. If your schedule will permit, we would like to meet during the week of April 11, 1994. We look forward to hearing from you and thank you in advance for your help.

Sincerely,



F.D. Moran
Rear Admiral, NOAA
Director, Aircraft Operations Center



Sandra W. Freedman
Mayor, City of Tampa



Robert F. Buckhorn, Jr.
Chairman, MacDill Reuse
Advisory Committee

Attachments:

1. SAF/MII Msg, 24 Mar 94
2. Secretary of Commerce Ltr, 6 Apr 93
3. Secretary of Air Force to Secretary of Commerce Ltr,
25 May 93
4. Secretary of Air Force to Mr. Courter Ltr, 25 May 93

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 940401-3

FROM: <u>ROBERT F. BUCKHORN, JR, ETAL</u>	TO: <u>COURTER</u>
TITLE: <u>CHAIRMAN</u>	TITLE: <u>CHAIRMAN</u>
ORGANIZATION: <u>MACDILL REUSE ADVISORY COMMITTEE</u>	ORGANIZATION: <u>DBCRC</u>
INSTALLATION (S) DISCUSSED: <u>MACDILL AFB, FL.</u>	

OFFICE OF THE CHAIRMAN	INFO COPY	ACTION COPY	INIT	COMMISSION MEMBERS	INFO COPY	ACTION COPY	INIT
CHAIRMAN COURTER	✓			COMMISSIONER BOWMAN			
STAFF DIRECTOR	✓			COMMISSIONER BYRON			
SPECIAL ASSISTANT				COMMISSIONER COX			
GENERAL COUNSEL				COMMISSIONER JOHNSON			
MILITARY EXECUTIVE				COMMISSIONER LEVITT			
<u>DIR./CONGRESSIONAL LIAISON</u> <u>WORK W/ AF LEADER</u>	✓	✓		COMMISSIONER MCPHERSON			
PRESS SECRETARY				COMMISSIONER STUART			
				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
DIR./EXECUTIVE SECRETARIAT			<u>SM</u>	DEPUTY DIRECTOR OF R & A			
				ARMY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				NAVY TEAM LEADER			
CHIEF FINANCIAL OFFICER				AIR FORCE TEAM LEADER			
DIRECTOR OF TRAVEL				ISSUES TEAM LEADER			
SYSTEMS ADMINISTRATOR				COBRA MODEL ANALYST			
DIR./INFO SERVICES DIVISION				DATABASE ANALYST (GIS)			

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 (coordinate w/ Exec.Sec.)
Offer Comments and/or Suggestions	FYI

Subject/Remarks:

→ COMMUNITY SUPPORTS TRANSFER OF MACDILL TO DEPT. OF COMMERCE
 → SAF/MII POSITION OF "NO CONTINUING DoD REQUIREMENT FOR AN OPERATING AIRFIELD AT MACDILL" OF 3/24/94 (BOATRIGHT) JEOPARDIZES THIS TRANSFER
 → WOULD LIKE TO DISCUSS THE ISSUE.

Due Date: 4-15-94

Routing Date: 4-1-94

Date Received: 4-1-94



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Rockville, MD 20852-3019

OFFICE OF NOAA CORPS OPERATIONS

Memorandum for Mr. James Courter
Chairman, DBCRC
1700 N. Moore, Suite 1425
Arlington, VA 22209

31 Mar 94

Please refer to this number
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To Frank Cirillo	From Bob Buckhorn
Co.	Co.
Dept.	Phone # 813-274-8909
Fax # 703-696-0550	Fax #



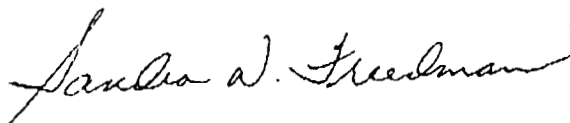
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Sincerely,



F.D. Moran
Rear Admiral, NOAA
Director, Aircraft Operations Center



Sandra W. Freedman
Mayor, City of Tampa



Robert F. Buckhorn, Jr.
Chairman, MacDill Reuse
Advisory Committee

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3. Secretary of Air Force to Secretary of Commerce Ltr,
25 May 93
4. Secretary of Air Force to Mr. Courter Ltr, 25 May 93

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SAP WASHINGTON DC//MII//

HQ ACC LANGLEY AFB VA//CV/DO/XP/LG/CE//

HQ AETC RANDOLPH AFB TX//CV/XO/XP/LG/CE//

HQ AMC SCOTT AFB IL//CV/DO/XP/LG/CE//

HQ AFMPC PETERSON AFB CO//CV/DO/XP/LG/CE//

HQ AFMC WRIGHT-PATTERSON AFB OH//CV/DO/XP/LG/CE//

HQ AFBS ROBINSON AFB GA//CV/DO/XP/LG/CE//

BGB WASHINGTON DC//XO/LG/CE//

WQAA MACDILL AFB FL//AOC//

USSOCOM MACDILL AFB FL//SODC//

USCENTCOM MACDILL AFB FL//CCDC//

INFO HQ USAF WASHINGTON DC//XO/LG/CE/RE//

AFCA WASHINGTON DC//SE//

HQ USAF WASHINGTON DC//XOO/XOOR//

Please refer to this number
when responding 940401-3

UNCLAS

SUBJECT: POLICY FOR CONTINUED AIRFIELD OPERATIONS AT MACDILL AFB
AFTER 31 MARCH 1994

1. THE DECISIONS APPROVED BY THE 1991 AND 1993 DEFENSE BASE
CLOSURE AND REALIGNMENT COMMISSIONS (DRCRC) FURTHER CONFIRMS THE
OFFICIAL DOD POSITION THAT THERE IS NO CONTINUING DOD REQUIREMENT

TIMOTHY BENEWITT, LT COL
AF/XOOR 36766



JAMES F. BOATRIGHT, SAF/MII, 53592
ERC:

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NO

FOR AN OPERATING AIRFIELD AT MACDILL AFB. THE AIRFIELD AT MACDILL AFB WAS TO BE TRANSFERRED TO THE DEPARTMENT OF COMMERCE (DOC) ON 1 APR 94, UPON COMPLETION OF THE AIR FORCE FLYING MISSION REALIGNMENT. HOWEVER, DOC FUNDING CONSTRAINTS WILL NOT SUPPORT THE AIRFIELD TRANSFER UNTIL 1 OCT 94. THEREFORE, THE AIR FORCE HAS AGREED TO TEMPORARILY SPONSOR AN EXTENSION OF OPERATIONS AT A MINIMUM ESSENTIAL LEVEL DURING THE PERIOD 1 APR 94 TO 30 SEP 94. DURING THIS PERIOD, BASE REALIGNMENT AND CLOSURE (BRAC) FUNDS WILL BE USED TO FUND TWO REQUIREMENTS: SUPPORT OF NOAA AND THE JOINT COMMUNICATIONS SUPPORT ELEMENT (JCSE). DOC, IN TURN, WILL ASSUME OVERALL AIRFIELD RESPONSIBILITY ON 1 OCT 94 TO INCLUDE ESTABLISHING OPERATING HOURS AND RESTRICTIONS.

2. ACCORDINGLY, FROM 2400 HOURS, 31 MAR 94, UNTIL 2400 HOURS, 30 SEP 94, THE MACDILL AIRFIELD WILL BE OPEN ONLY FOR NOAA OPERATIONS AND OPERATIONS IN DIRECT SUPPORT OF JCSE DEPLOYMENTS OR THEIR SUSTAINED AIRBORNE TRAINING. ADMINISTRATIVE OPERATIONS LINKED TO OTHER MACDILL-BASED ACTIVITIES ARE EXCEPTIONS TO THIS POLICY AND MUST BE APPROVED BY HQ USAF.

3. AIRFIELD OPERATIONAL HOURS WILL BE 8 HOURS A DAY/5 DAYS A WEEK. "ON CALL" CAPABILITY WILL BE AVAILABLE OUTSIDE THESE HOURS

TIMOTHY BENNETT, LT COL
AF/XOOR, 56766

JAMES F. BOATRIGHT, SAE/WII, 53592
CRC: 79189

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ONLY TO SUPPORT NOAA EMERGENCY HURRICANE ACTIVITIES AND OPERATIONAL
JCSE DEPLOYMENTS.

4. WITH PRIOR APPROVAL DURING THIS INTERIM PERIOD, THE AIR FORCE WILL
APPROVE USE OF THE AIRFIELD WITHIN THE LIMITED AIRFIELD OPERATING
HOURS FOR OTHER MACDILL ORGANISATIONS AT NO COST.

5. A NOTAM WILL BE DISSEMINATED BY MACDILL AFB PRIOR TO 31 MAR 94,
THAT LIMITS THE USE OF THE AIRFIELD AT MACDILL AFB TO ONLY THOSE
OPERATIONS LISTED IN PARAGRAPH 2 ABOVE.

6. THE AIR FORCE IS AWARE OF ONGOING NEGOTIATIONS BETWEEN NOAA AND
THE JOINT COMMANDS FOR USE OF THE AIRFIELD FACILITIES AFTER 1 OCT 94.
THE AIR FORCE UNDERSTANDS THE JOINT COMMANDS DESIRE TO USE THE
CONVENIENCE OF MACDILL AFB VICE COMPUTING TO TAMPA; HOWEVER, THERE IS
NO VALIDATED REQUIREMENT FOR THIS CONVENIENCE. AND WHILE THE USAF
IS RESPONSIBLE FOR FUNDING JCSE REQUIREMENTS, NEGOTIATIONS BETWEEN
NOAA AND OTHER MACDILL ADMINISTRATIVE BASE OCCUPANTS FOR OPERATIONS
AFTER 1 OCT 94, MUST BE FUNDED BY THE USER (NOT USAF).

7. FOR AIR FORCE UNITS: AFTER 1 OCT 94, USE OF NOAA-MACDILL BY AIR
FORCE ASSETS FOR AIR FORCE OPERATIONAL TRAINING IS PROHIBITED. USE OF
THE AIRFIELD BY AIR FORCE ASSETS FOR OTHER PURPOSES IS LIMITED TO:
A. DIRECT SUPPORT OF JCSE REQUIREMENTS.

TIMOTHY BENNETT, LT COL
AF/XOOR, 56766

JAMES F. BOATRIGHT, SAF/WII, 53592
CRC: 29189

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6. SUPPORT FOR THE FOLLOWING ACTIVITIES IF APPROVED IN ADVANCE BY
NOAA AND ALL COSTS ARE FUNDED BY THE REQUESTING ORGANIZATION:

- (1) AEROMEDICAL EVACUATION FLIGHTS
- (2) 37TH AEROMEDICAL EVACUATION GROUP (AERES) ACTIVITIES
- (3) CENTCOM AND SOCOM ACTIVITIES

WOM-AIR FORCE USERS WILL BE RESPONSIBLE FOR ALL AIRFIELD COSTS
INCURRED.

8. THE SAF/MII POC FOR THIS ISSUE IS COL JIM CASEY, DSN 225-6456. THE
HQ USAF/XOOR POC IS LT COL TIM BENNETT, DSN 225-6766.

TIMOTHY BENNETT, LT COL
AF/XOOR, 56766

JAMES F. BOATRIGHT, SAF/MII, 53592
CRC: 29189

UNCLASSIFIED

2420061MAR94

TOTAL P.005



NOAA
THE SECRETARY OF COMMERCE
Washington, D.C. 20230

April 6, 1993

Please refer to this number
when responding 940401-3

The Honorable Les Aspin
Secretary of Defense
Washington, D.C. 20301

Dear Secretary Aspin: *Jo*

It is my pleasure to convey our appreciation for the outstanding support provided by the Department of Defense (DOD) during the relocation of our aircraft center to MacDill Air Force Base (AFB) in Tampa, Florida. The National Oceanic and Atmospheric Administration (NOAA), Aircraft Operations Center (AOC) became operational at MacDill AFB on January 4, 1993.

The 1991 Base Closure and Realignment Commission (BRAC) recommended that MacDill AFB airfield operations be closed in March 1994 under the Defense Base Closure and Realignment Act. The Mayor of Tampa declined the opportunity to own and operate the airfield and instead requested that DOD transfer it to the Department of Commerce (DOC).

On March 12, 1993, you announced the recommendation to the 1993 BRAC that the airfield be operated on an interim basis by the 482nd Fighter Wing of the Air Force Reserves. It is our understanding that until the President and the Congress approve the 1993 BRAC proposal, the 1991 BRAC recommendation to cease the Air Force's operation of MacDill in March 1994 remains effective.

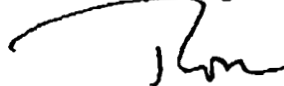
Therefore, in accordance with the Federal Property Management Regulations, Subpart 101-47.2, Public Law 101-510, and regulatory provisions regarding the transfer of real property between Federal agencies, we hereby request a no-cost transfer of this property to DOC. We make this request to be in a position to operate the field should DOD cease operations at the end of the interim period or should the 1993 BRAC recommendation not be approved and the 1991 BRAC recommendation remain effective. We also request that DOD continue to consider this proposal in the future if the fighter wing remains at the base for an indefinite period. We will need to obtain approval from the Office of Management and Budget for a no-cost transfer, but it is my understanding that a precedent exists regarding an inter-governmental transfer of Federal property at Moffet Field in California, which is being transferred from Navy control to the National Aeronautics and Space Administration.

2

We are pleased that a number of DOD tenants, including the U.S. Central Command, the U.S. Special Operations Command, and by your recent announcement the Joint Communications Command, will remain at MacDill. With their continued presence, we would propose to contract for the operation and maintenance of the airfield, runway, and other facilities on a reimbursable basis; should we eventually assume operation of the airfield from the fighter wing.

NOAA's point of contact for the transfer of property is Robert F. Fagin, Director, Office of Administration. He may be reached on (202) 482-2300. I would appreciate your favorable consideration of this request, as circumstances dictate, so that together we can make all the necessary arrangements for a smooth transition to a Commerce facility should that be the eventual outcome. I am convinced that this arrangement is in the best interest of the Government.

Sincerely,



Ronald H. Brown



WASHINGTON

MAY 25 1993

Honorable Ronald M. Brown
Secretary of Commerce
Washington, DC 20280

Dear Mr. Secretary:

This is in reply to your letters of April 6 and April 30, 1993, to the Secretary of Defense and this office expressing an interest in the Department of Commerce (DoC) acquiring and operating the airfield at MacDill Air Force Base (AFB), Florida.

I fully endorse your proposal to be ready to assume responsibility of the MacDill AFB airfield pending the outcome of the 1993 Base Realignment and Closure recommendations. A DoC hosted airfield with a number of built-in, cost-sharing tenants should be most effective and advantageous to the Government. Additionally, it would give you a permanent beddown location for NOAA. Since there is no local interest in converting this airfield to a civil airport at this time, your proposal would provide a timely win-win solution. Furthermore, as requested in your April 30, 1993 letter, the Air Force would support a waiver to the requirement for payment of fair market value for land at MacDill AFB.

Your proposal would meet the intent of the approved 1991 Base Closure Commission action, plus the intent of the DoD's 1993 recommendation. I will notify Jim Courter, Chairman of the Defense Base Closure and Realignment Commission, of your interest and intentions. You might also want to drop him a short note to help solidify your proposal.

Sincerely,

Michael B. Donley

Michael B. Donley
Acting Secretary of the Air Force

BEN, MARY, MARY ANN - PLEASE REVIEW
THIS DRAFT

DRAFT

April 8, 1994

Frank

Rear Admiral F.D. Moran
Director, Aircraft Operations Center
National Oceanic and Atmospheric Administration
United States Department of Commerce
Rockville, MD 20852-3019

Dear Admiral Moran:

Thank you for the March 31, 1994 letter forwarded by yourself, Mayor Freedman and Mr. Robert Buckhorn. The Commission is just as anxious as you and the proud city of Tampa that this apparent "win-win" recommendation from the 1993 Commission proceed in the best interest of all parties. Naturally the actual execution of that and all recommendations - now law - are out of the Commissions' hands and left up to the Department of Defense. I can pass along the Commissions' thoughts that led up to our recommendation.

We were encouraged at the prospect of N.O.A.A. taking over the airfield operations thus allowing its availability for the operational requirements of the Joint Communications Support Element while also serving the needs of the two Joint Commands located at MacDill. Just as appealing was the prospect of satisfying these needs without necessitating an expensive "reopening" of a Department of Defense operational airfield. We in fact insured this effort was at least fiscally possible in the eyes of the Office of Management and Budget as can be garnered from the attached correspondence between myself and Mr. Leon Pannetta. As you will note from the actual recommendation, we felt the redirect of J.C.S.E. was contingent on such an operation. I can't agree with the exact context of the SAF/MII message attached to your letter noting that the 1991 and 1993 Commission recommendations "confirms the official DoD position that there is no continuing DoD requirement for an operating airfield at MacDill AFB" as the airfield will be operating, albeit under N.O.A.A., and thus allow the J.C.S.E. to operate and accommodate the Joint Commands needs which were more apparent under the 1993 recommended conditions.

I would hope that the Department of Defense will engage in fee negotiations to allow the three aforementioned units to operate, with appropriate reimbursement provided to your agency to aid your assumption of the responsibilities. It would be unfortunate if failure to do so would weaken your ability and thus remove J.C.S.E. from its appropriate location. Please keep me advised of your discussions. I will forward a copy of this letter to the Air Force as well as your fellow co-signers.

Sincerely,

Signer's name

COPY TO
- Mayor Freedman
- Buckhorn
- MR Bontrecht



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

JIM COURTER, CHAIRMAN

COMMISSIONERS:
CAPT PETER B. BOWMAN, USN (RET)
BEVERLY B. BYRON
REBECCA G. COX
GEN H. T. JOHNSON, USAF (RET)
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

June 12, 1993

Please refer to this number
when responding 930612-10

The Honorable Leon Panetta
Director
Office of Management and Budget
17th and Pennsylvania Avenue, N.W.
Washington, D.C. 20503

Dear Mr. Panetta: *Leon*

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In order to completely review the Department of Defense's recommendation regarding MacDill AFB, we request your comment on DOC's proposal. Specifically, is the proposal valid and would it require budget realignments in order to implement it?

The Commission's deliberation hearing begin on June 17, 1993. Therefore, your response to the Commission by June 16, 1993 would be greatly appreciated.

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Ji
JIM COURTER
Chairman

JAC:jra



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

June 16, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

File # 930621-3

Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

The National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce has transferred its Aircraft Operations Center from Miami and currently is functioning out of MacDill. As the final disposition of the airfield is yet undetermined, it is apparent that Commerce wishes to assume control of the airfield in order to ensure continued access to the facility.

The Office of Management and Budget has not had sufficient time to evaluate the transfer proposal fully. However, we have discussed the proposal with the staff of the Department of Commerce. NOAA staff have assured the Department that there are no costs associated with the transfer to Commerce, nor would there be net additional costs associated with continued operation, by Commerce, of the airfield. Our preliminary assessment of the proposed transfer is favorable. Please note, however, that as the Base Closure and Realignment Commission has yet to finalize its recommendations for MacDill, no formal request for a no-cost transfer has been made to OMB.

Sincerely,

Leon F. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Rockville, MD 20852-3019

OFFICE OF NOAA CORPS OPERATIONS

Memorandum for Mr. James Courter
Chairman, DBCRC
1700 N. Moore, Suite 1425
Arlington, VA 22209

31 Mar 94

Please refer to this number
when recording 940401-3

Dear Mr. Courter,

In 1993 the Defense Base Closure and Realignment Commission (DBCRC) directed a transfer of the airfield at MacDill AFB to the Department of Commerce (DOC). This action was a redirect of the 1991 DBCRC recommendation to close the airfield. This redirect was necessary based on the commission findings that "MacDill AFB is host to several tenant units that require the use of an operation airfield, including the JCSE, United States Special Operations Command, United States Central Command, and the National Oceanic and Atmospheric Administration. The City of Tampa has stated it has no need for the excess property at MacDill and, therefore, has no plans to assume its operation."

The community supports the transfer because it keeps the airfield open, meeting the airfield requirements of the joint commands located at MacDill. DOC requested the airfield based on agreements with DOD that the airfield would be operated on a cost sharing basis. DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation.

On March 24, 1994, SAF/MII (Mr. Boatright) sent a message to NOAA, subject "Policy for Continued Airfield Operation at MacDill AFB after March 31, 1994." This policy message begins with a statement that the 1991 and 1993 DBCRC confirms the official DOD position that there is no continuing DOD requirement for an operating airfield at MacDill AFB. This policy statement is contrary to the commission findings in the 1993 BRAC law quoted above. Furthermore, the policy statement is in direct conflict with the May 25, 1993 letter from the Secretary of the Air Force to the Secretary of Commerce. In that letter the Air Force Secretary stated "A DOC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the government." This statement by the Air Force clearly communicated to DOC that there were several in-place tenants requiring the use of MacDill airfield on a reimbursable basis.

The SAF/MII position and policy flies in the face of the BRAC law and the original agreements between the two secretaries, thus jeopardizing the transfer of the airfield. Please assist us by communicating to the Air Force that the commission finding, now law,

Post-It™ brand fax transmittal memo 7671		# of pages ▶ 10
To Frank Cirillo	From Bob Buckhorn	
Co.	Co.	
Dept.	Phone # 813.294.8909	
Fax # 703-696-9550	Fax #	



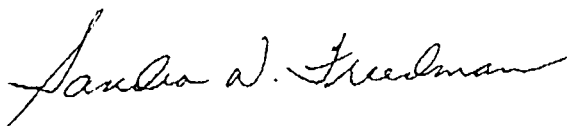
documents the DOD requirement for an operational airfield at MacDill. Furthermore, the commission's intentions to meet the DOD requirement were accomplished by transferring the airfield to DOC for joint use.

Because this issue is of extreme importance to DOC and the community we would like an opportunity to discuss the issue with you and your staff personally. If your schedule will permit, we would like to meet during the week of April 11, 1994. We look forward to hearing from you and thank you in advance for your help.

Sincerely,



F.D. Moran
Rear Admiral, NOAA
Director, Aircraft Operations Center



Sandra W. Freedman
Mayor, City of Tampa



Robert F. Buckhorn, Jr.
Chairman, MacDill Reuse
Advisory Committee

Attachments:

1. SAF/MII Msg, 24 Mar 94
2. Secretary of Commerce Ltr, 6 Apr 93
3. Secretary of Air Force to Secretary of Commerce Ltr,
25 May 93
4. Secretary of Air Force to Mr. Courter Ltr, 25 May 93



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Rockville, MD 20852-3019
OFFICE OF NOAA CORPS OPERATIONS

Memorandum for Mr. James Courter
Chairman, DBCRC
1700 N. Moore, Suite 1425
Arlington, VA 22209

31 Mar 94

Please refer to this number
when recording 940401-3

Dear Mr. Courter,

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Post-It™ brand fax transmittal memo 7671 # of pages > 10

To Frank Cirillo	From Bob Buckhorn
Co.	Co.
Dept.	Phone # 813.274.8909
Fax # 703-696-8550	Fax #



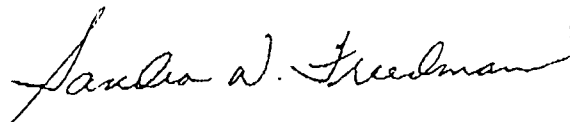
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Sincerely,



F.D. Moran
Rear Admiral, NOAA
Director, Aircraft Operations Center



Sandra W. Freedman
Mayor, City of Tampa



Robert F. Buckhorn, Jr.
Chairman, MacDill Reuse
Advisory Committee

Attachments:

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4. Secretary of Air Force to Mr. Courter Ltr, 25 May 93



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

JIM COURTER, CHAIRMAN

COMMISSIONERS:
CAPT PETER B. BOWMAN, USN (RET)
BEVERLY B. BYRON
REBECCA G. COX
GEN H. T. JOHNSON, USAF (RET)
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

June 12, 1993

Please refer to this number
when responding 930612-10

The Honorable Leon Panetta
Director
Office of Management and Budget
17th and Pennsylvania Avenue, N.W.
Washington, D.C. 20503

Dear Mr. Panetta: *Leon*

As you may know, Secretary of Commerce Ronald Brown has written a letter to Secretary of Defense Les Aspin requesting a no-cost transfer of the airfield at MacDill AFB, Florida, to Department of Commerce (DOC) control. In his letter (attachment 1) Secretary Brown states that in order to complete a no-cost transfer, DOC would need to obtain your approval.

In order to completely review the Department of Defense's recommendation regarding MacDill AFB, we request your comment on DOC's proposal. Specifically, is the proposal valid and would it require budget realignments in order to implement it?

The Commission's deliberation hearing begin on June 17, 1993. Therefore, your response to the Commission by June 16, 1993 would be greatly appreciated.

Sincerely,

Ji
JIM COURTER
Chairman

JAC:jra



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

June 16, 1993

Honorable Jim Courter, Chairman
Defense Base Closure and Realignment
Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Please refer to the memo.
when you call 430621-3

Dear Mr. Courter:

Thank you for your June 12, 1993, letter concerning the Commission's review of the proposal to transfer the airfield at MacDill Air Force Base, Florida, to control of the Department of Commerce. You have asked the Office of Management and Budget (OMB) to comment on the validity of the proposal and its cost implications.

The National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce has transferred its Aircraft Operations Center from Miami and currently is functioning out of MacDill. As the final disposition of the airfield is yet undetermined, it is apparent that Commerce wishes to assume control of the airfield in order to ensure continued access to the facility.

The Office of Management and Budget has not had sufficient time to evaluate the transfer proposal fully. However, we have discussed the proposal with the staff of the Department of Commerce. NOAA staff have assured the Department that there are no costs associated with the transfer to Commerce, nor would there be net additional costs associated with continued operation, by Commerce, of the airfield. Our preliminary assessment of the proposed transfer is favorable. Please note, however, that as the Base Closure and Realignment Commission has yet to finalize its recommendations for MacDill, no formal request for a no-cost transfer has been made to OMB.

Sincerely,

Leon F. Panetta
Director

c: Honorable Ronald Brown
Secretary of Commerce



SECRETARY OF THE AIR FORCE
WASHINGTON

PAGE 0110

MAY 25 1993

Honorable Jim Courter
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman:

The Secretary of Defense received the enclosed, April 6, 1993, letter from the Secretary of Commerce requesting a no-cost transfer of the airfield portion of MacDill Air Force Base to the Department of Commerce. The Air Force fully supports this request since it meets the intent of the 1991 Base Closure Commission recommendation and the objectives of the DoD's recommendations to the 1993 Commission.

Secretary Brown's proposal presents a cost effective approach for the reuse of the MacDill AFB airfield and I endorse the transfer of this property to the Department of Commerce.

Sincerely,

Michael S. Donley
Michael S. Donley
Acting Secretary of the Air Force

Enclosures
Secretary of Commerce Ltr,
April 6, 1993, and copy of my reply

TOTAL P.03

< CONFIRMATION REPORT >

03-31-1994(THU) 12:08

[RECEIVE]

NO.	DATE	TIME	DESTINATION	PG.	DURATION	MODE	RESULT
8711	3-31	11:59	813 223 8127	10	0°08'54"	NORMAL	OK
				10	0°08'54"		



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
 Rockville, MD 20852-3019

OFFICE OF NOAA CORPS OPERATIONS

Memorandum for Mr. James Courter
 Chairman, DBCRC
 1700 N. Moore, Suite 1425
 Arlington, VA 22209

31 Mar 94

Dear Mr. Courter,

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The community supports the transfer because it keeps the airfield open, meeting the airfield requirements of the joint commands located at MacDill. DOC requested the airfield based on agreements with DOD that the airfield would be operated on a cost sharing basis. DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation.

On March 24, 1994, SAF/MII (Mr. Boatright) sent a message to NOAA, subject "Policy for Continued Airfield Operation at MacDill AFB after March 31, 1994." This policy message begins with a statement that the 1991 and 1993 DBCRC confirms the official DOD position that there is no continuing DOD requirement for an operating airfield at MacDill AFB. This policy statement is contrary to the commission findings in the 1993 BRAC law quoted above. Furthermore, the policy statement is in direct conflict with the May 25, 1993 letter from the Secretary of the Air Force to the Secretary of Commerce. In that letter the Air Force Secretary stated "A DOC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the government." This statement by the Air Force clearly communicated to DOC that there were several in-place tenants requiring the use of MacDill airfield on a reimbursable basis.

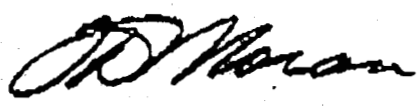
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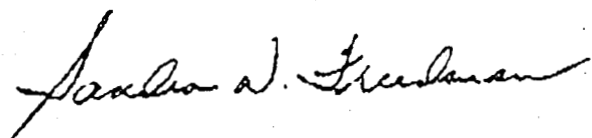
documents the DOD requirement for an operational airfield at MacDill. Furthermore, the commission's intentions to meet the DOD requirement were accomplished by transferring the airfield to DOC for joint use.

Because this issue is of extreme importance to DOC and the community we would like an opportunity to discuss the issue with you and your staff personally. If your schedule will permit, we would like to meet during the week of April 11, 1994. We look forward to hearing from you and thank you in advance for your help.

Sincerely,



F.D. Moran
Rear Admiral, NOAA
Director, Aircraft Operations Center



Sandra W. Freedman
Mayor, City of Tampa



Robert F. Buckhorn, Jr.
Chairman, MacDill Reuse
Advisory Committee

Attachments:

- 1. SAF/MI Msg. 24 Mar 94
- 2. Secretary of Commerce Ltr, 6 Apr 93
- 3. Secretary of Air Force to Secretary of Commerce Ltr, 25 May 93
- 4. Secretary of Air Force to Mr. Courter Ltr, 25 May 93



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



OFFICE OF THE ASSISTANT SECRETARY

SAF/MII
1660 Air Force Pentagon
Washington, D.C. 20330-1660

APR 08 1994

Mr. James Courter
Chairman, Defense Base Closure
and Realignment Commission
1700 N. Moore, Suite 1425
Arlington, Virginia 22209

Please refer to this number
when responding 940414-2

Dear Mr. Courter,

I have received a copy of a March 31, 1994, letter to you from Admiral Moran of the National Oceanic and Atmospheric Administration (NOAA) concerning the Air Force's operation of the airfield at MacDill from April 1 to October 1, 1994. I wanted to convey to you the Air Force's perspective on this matter.

Let me first describe our understanding of what the 1993 Commission's findings include and what the recommendations require. Admiral Moran's letter correctly states that the Commission found that JCSE, SOCOM, CENTCOM, and NOAA require the use of an operational airfield. The Commission did not, however, require the Air Force to retain or operate an airfield. The 1991 Commission had recommended the partial closure of MacDill AFB. This recommendation was left unchanged by the 1993 Commission, and the Air Force is proceeding to implement it. What the 1993 Commission did was consider the Department of Commerce's approved request for a no-cost transfer of the MacDill airfield, conclude that the Commission's 1991 recommendation to realign JCSE to Charleston AFB should be modified, and recommend that JCSE be retained at MacDill AFB as long as the airfield is non-DOD operated. The Air Force is implementing this recommendation, too: JCSE is being retained at MacDill in anticipation that the airfield will soon be operated by NOAA.

Thus, the Air Force is in full compliance with the Commission's recommendations. While there are military uses for the airfield, these uses were not judged in 1991 or 1993 by either DOD or the Commission to have merited continued DOD operation of the airfield. Indeed, should NOAA or another federal agency decline to take over operation of the airfield, JCSE would have to move and the airfield would close completely. The March 31, 1994, letter from Admiral Moran states that the 1993 Commission "directed a transfer" of the airfield to the Department of Commerce and that this was "a redirect of the 1991 DBCRC recommendation to close the airfield." These statements are not an accurate reading of what the Commission did or of the broader range of possibilities of which the Commission took account.

Perhaps some of the misunderstandings in this matter have been caused by the word "requirement" being used in different contexts. The Air Force is required by DOD regulation to provide administrative and logistics support for validated CENTCOM and SOCOM requirements.

The Air Force is doing so in the context of MacDill having changed from a base with an airfield to an administrative base without an airfield. Should the unified commands validate requirements within DOD, the Air Force will support the DOD requirements. To date, however, alleged requirements have *not* been validated, despite several attempts by the commands to do so, and the Air Force has announced that it will not pay for the unified commands' airfield use after September 30, 1994.

The Commission's findings that tenant units at MacDill "require" the use of an operational airfield do not warrant a different result. Those findings were made in support of the Commission's closure and realignment recommendations, which the Air Force is fully implementing as explained above. However, whether DOD will validate and fund specific military operations, and how it allocates the funding of such operations among DOD organizations, are DOD management issues not within the scope of the Commission's responsibilities.

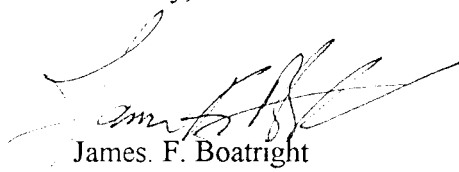
When NOAA indicated it did not have the resources to operate the airfield from April to October, 1994, the Air Force agreed to keep operating it to facilitate ultimate transfer of the facility. Our agreement, however, was limited to the minimum operations which necessitated the airfield's availability, namely, support of NOAA and JCSE. While others are able to make use of the airfield during its reduced hours of operation, the Air Force was unwilling to support airfield hours beyond the minimum needed to bridge the transfer of the airfield from Air Force to NOAA management. After consulting with NOAA and JCSE, we determined that the approved airfield hours (8 hours a day, 5 days a week) were sufficient to meet their requirements.

I do not believe that this limitation hinders NOAA's operation of the airfield after October 1, 1994, when the Department of Commerce assumes responsibility for operation of the airfield. Likewise, the policy fully supports NOAA and JCSE in their current operations. NOAA also remains free to make cost-sharing arrangements with other entities, including CENTCOM and SOCOM, for use of the airfield after October 1st. In fact, I personally have informed the Department of Commerce that we are ready whenever they are to discuss cost-sharing for JCSE after October 1st. They have not responded.

I will conclude with a final observation. Admiral Moran's letter states, as part of the historical background, that "DOC believed DOD's operational requirement for the airfield would support the overwhelming majority of its use and, therefore, cost of operation." Since 1991, however, DOD has been reaching the opposite conclusion -- that DOD operational requirements do *not* justify the costs of operation. The Air Force hopes that NOAA succeeds in its plans for operating the airfield, but NOAA should be extremely cautious about assuming that DOD use will pay for the airfield.

I hope this information will be helpful in any meeting you may have with the NOAA and City of Tampa representatives.

Sincerely,



James F. Boatright
Deputy Assistant Secretary of the Air Force
(Installations)



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

April 12, 1994

JIM COURTER, CHAIRMAN

COMMISSIONERS:
CAPT PETER B. BOWMAN, USN (RET)
BEVERLY B. BYRON
REBECCA G. COX
GEN H. T. JOHNSON, USAF (RET)
ARTHUR LEVITT, JR.
HARRY C. MCPHERSON, JR.
ROBERT D. STUART, JR.

Rear Admiral F.D. Moran
Director, Aircraft Operations Center
National Oceanic and Atmospheric Administration
United States Department of Commerce
Rockville, MD 20852-3019

Dear Admiral Moran:

Thank you for your March 31, 1994 letter regarding the Commission's 1993 recommendation for MacDill AFB.

As you know, 1993 Commission recommendations are now law and implementation of these recommendations are the responsibility of the Secretary of Defense. I will, however, provide information on the Commission's MacDill recommendation.

We were encouraged at the prospect of National Oceanic and Atmospheric Administration (NOAA) taking over the airfield operations at MacDill, and thus providing for the airfield requirements of the Joint Communications Support Element (JCSE). Also the Commission found it appealing that the arrangement could satisfy the needs of two joint commands.

The 1993 Commission anticipated that its recommendation would continue and enhance the considerable cost savings realized under 1991 Commission actions. That is why the Commission asked the Office of Management and Budget to review the cost implications of the 1993 MacDill recommendation to see if such an arrangement was fiscally possible (see enclosed). As you will note from the Commission's recommendation, retaining JCSE at MacDill is contingent on the airfield operation to "be taken over by the Department of Commerce or another Federal Agency."

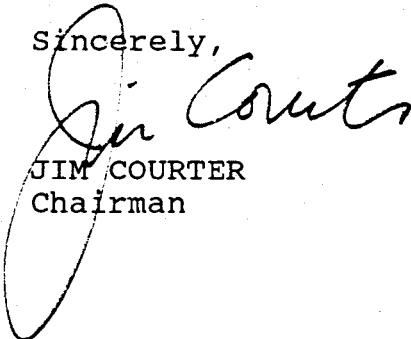
The 1991 Commission did not recognize a military necessity for keeping the MacDill AFB airfield open since JCSE was to be relocated to Charleston AFB. However, as the Secretary noted in his recommendation to the Commission in 1993, the costs of relocating JCSE was determined to be \$25.6 million which could be avoided by retaining JCSE at MacDill. The 1993 Commission sought to avoid the high costs of the JCSE relocation while still opposing the retention of a DOD operational airfield. Furthermore, the Commission noted language supporting its recommendation in report language in the FY 92 Senate Defense Authorization Act and the FY 93 House Defense Appropriations bill regarding the U.S. Central Command and the U.S. Special Operations Command (see enclosed).

Rear Admiral F.D. Moran
April 12, 1994
Page two

Secretary Boatright stated in his policy statement to NOAA on March 24, 1994 that the Commission recommendations were "confirming the official DOD position that there is no continuing DOD requirement for an operating airfield at MacDill AFB." The Commission did not advocate this narrow interpretation, rather the Commission recognized airfield requirements for both Joint Commands and the JCSE, but felt that these limited requirements, of themselves, did not justify the retention of a sole use military airfield at MacDill. The Commission did recognize that a shared field, under non-DOD authority, could be established to meet the aviation needs of both the Joint Commands and NOAA and further allow for the retention of JCSE.

Again, thank you for sharing your concerns. I hope this information will be helpful and that you will contact me again if I can be of further assistance.

Sincerely,



JIM COURTER
Chairman

Enclosures (4)

cc: Mr. James F. Boatright, SAF/MII
Mayor Sandra W. Freedman, City of Tampa
Mr. Robert F. Buckhorn, MacDill Reuse Advisory Committee



THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

2 JUN 1994

Honorable Ronald H. Brown
Secretary of Commerce
Washington, DC 20280

Dear Mr. Secretary:

This letter is in response to your May 4, 1994, letter and will address Department of Defense funding issues for the MacDill AFB runway after October 1, 1994. As you know, the 1991 Defense Base Closure and Realignment Commission (DBCRC) recommended the closure of the MacDill airfield. The 1993 DBCRC modified their recommendation to include the transfer of the airfield to the DoC or another federal agency. Included in the 1993 recommendation was the retention of the Joint Communications Support Element (JCSE) at MacDill as long as the airfield remained non-DoD operated. The DoD continues to support the transfer of the airfield to DoC. In an effort to assist DoC in this transfer, the Air Force, at the request of NOAA, continued to fund airfield operations at MacDill after the original closure date of April 1, 1994. This funding will continue until the transfer of the airfield to DoC on October 1, 1994.

As previously stated, a DoC hosted airfield with a number of built-in, cost-sharing tenants should be cost effective and advantageous to the Government. However, a line must be drawn on what operations the DoD is prepared to fund at MacDill. The only validated DoD requirement for the airfield at MacDill is that of JCSE. I am aware that the Unified Commands at MacDill have indicated their desire to use the MacDill airfield after October 1, 1994, however, the OSD does not support these requirements and will not require the Air Force to fund these operations.

Public comments from NOAA officials indicate that the planned operation of the airfield at MacDill after October 1, 1994, includes 90% funding by DoD. In 1991 and 1993, DoD indicated to the DBCRC that we had no continuing requirement for the runway at MacDill. The 1993 DBCRC allowed the limited operations of JCSE to remain at MacDill if the airfield was non-DoD operated. This remains the only DoD requirement for the airfield and the only one for which we must negotiate fair shared costs. We stand ready to negotiate for the continued operation of JCSE at a DoC operated runway and possible limited operations of other DoD assets. We do not, however, plan to fund the majority of the continuing operating costs of the runway at MacDill for DoC. We stand ready to discuss limited funding of the operating costs of the airfield at your earliest convenience. Per your request, I have designated the Air Force as the DoD representative to work on an agreement for the transfer of the MacDill AFB runway to DoC.

Sincerely,

12811



THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

20 JUN 1994

MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE

SUBJECT: MacDill AFB Negotiations With the Department of Commerce

The enclosed May 4, 1994, letter from Secretary Brown requests that DoD designate a representative to negotiate the transfer of the MacDill AFB airfield to the Department of Commerce. I am designating the Air Force as the point of contact for this action and request that you select a representative for these negotiations. Please have the designee contact DoC per requested in the letter from Secretary Brown.

A handwritten signature in black ink, appearing to read "John...".

Attachment
DoC Ltr, 4 May 94

12812



D402109
 THE SECRETARY OF COMMERCE
 Washington, D.C. 20230

MAY - 4 1994

The Honorable William J. Perry
 Secretary of Defense
 Washington D.C. 20301

Dear Mr. Secretary:

On April 6, 1993, as part of our Defense Conversion Initiative, I wrote to request a no cost transfer of MacDill Airfield to the Department of Commerce. The airfield would become the permanent home of the National Oceanic and Atmospheric Administration's Aircraft Operations Center (AOC). AOC would contract for support services to run the airfield and would share operating costs with a number of tenants, both military and non-military.

The uniqueness of this initiative attracted questions from Congress and our Inspector General. I asked Price Waterhouse independently to assess possible cost-sharing arrangements in which MacDill could be transferred to Commerce at no cost beyond our normal projected operational costs. We are now on the verge of the actual takeover; however, final commitments on the part of the various Defense entities which will continue to use the airfield have not been forthcoming.

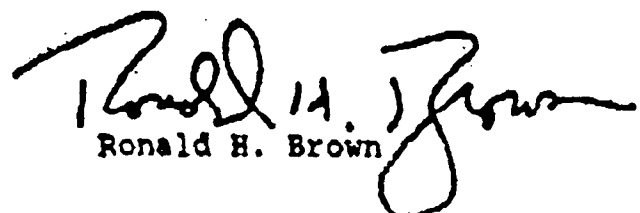
I would not presume to get involved in matters internal to your Department. However, I would call your attention to the need to achieve a cost sharing arrangement very soon whereby the Department of Commerce can address Congressional and Inspector General concerns that the transfer may force Commerce to spend more money operating MacDill than they would if the AOC were housed elsewhere.

I have asked D. James Baker, Under Secretary for Oceans and Atmosphere, to designate a representative to work with your designee on an agreement that will allow us to accept MacDill by agreeing to:

- o a cost-sharing arrangement using Price Waterhouse's percent-with-a-cap algorithm;
- o a timetable on environmental clean-up actions; and
- o DOD joint tenancy agreements.

Please have your designee contact Dr. Baker (202) 482-3436. I appreciate all your efforts to make MacDill Airfield a model Defense Conversion transfer.

Sincerely,


 Ronald H. Brown

10014

MacDill, AFB

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: February 8, 1995

TIME: 8:30

MEETING WITH: Senators Bob Graham and Connie Mack

SUBJECT: Military Installations in Florida

PARTICIPANTS:

Name/Title/Phone Number:

Senator Bob Graham
Buddy Shorstein; Administrative Assistant, Office of Bob Graham
Mike Thomas; Legislative Assistant; Office of Bob Graham
Ross Lindholm; Legislative Assistant; Office of Connie Mack

Commission Staff:

David Lyies, Staff Director
Charles Smith, Executive Director/Special Assistant
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader

MEETING PURPOSE: David Lyles gave the Process Brief. He noted the intent to nominate the Commissioners was released on the 7th. Sen Graham asked for clarification on the Commission intent on Reuse and the concept of Investigative Hearings. There was a lengthy discussion on Economic and Cumulative Economic Impact as well as the relationship of the other Criteria. Further dialogue ensued on Environmental Cleanup and Compliance, COBRA, common Service Accounting systems (or lack thereof), non DoD cost issues, cross-service team concept and the status of DoD actions. A senior staff member noted that DoD was down to the lick-log in their process. Sen Graham noted strong concern on the status of Jacksonville and mentioned various depot related reports. fc

WILLIAM E. LAX
Director
Economic Development

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Program Manager, Governmental Affairs

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DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
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Commission Staff:

✓ David Lyles, Staff Director

~~Charles Smith, Executive Director/Special Assistant~~

~~Madelyn Creedon, General Counsel~~

Cece Carman, Director of Congressional and Intergovernmental Affairs

Chip Walgren, Manager, State and Local Liaison

✓ ~~Jim Schaufreider; Manager, House Liaison~~

Ben Borden, Director, Review & Analysis

Ed Brown, Army Team Leader

Frank Cirillo, Air Force Team Leader

Bob Cook, Interagency Issues Team Leader

Jim Owsley, Cross-Service Team Leader

Alex Yellin, Navy Team Leader

MEETING PURPOSE:

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: January 4, 1995

TIME: 11:00

MEETING WITH: Tampa Chamber of Commerce officials

SUBJECT: MacDill, AFB

PARTICIPANTS:

Name/Title/Phone Number:

RADM F. D. Moran, (Ret.); Tampa COC
Don Barber; President, Tampa COC
Bill Lax, Chrmn; BRAC Committee, Tampa COC
Bruce Drennan, Manager, Governmental Affairs; Tampa COC
Dick Greco, Mayor Candidate, Tampa, Military Affairs Chmn, COC
Steve Powell, Holland and Knight

Commission Staff:

David Lyles, Staff Director
Charles Smith, Executive Director/Special Assistant
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren; Manager, State & Local Liaison
Ben Borden, Director of Review & Analysis
***Frank Cirillo, Air Force Team Leader**

MEETING PURPOSE: Group did not require Process Briefing. Don Barber and Adm. Moran led the discussion. They gave us update of alternatives, now down to two; DOC operated or USAF operated runway with the latter requiring a redirect if chosen by USAF/DoD. Group met with Mr Bayer and Tim Bennett of Mr Boatright's office - separately. According to community, either alternative would cost \$10 Mil/Yr. Chairman JCS has validated runway need of both joint commands. There was discussion on concern that Tampa was in an Air Quality Non-Attainment area for Ozone. Community provided a letter from County Environmental official indicating Tampa might be changed to a "maintenance area" which would allow basing KC-135 tanker unit at MacDill which apparently would operate the airfield under option #2. There was discussion on basing Southern Command and Regional Hearing testimony. fc

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: January 4, 1995

TIME: 11:00

MEETING WITH: Tampa Chamber of Commerce officials

SUBJECT: MacDill, AFB

PARTICIPANTS:

Name/Title/Phone Number:

DICK GRECO - MAYOR CANDIDATE TAMPA / CHAMBER Military Affairs Chairman
RADM F. D. Moran, (Ret.); Tampa COC
→ Don Barber; President, Tampa COC
Bill Lax, Chrmn; BRAC Committee, Tampa COC
→ Bruce Drennan, Manager, Governmental Affairs; Tampa COC
STEVE POWELL, HOLLAND & KNIGHT

Commission Staff:

David Lyles, Staff Director
Charles Smith, Executive Director/Special Assistant
Madelyn Creedon, General Counsel
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren; Manager, State & Local Liaison
Ben Borden, Director of Review & Analysis
*Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader

MEETING PURPOSE:

*Bruce led meeting, Don Barber led discussion - gave us update
met with Tim Bennett - possible reduced for MacDill - Both options
\$10M. / 1 year @ Commerce @ USPF) Shul said there is a need - Adm
Moran gave background - Non AFB v > Main area
- Discussed South Com*

**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504**

MEMORANDUM OF MEETING

DATE: August 9, 1994

TIME: 9:00 a.m.

MEETING WITH: Delegation from Tampa, Florida

SUBJECT: MacDill AFB

PARTICIPANTS:

Name/Title/Phone Number: 813/223-8709

Rear Admiral F.D. Moran; Director, Aircraft Operations Center NOAA

Bob Buckhorn; Mayor's Office Tampa, Florida

**Bruce Drennan; Program Manager & Government Affairs, Tampa Chamber of
Commerce**

William Lax; Director of Economic Development, Tampa Electric Co.

Commission Staff:

Tom Houston; Staff Director

Ben Borden; Director of R&A

Cece Carman; Congressional & Governmental Affairs

Frank Cirillo; Air Force Team Leader

Bob Cook; Interagency Issues Team Leader

Mary Woodward; Director of Congressional & Governmental Affairs

MEETING PURPOSE: The delgation's main purpose was to update staff on recent happenings and to seek guidance. As a result of the latest AST SECDEF to USAF and CJCS, the Air Force is operating and funding limited runway ops at MacDill until 30 Sep 95 and CJCS is validating actual joint commands' needs. Hq ACC is sending a team led by Brad Purvis (SIC?) to sort out the requirement and best resolution. NOAA is looking for additional tenants. The group indicated that USAF O&M costs approximate \$34Mil/Y (this equates to the FY 91 whole base cost per the '93 questionnaire) and that the R/W costs are only \$3-6Mil/Y. Possibilities of Redirects were discussed. fc

COMMISSION

DOTTIE BERGER
PHYLLIS BUSANSKY
JOE CHILLURA
CHRIS HART
JIM NORMAN
ED TURANCHIK
SANDRA WILSON

EXECUTIVE DIRECTOR

ROGER P. STEWART



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WASTE MANAGEMENT DIV
TELEPHONE (813)272-57

ECOSYSTEMS MANAGEMENT D
TELEPHONE (813)272-710

December 29, 1994

Mr. Bruce C. Drennan
Program Manager
Greater Tampa Chamber of Commerce
P.O. Box 420
Tampa, FL 33601-0420

Dear Mr. Drennan:

I received your letter of December 28, 1994, providing details related to the potential basing of a tanker wing at MacDill AFB. As we discussed at our meeting last week on this topic, the primary issue concerns the general conformity provisions applicable to federal actions, 40 CFR Parts 6, 51, and 93.

Hillsborough County is currently seeking redesignation as an ozone maintenance area. I see no reason why this request will not be approved by the US EPA. As a maintenance area, the general conformity regulation establishes a 100 tons per year significance level for emissions of the pollutants NO_x and VOC. This means if the total of direct and indirect emissions for either of these pollutants is less than 100 tons per year, a general conformity determination is not required.

My staff has done a quick screening evaluation of the potential air quality impacts from this proposed activity, and have determined that the related emissions are expected to be well below these 100 tons per year thresholds. I can with reasonable assurance state that the proposed basing of this tanker wing at MacDill AFB will have no relevant impact on our air quality.

If you have any further questions on this matter, please feel free to contact me at (813) 272-5530.

Sincerely,

for Iwan Choroneko
Director
Air Management Division

cf:

Roger P. Stewart



UNITED STATES SPECIAL OPERATIONS COMMAND
COMMANDER IN CHIEF
MACDILL AIR FORCE BASE, FLORIDA 33608-6001


8 September 1992

MEMORANDUM FOR: DIRECTOR FOR FORCE STRUCTURE, RESOURCES AND
ASSESSMENT, J8, ROOM 1E962, THE PENTAGON, WASHINGTON, DC
20318-1000

SUBJECT: MacDill Air Force Base Airfield Project Cost
Analysis

1. Reference J-8, Joint Staff memorandum of 17 July 1992, subject as above.
2. United States Special Operations Command (USSOCOM) has reviewed your cost estimate for air operations at MacDill AFB and Tampa International Airport (TIA), and nonconcur with the analysis. The USSOCOM staff has worked very closely with your staff since April providing data and answering questions in an effort to achieve an accurate analysis. However, your analysis includes items and costs that flaw the overall conclusion. We are concerned that your analysis over-estimates the costs at MacDill and underestimates costs at TIA. Specific comments, with supporting rationale, are provided at the enclosure.
3. As we have discussed with you and your staff, MacDill offers benefits that cannot be duplicated at TIA. Several of these benefits are above and beyond simple cost data. They have a profound effect on operational readiness and day-to-day operations. These intangible issues include low visibility for special operations and deployments, operational signature, response time to the national command authority, and operational security. It is imperative that these items be addressed even though actual dollar costs cannot be attached.
4. It is my desire that your analysis be updated to reflect our figures, where appropriate, or to at least include our position with your submittal to the Director and the Chairman. Providing the correct data now can minimize both operational and fiscal impacts for years to come. We have gone to considerable effort to define and study the operational costs involved. I am convinced that our figures are accurate, that operations out of MacDill will save the taxpayers' money, and provide the most cost-effective means to support our mission.

Encl
as


CARL W. STINER
General, U.S. Army
Commander in Chief

USSOCOM RECLAMA

SUBJECT: J-8 Cost Analysis of MacDill AFB Runway Operations

1. USSOCOM nonconcurrs with the 17 July 1992 cost analysis for air operations at Tampa International Airport (TIA) and MacDill AFB, with the following comments and rationale:

a. Government Employees: Estimates for MacDill show an Airfield Manager and an Assistant Airfield Manager, but the estimate for TIA excludes an Assistant Airfield Manager. Management of operations at TIA will be at least as complex as MacDill and should include an Assistant Airfield Manager. The Quality Assurance position at TIA should include the same number of personnel as MacDill for the same reason as the Assistant Airfield Manager. Augmentation to the fire and crash rescue support at TIA will be required for military operations. There is no cost data included for this additional requirement at TIA. Absent from the TIA estimate is the 20 personnel we identified to provide for command and control, logistical support, and work cargo in the staging and marshalling of equipment. The \$849,451 security figure for MacDill is excessive and unrealistic. As we have discussed with your staff, the security level which will remain at MacDill is adequate for airfield operations. No additional personnel will be necessary unless THREATCON or DEFCON is increased. Should this happen, we will bring in a security team from a component for the duration of the THREATCON increase.

b. Management Overhead, Contractor Costs: There are no contract supervisory costs included in the TIA estimate. The position required is similar to the Program Manager included in the MacDill estimate, and it should be included at TIA. Transient Alert is costed at \$318,397 at MacDill and \$265,331 at TIA. There should be no disparity in the two since the same services are being provided at either location. Additionally, administrative support should be included for contract services as it was included in the MacDill estimate. The contract cost of \$2.23 million at MacDill is not realistic. We provided your staff with a copy of an unsolicited proposal by Science Applications International Corporation (SAI) which delineates their bid for air operations at MacDill. They will provide the services you describe for \$1.12 million a year for a five-year cost plus fixed-fee contract. In talking with SAI, they indicate that this unsolicited proposal is reasonably accurate and reflects what they would expect on contract.

c. MILCON: Costs for MILCON at TIA should be included in the FY94 cost column and not included as just a paragraph in enclosure 5. The cost of \$18.425 million is very significant and germane to any decision to operate at TIA. There is no mention of MILCON design for TIA facilities. This cost, as estimated by USSOCOM Engineer Division and the 56th FW engineers, is 9% of the facility cost (\$1.65 million).

USSOCOM RECLAMA

SUBJECT: J-8 Cost Analysis of MacDill AFB Runway Operations

d. Fuel Costs and Fuel Handling at TIA: The difference in the cost of fuel at TIA and MacDill is significant. This delta should be included as an additional operating expense at TIA. Subtracting out the total cost of fuel does not give the reader the real significance of the additional dollar amounts involved in operations at TIA. As stated, there is a current contract for 80,000 gallons of fuel per year at \$1.23 per gallon. At this time, TIA is not prepared, and cannot deliver, the estimated 9-15 million gallons per year to support our operations. There is no in-ground refueling capability where we will be operating and no cost estimate to include the capability in your analysis. Also, TIA has only one 5,000-gallon refueling truck available. No estimates were included to bring refueling capability up to standards to support our operations out of TIA.

e. Amortization of Nonrecurring Costs: Nonrecurring costs can be graphically shown on the recurring cost comparison charts by using the amortized cost over expected life of the investment. Using a 25-year life span for buildings and a 7-year life for support equipment at a 10% discount rate, this amortized cost adds \$2.5 million to the annual recurring costs at TIA.

f. Ramp Loading: The size of the ramp, marshalling, and staging area we proposed at TIA was designed to support our requirements. Any contingencies or operational commitments involving other commands or units may not be supportable without an increase in the size of these areas. Consequently, the costs would have to be adjusted accordingly.

2. Our estimate substantiates a \$3,628,161 per year cost to operate MacDill via contract operations. An additional one-time cost of \$1,748,280 is estimated to purchase ground support equipment and capital improvements to the airfield. The costs of operating at TIA are substantiated to be \$9,927,882 per year. An additional one-time expenditure of \$21,642,500 is estimated to purchase support equipment and fund the MILCON project.

3. In our estimation, the cost to the taxpayer of operating at TIA will be \$6,299,721 more per year than identical operations at MacDill AFB. One-time MILCON outlay will cost the taxpayer \$18,288,460 more at TIA than at MacDill AFB.

USSOCOM COST ANALYSIS

LOW ACTIVITY LEVEL	MACDILL	TIA
GOVERNMENT EMPLOYEES:		
AIRFIELD MANAGER	98,158	98,158
ASSISTANT AIRFIELD MANAGER	82,898	82,898
FIRE AND CRASH RESCUE	926,772	926,772
SECRETARY	36,190	36,190
QUALITY ASSURANCE	113,953	113,953
SECURITY		849,451
ADMINISTRATIVE CLERK	<u>28,262</u>	<u>28,262</u>
TOTAL GOVERNMENT	1,286,233	2,135,684
CONTRACT COSTS:		
PROGRAM MANAGER		55,620
TRANSIENT ALERT		318,397
ADMIN SUPPORT		26,336
LIABILITY INSURANCE		1,091
VEHICLE & EQUIPMENT MAINT		60,935
PROFIT, FRINGE BENEFITS, G&A, OVERHEAD		<u>157,539</u>
TOTAL CONTRACTOR	1,125,000	619,918
OTHER GOVERNMENT COSTS:		
PIPELINE	8,728	
RUNWAY AND GROUNDS MAINT	218,200	
AIRFIELD LIGHTING, UTILITIES	168,750	
FACILITIES O&M COSTS	281,250	78,750
PAVEMENT MAINT		109,100
PROPERTY FEES		486,000
LANDING FEES		155,436
TRANSPORTATION		200,744
AMORTIZATION OF NON-RECURRING COSTS	540,000	2,535,000
FUEL DELTA		<u>3,607,250</u>
TOTAL OGC	1,216,928	7,172,280
TOTAL ANNUAL OPERATING COSTS	3,628,161	9,927,882
ONE TIME CAPITAL EXPENDITURES:		
MILCON	1,464,000	18,425,700
MILCON DESIGN	131,760	1,650,000
SUPPORT EQUIPMENT	1,758,280	1,566,800
TOTAL CAPITAL EXPENDITURES	3,354,040	21,642,500

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: August 9, 1994

TIME: 9:00 a.m.

MEETING WITH: Delegation from Tampa, Florida

SUBJECT: MacDill AFB

PARTICIPANTS:

Name/Title/Phone Number: 813/223-8709

Rear Admiral F.D. Moran; Director, Aircraft Operations Center NOAA

Bob Buckhorn; Mayor's Office Tampa, Florida

**Bruce Drennan; Program Manager & Government Affairs, Tampa Chamber of
Commerce**

~~Tom Johnson~~

William LAX Dir Economic Development, Tampa Electric Company

Commission Staff:

Tom Houston; Staff Director

Ben Borden; Director of R&A

Cece Carman; Congressional & Governmental Affairs

Frank Cirillo; Air Force Team Leader

Bob Cook; Interagency Issues Team Leader

Mary Woodward; Director of Congressional & Governmental Affairs

MEETING PURPOSE:

DA JOURNAL

Lost Prestige: Tampa terminal falls from top spot in customer-service ranking of airports, Page F4.

Rain Draw Asphalt Poisons Florida's Lakes, Study Shows

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REET JOURNAL
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A Path of Contamination

Lakes and streams near roads are polluted by polynuclear aromatic hydrocarbons, many of which are carcinogenic. These found in asphalt and tar are often released in the following manner:

- A. Changing weather conditions break down pollutants contained in tar and asphalt. High temperatures contribute to this process, causing toxins to seep and boil up from the roadways.
- B. Friction from car tires loosens tar and asphalt deposits on the surface, combining them with additional surface pollutants from sources such as car exhaust, road dust and tire rubber.
- C. Tiny particles are washed into the soil and nearby rivers and streams by rain. Polluted water flows as urban runoff. Carcinogenic tar also seeps into soil and sediment where it is absorbed by plants and eaten by fish, thereby entering the food chain.

study. Already, a Leon County official familiar with Dr. Livingston's work suggests that the use of asphalt be restricted in areas where it presents the greatest threat.

Spokesmen for the Asphalt Institute, in Lexington, Ky., the Asphalt Roofing Manufacturers Association, Rockville, Md., and the National Asphalt Pavement Association, Lanham, Md., all say the jury is still out on the toxicity of asphalt products, and that their industry groups are conducting their own studies. They note that asphalt—a product of petroleum refining—emits far fewer poisons than the coal-based tars and pitches commonly used as paving materials until the 1970s, when they were replaced by more-durable asphalt.

The Next Hot Topic?

The Environmental Protection Agency and several other federal agencies are

studying PAHs, too. These and most other studies to date, though, have focused on the effects of extreme, direct exposure among road workers. "You've heard of PAHs. You just don't know you've heard of them. You've called them tar," says Joellen Lewtas, a molecular biochemist studying PAHs for the EPA in Research Triangle Park, N.C. "They just haven't hit their day yet to be the hot topic."

They are an increasingly hot topic, though, among the 900,000 or so people that the National Asphalt Pavement Association says are employed in the road-paving and related businesses in the U.S.

Danny Holt, a 38-year-old road worker in Rock Springs, Ga., says several of his colleagues have died from cancers of unknown origin. He says that he has consid-

Please Turn to Page F3, Column 1

Dade County Vies to Land Military Plum

By LYDA LONGA

Staff Reporter of THE WALL STREET JOURNAL
MIAMI—Dade County and Puerto Rico are waging an incentives war as the top contenders to become the next home for the U.S. Southern Command, a joint military operation that Dade officials say would grant the economic benefits of a Fortune 500 headquarters.

For now, Puerto Rico appears to have the edge.

Dade business and community leaders have put together an incentives package worth at least \$52 million to sway Defense Secretary William Perry's choice later this month of a new site for the Southern Command, which, under an agreement between the U.S. and Panama, must vacate its base in the Panama Canal Zone by 1999.

Dade's package amounts to only about half of the roughly \$100 million in inducements that officials in San Juan are offering the Pentagon, according to individuals close to the Puerto Rican effort.

'Tremendous' Rival

"I really believe that the competition for SouthCom could now be between Miami and Puerto Rico," says Don Slesnick, a Miami attorney involved in Dade's effort to bag SouthCom. He concedes that "Puerto Rico has prepared a tremendous package of economic incentives worth big bucks."

But Dade officials suggest they may sweeten their offer. "We're prepared to do whatever we have to to ensure that this command relocates to Dade County," says Arthur Teele, chairman of the Metro-Dade County Commission.

In any event, a Pentagon spokesman in Washington says the quality of the incentives will count as much as quantity in the final decision on where to relocate SouthCom. One thing the Defense Department is looking for: anything that will reduce the initial costs of SouthCom's move. And on that score, Dade officials have a tentative commitment from AMR Corp.'s American Airlines to offer discount fares to SouthCom's 700 personnel and their families.

Fiber-Optic Perk

Other incentives Dade is offering include special health-care arrangements through the county's Jackson Memorial.

Please Turn to Page F4, Column 3

FLORIDA JOURNAL

Dade Competes With Puerto Rico For Southern Command's Favor

Continued From Page F1

Hospital; housing assistance; subsidized land; road improvements; and a free fiber-optic cable link for SouthCom's telecommunications system. That last item is crucial to the Southern Command's mission, which is to oversee U.S. military operations in most of Latin America, including training assistance for some Latin American forces, various peacekeeping operations and interception of drug traffickers.

Some observers question whether SouthCom is worth the effort, particularly in an era of shrinking military budgets. Indeed, a Pentagon official, who asks not to be identified, says the department is considering consolidating some of its command divisions, including the Central, Southern, European, Atlantic and Pacific commands.

Economic Motive

"Offering all these incentives and promises is a definite risk," says Ambler Moss, a former U.S. ambassador to Panama and now director of the University of Miami's North-South Center. "These commands aren't necessarily as large as military bases and they don't need as much equipment and space, but it could be here today and gone tomorrow."

Still, Dade officials think that the money SouthCom would bring to the local economy—\$100 million in the first five years by their estimates—makes it all worthwhile. And they aren't the only ones to see it that way.

When SouthCom officials began scouting for a new base about a year ago, the cities often named as the most likely picks were Tampa, San Antonio, Atlanta and New Orleans. Each had its own package of incentives to offer. The few details that are known of these packages suggest why Dade and Puerto Rico have since become the front-runners.

Community leaders in San Antonio, for instance, say they would spend up to \$15 million to renovate the Brooke Army Medical Center at Fort Sam Houston for SouthCom. The 227,000-square-foot hospital, scheduled to be closed early next year, "would be the perfect headquarters," says Bill Mock, vice president of military affairs at the Greater San Antonio Chamber of Commerce.

Vacancies to Fill

Tampa officials say they wouldn't have to spend much to accommodate SouthCom. Bruce Drennan, director of governmental affairs at the Greater Tampa Chamber of Commerce, says nearby MacDill Air Force Base has plenty of telecommunications equipment and "vacant buildings that could be revamped for SouthCom's operation."

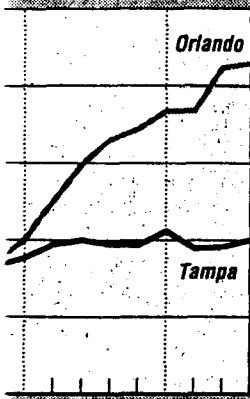
Atlanta is still working on its incentives package, while New Orleans is keeping details of its bid under wraps. "We wouldn't want our competitors to see what we're doing, but suffice it to say that we do have a package of incentives prepared," says Ed Bee, vice president and chief marketing officer at Metrovision, the New Orleans economic development agency.

Dade officials point out that they can offer SouthCom several options for a site: land near Miami International Airport; some vacant federal office buildings near Metrozoo in southwest Dade County; and several commercial/industrial parks. Another possibility is Homestead Air Force Base, though officials aren't pushing it because of concern the base could eventually be closed.

Puerto Rico, for its part, can offer SouthCom ready facilities at the Roosevelt Roads Naval Station, 35 miles south of San Juan, according to officials in San Juan. However, a spokeswoman at the base says it lacks modern telecommunications equipment.

Two Cities

flying into or out of the airports, in millions



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ears of big gains, growth ic through Orlando Inter-irst nine months of this ile traffic through Tampa a year earlier. Ms. Fen-or October, due out today, affic picking up 11% from

c. MacAlester of the Hills-Aviation Authority con-

Winner

Disabled Bikers: The state is issuing them special license plates that allow their motorcycles to be parked in spaces reserved for handicapped.

Weird TV: WRBW-Channel Orlando, which began recent continuous "Twilight Zone" reruns cable-network affiliation.

Suffering Bucs: Rumors heard that former Dallas Cowboy c Jimmy Johnson will get an O, build a winner in Tampa Bay depending on who buys the st gling football franchise.

The 1995 IPO Expect Small

By KAREN L. TIPPETT

Staff Reporter of THE WALL STREET

Florida companies planning to in the new year might as well p their noisemakers and party h; state's 1995 initial public offering many market watchers say, is ble:

"It will be significantly quiete: was in 1993 and 1994," says T Maxwell, first vice president of c finance at Robert W. Baird & Co kerage firm in Milwaukee. Baird : inquiries from Florida companies to go public, says Mr. Maxwell. Bu: casts that many of them won't be a the near term.

Predicting the Future

Overall, IPO watchers predic and smaller deals in 1995 than "The most important thing to me the mutual funds," says Gordon T president of Tunstall Consulting corporate financial planner in Tam. Tunstall predicts rising interest re reduce demand for mutual funds: vestors opt for less-risky certifica-posit. In turn, mutual-fund manag: buyers of IPOs in the past—won't much cash to spend on new issues.

So, companies are going to have elsewhere for financing. Many cor will choose private placements; bar could be a source of capital for som

"The need for financing isn't g go away just because the market ceptive," says Gary Downing, m: director of corporate finance at R: James & Associates Inc., a St. Pet brokerage firm.

The 22 Florida companies th:

In the Running

Some of the companies in the running for the Southern Command's favor include:

- Atlanta: Metrovision, New Orleans economic development agency.
- Dade County: Homestead Air Force Base, Metrozoo in southwest Dade County, several commercial/industrial parks.
- Florida: MacAlester of the Hills-Aviation Authority.
- San Antonio: Brooke Army Medical Center at Fort Sam Houston.
- Tampa: MacDill Air Force Base.
- Puerto Rico: Roosevelt Roads Naval Station.

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UNITED STATES SPECIAL OPERATIONS COMMAND
OFFICE OF THE DEPUTY COMMANDER IN CHIEF AND CHIEF OF STAFF
7701 TAMPA POINT BLVD.
MACDILL AIR FORCE BASE, FLORIDA 33621-5323

29 November 1994

MEMORANDUM FOR: DEPUTY ASSISTANT SECRETARY OF THE AIR FORCE FOR
INSTALLATIONS, WASHINGTON, DC 20330-1660

SUBJECT: Facilities Requirement for Headquarters, United States
Special Operations Command

*Cost 170 to 190 K
Best Case*

ENCLOSURE

MacDill AFB Operational Assessment

1. General. USCENTCOM, USSOCOM, and the 290th Communications Support Squadron, each of which support joint military operations, reside at MacDill AFB and rely heavily on the operational and administrative base support provided by the airfield personnel and infrastructure. Specific requirements are outlined in the following paragraphs and a summary chart is included at the end of the text.

2. USCENTCOM Requirements

a. USCINCCENT and staff travel to the USCENTCOM area of responsibility (AOR) once per month with 36 passengers via EC-135 aircraft. The EC-135 is located at Robins AFB and travels to MacDill 24 hours before departure to the AOR and requires fuel, servicing, loading of supplies, equipment, and security. Upon return, customs and agricultural inspections are required; and the aircraft remains overnight. USCINCCENT and staff personnel also travel frequently within CONUS on the EC-135 and C-20 aircraft that involves 12 sorties per month.

b. In support of contingency OPLANS, USCENTCOM has a standing requirement to deploy over 1,150 personnel and 630 short tons of equipment. During Operations DESERT SHIELD and DESERT STORM, USCENTCOM moved 2,228 personnel and 1,489 short tons of equipment from MacDill AFB.

c. USCENTCOM components have additional standing requirements. USCINCCENT staff and planners must be able to assemble, load on military aircraft, and deploy on short notice to the AOR in support of USCINCCENT operational requirements and crisis action. Secondary requirements involves training and deployment in support of exercises. Historical data indicates a requirement for 30 sorties per year using military aircraft. USNAVCENT staff is split into functional entities at MacDill AFB and Manama, Bahrain. The MacDill component requires immediate access to strategic airlift in support of OPLAN deployments, contingencies, and crisis action. This includes movement of 168 personnel and 30 short tons of equipment.

Enclosure

6. USCINCCENT also has a standing contingency Humanitarian Assistance Survey Team that requires military airlift of 75 personnel and an initial cargo load of four pallets. Other requirements include hosting distinguished visitors, including congressional delegations, foreign visitors, and VIPs. In 1993, USCINCCENT supported 174 VIP events which all require special support at MacDill AFB.

3. USSOCOM Requirements. USSOCOM maintains a standing continuous alert, quick reaction deployment cell (D-Cell) that must be able to assemble and load a tailored support package on military cargo aircraft for rapid deployment within 4-72 hours depending on mission requirements. D-Cell support requirements include military cargo build up, staging, and loading, fuel and servicing, ground transportation, and security. Cargo includes weapons and ammunition and other hazardous material.

4. Joint Communications Support Element (JCSE) Requirements. JCSE is provided by the Florida Air National Guard 290th Joint Communications Support Squadron at MacDill AFB. The 290th is tasked to provide communications support personnel and equipment to joint task forces, unified commands, Defense agencies, Joint Staff, Governor of Florida, crisis response, and disaster relief operations. This support is accomplished by means of a standing JCSE. The 290th directed 40 sorties out of MacDill AFB during Hurricane Andrew. Currently, a JCSE communications package is deployed to joint task force SUPPORT HOPE in Rwanda.

5. Other Requirements. MacDill AFB provides a variety of support functions to all users.

a. Weather Support. Normal aviation weather support is required to support contingency planning as well as flight operations.

b. Transient Alert. There is a requirement to provide ground fueling, servicing, and maintenance for a variety of military aircraft, including: EC-135, KC-10, C-5, C-141, C-130, C-12, and helicopters.

c. Fuel Storage and Supply. Aviation fuel requirements for these users have averaged 3.8 million gallons per year. In addition, ground equipment such as vehicles, generators, and command and control equipment use base fuel support.

d. Security. Military Police are required to secure aircraft and cargo, including weapons, ammunition, hazardous material, equipment, and classified material.

e. Crash and Rescue. Military aircraft operations require military crash and rescue capability 24-hours per day.

f. Ramp Space. Requirement is for four C-141, two C-5, and one EC-135 to be parked simultaneously.

g. Material Handling Equipment. Cargo handling, staging, loading, and unloading military material for normal and contingency operations are required to support these users.

OPERATIONAL SUMMARY

USCENTCOM Requirements

Mission	Annual Sorties	Aircraft Type
CINC Command/Control	24	EC-135/C-20
USSOCENT	30	C-141/C-130/Helo
Total	54	

USSOCOM Requirements

Mission	Annual Sorties	Aircraft Type
CINC Command/Control	39	EC-137
Foreign Liaison	56	MISC.
Command Planning	52	C-9/C-22
Airborne Training	103	C-130/OTHER
Planning/Liaison	81	C-12/C-21/T-39
Army Aviation Support	930	C-12
D-Cell Exercises	56	C-5/C-141
Total	1,317	

JCSE Requirements

Mission	Annual Sorties	Aircraft Type
Joint Readiness Training	4	C-5/C-141
Contingencies	1	C-5/C-141
Airborne Command Post	40	C-141/C-130
Travel	20	C-12/C-26
Official Visits	12	C-12/C-26/F-16
Disaster Relief	15	C-141/C-130
Total	92	

Grand Total 1,463

CONTINGENCY REQUIREMENTS

USCENTCOM

Mission	Requirement
CINC Staff	1150 PAX/630 Short Tons
USNAVCENT	168 PAX/30 Short Tons
Humanitarian Survey Team	75 PAX/4 Pallets

USSOCOM

Support Package	Time to Deploy	Aircraft Req'd. C-5 or C-141		Material Staging Area (Sq Ft)
Max.	N/A	10	30	39,000
Large	72 hrs	6	21	26,000
Small	36 hrs	2	3	9,000
Min.	4 hrs	2	0	7,000

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950221-1

FROM: DEUTCH, JOHN	TO: SHALIKASHVILI, JOHN
TITLE: DEPUTY SEC OF DEFENSE	TITLE: CHAIRMAN
ORGANIZATION: DEPT OF DEFENSE	ORGANIZATION: JOINT CHIEFS
INSTALLATION (s) DISCUSSED: MACDILL AIR FORCE BASE	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER			
STAFF DIRECTOR	✓			COMMISSIONER			
EXECUTIVE DIRECTOR	✓			COMMISSIONER			
GENERAL COUNSEL				COMMISSIONER			
MILITARY EXECUTIVE				COMMISSIONER			
				COMMISSIONER			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

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:
 MEMO REQUESTING ASSESSMENT OF THE USCENTCOM AND USSOCOM OPERATIONAL AND ADMINISTRATIVE NEEDS FOR AIRFIELD SUPPORT IN TAMPA AREA. ALSO, TEMPORARY FUNDING SHOULD CONTINUE THROUGH OCT 1.
 F-16 MacDill (see Murrell)

Due Date:	Routing Date: 950221	Date Originated: 940708	Mail Date:
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THE DEPUTY SECRETARY OF DEFENSE

WASHINGTON, D.C. 20301

8 JUL 1994

Please refer to this number
when responding 950221-1

533
3 AF

MEMORANDUM FOR SECRETARY OF THE AIR FORCE
CHAIRMAN OF THE JOINT CHIEFS OF STAFF

SUBJECT: MacDill Air Force Base

Here is how I would like to proceed towards resolution of the questions surrounding airfield support to the Unified Commands and the Joint Communications Support Element in the Tampa, Florida, area.

It seems clear that Central Command (USCENTCOM) and Special Operations Command (USSOCOM) have some valid airfield support requirements which must be met in the area. It appears these requirements could be met at MacDill AFB, at Tampa International Airport or a combination of both.

I would like the Chairman of the Joint Chiefs of Staff to provide me his assessment of the USCENTCOM and USSOCOM operational and administrative needs for airfield support in the Tampa, Florida, area. All needs should be identified, to include unique missions such as support for contingency or exercise staff movements, classified or sensitive missions, foreign liaison missions, or outsize cargo airlift operations. The assessment should also address the frequency of need for each category.

Subsequent to the above, I would like the Air Force to conduct an economic analysis of options which strive for the most cost effective solution to meeting the needs of all parties concerned.

In view of the above, the Air Force should plan to continue temporary funding of MacDill airfield operations until October 1, 1995, while permanent arrangements between all parties are resolved.

5 AF

13983

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950317-7

FROM: ORENNAN, BRUCE C.	TO: CORNELLA, AL
TITLE: SD PROGRAM MANAGER	TITLE: COMMISSIONER
ORGANIZATION: TAMPA CHAMBER OF COMMERCE	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: MACDILL AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER ROBLES			
				COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		X	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input checked="" type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:

LETTER OF SUPPORT FOR A RE-DIRECT FOR
MACDILL AFB.

Due Date: 950324	Routing Date: 950317	Date Originated: 950309	Mail Date:
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March 9, 1995

Mr. Al Cornella
Commissioner
Base Realignment and Closure Commission (BRAC) 95
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Cornella:

Thank you for meeting with our delegation from Tampa, Florida, Monday, March 6, for breakfast. We understand the enormous task that you are undertaking and applaud your efforts and dedication of time. Our task with MacDill AFB has been long and arduous since the BRAC 91 decisions were handed down and we feel very fortunate to be in the position of a re-direct recommendation by DOD. As we discussed, MacDill is unique in that it is the only base in the world that is home to two Joint Unified Commands with national command authority missions and has the infrastructure to support any flying mission in the DOD inventory. We are sure the facts will bear out that MacDill stands on its own merit as an ideal receiving base for units relocating from other bases slated for closure and/or realignment.

Again, we are very pleased that you took time out from your very busy schedule to meet with us. We look forward to seeing you at the regional hearings through out the United States and when the commission visits MacDill AFB and Tampa, Florida. Thank you again for your time and if we can be of any assistance in helping you or your staff with the BRAC process please let us know. I can be reached at the Greater Tampa Chamber of Commerce at (813) 276-9446.

Sincerely,

A handwritten signature in black ink that reads "Bruce C. Drennan". The signature is written in a cursive style with a long, sweeping underline.

Bruce C. Drennan
Program Manager
Governmental Affairs



♀
Rick
File w/ MacDill
♀

March 9, 1995

Mr. Frank Cirillo
Senior Air Force Analyst
Base Realignment and Closure Commission (BRAC) 95
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Cirillo:

Thank you for taking time out from your busy schedule to meet with our delegation from Tampa, Florida and MacDill AFB, Monday, March 6. You have always been supportive of our efforts with MacDill and we feel extremely fortunate to have someone of your experience and fortitude on the BRAC staff. We have all had an arduous task since the BRAC 91 announcements were made back in the spring of 1991. We feel very fortunate to be in a position of a re-direct recommendation by DOD and that MacDill will stand on its own merit now that the playing field has been leveled.

Again, thank you for taking time to meet with us. We know how busy you are and will be for the next several months and we applaud your efforts. Please feel free to call us if you need any assistance on anything relating to the BRAC process. We look forward to seeing you at the regional hearings and especially when you visit MacDill AFB and Tampa, Florida. I can be reached at the Greater Tampa Chamber of Commerce, (813) 276-9446.

Sincerely,

A handwritten signature in black ink that reads "Bruce C. Drennan".

Bruce C. Drennan
Program Manager
Governmental Affairs

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

Section I

1. Force Structure

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

Unit or Activity:	Officer	Enlisted	Civilian	Personnel Authorizations for FY93/4	
				Total	
1.1.A.1 AAFES	-	-	335	335	6
1.1.A.2 Barnett Bank	-	-	-	6	6
1.1.A.3 COMUSNAVCENT REAR	25	19	9	53	2
1.1.A.4 Cable Vision	-	-	2	2	145
1.1.A.5 DECA (AF Pop)	-	12	133	145	59
1.1.A.6 DFAS (AF Pop)	-	22	37	59	9
1.1.A.7 DRMO	-	-	9	9	1
1.1.A.8 Def Fuel Supply Point	-	-	1	1	484
1.1.A.9 JCSE	20	464	-	484	223
1.1.A.10 JCSE (AF Pop)	10	194	19	223	10
1.1.A.11 Macdill Credit Union	-	-	10	10	443
1.1.A.12 NAF Employees	-	-	443	443	90
1.1.A.13 NOA	28	-	62	90	6
1.1.A.14 Non-DOD Units DMA	1	2	3	6	6
1.1.A.15 PERSUPPET	-	5	1	6	2
1.1.A.16 Red Cross	-	-	2	2	74
1.1.A.17 SIID	8	66	-	74	66
1.1.A.18 Tinker Elem School	-	-	66	66	7
1.1.A.19 US Postal Service	-	-	7	7	25
1.1.A.20 USA Aviation	13	12	-	25	18
1.1.A.21 USA Corps of Engr	-	-	18	18	4
1.1.A.22 USAMEDDAC	1	3	-	4	909
1.1.A.23 USCENTCOM	435	474	-	909	420
1.1.A.24 USCENTCOM (AF Pop)	158	188	74	420	537
1.1.A.25 USSOCOM	300	237	-	537	485
1.1.A.26 USSOCOM (AF Pop)	99	122	264	485	35
1.1.A.27 Various Colleges	-	-	35	35	

1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

TOTAL:

4454

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

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

1995 AIR FORCE BASE QUESTIONNAIRE
MacDill AFB - ACC

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

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

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

B. Geographic Location

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

1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	MACDILL AUX	63
I.2.B.4	Military airfield, runway \geq 8,000ft	MACDILL AUX	63
I.2.B.5	Military airfield, runway \geq 10,000ft	CECIL FLD NAS	146
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft		
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft		
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft		
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations		

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

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

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

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

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

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

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

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

1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

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

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

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

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

TOWNSEND	225 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

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

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

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

Identify Routes:

1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

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

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

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

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

200 NM	300 NM	500 NM
5	9	26

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

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

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

500 NM	700 NM
2695	3593

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events

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

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

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

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

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

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

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

I.2.C.11.a

Drop Zone

Servicing Instrument and Slow Routes (IRs and SRs)

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

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

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

ANDERSON-BARTLETT 133 NM

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

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

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

FORT STEWART 247 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

I.2.D.19

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

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

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

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

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

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

Commercial Aviation Impact

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

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

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

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H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

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

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

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

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

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

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Section II

1. Installation Capacity & Condition

A. Land

Site	Description	Total Average	Average Presently Developed	Average Suitable for New Development	II.1.A.1	
					MACDILL AFB	MAIN BASE
					2,564	1,745
					2,564	1,745
					TOTALS:	
					2,564	1,745
					120	120

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	Excess Capacity (C)
II.1.B.1.a.i	Hydrant Fueling System Pits	EA	0	0			0.0	0
II.1.B.1.a.ii	Consolidated Aircraft Support System	EA	0	0			0.0	0
II.1.B.1.b	Communications-Buildings	SF	N/A	37,675	87.0	13.0	0.0	N/A
II.1.B.1.c	Operations-Buildings	SF	N/A	23,701	100.0	0.0	0.0	N/A
II.1.B.1.c.i	Aerial Delivery Facility	SF	0	0			0.0	0
II.1.B.1.c.ii	Squadron Operations	SF	13,567	13,567	100.0	0.0	0.0	0
II.1.B.1.c.iii	Air Freight Terminal	SF	0	0			0.0	0
II.1.B.1.c.iv	Air Passenger Terminal	SF	0	0			0.0	0
II.1.B.1.c.v	Fleet Service Terminal	SF	0	0			0.0	0
II.1.B.1.d	Training Buildings	SF	N/A	60,946	55.0	44.0	1.0	N/A
II.1.B.1.d.i	Fight Training	SF	0	0			0.0	0
II.1.B.1.d.ii	Combat Crew Tmg Squadron Facility	SF	0	0			0.0	0
II.1.B.1.d.iii	Fight Simulator Training (High Bay)	SF	0	0			0.0	0
II.1.B.1.d.iv	Companion Tmg Program	SF	0	0			0.0	0
II.1.B.1.d.v	Field Training Facility	SF	0	0			0.0	0
II.1.B.1.e	Maintenance Aircraft	SF	N/A	8,446	100.0	0.0	0.0	N/A
II.1.B.1.e.i	Maintenance Hanger	SF	0	0			0.0	0
II.1.B.1.e.ii	General Purpose Aircraft Maintenance	SF	0	0			0.0	0
II.1.B.1.e.iii	DASH 21	SF	0	0			0.0	0
II.1.B.1.e.iv	Non-Destructive Inspection (NDI) Lab	SF	0	0			0.0	0
II.1.B.1.e.v	Aircraft Maintenance Unit	SF	0	0			0.0	0

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

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Facility Code	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.I.iii	422-264	Igloo Magazine	SF	11,662	11,662	100.0	0.0
II.1.B.1.I.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	2,828	2,828	100.0	0.0
II.1.B.1.I.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0	0.0	0.0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	N/A	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	340,739	N/A	88.0	11.0
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	3,653	0	0.0	0.0
II.1.B.1.v.ii	442-258	LOX Storage	GA	448	448	100.0	0.0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	331,357	275,509	99.0	1.0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	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
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	206,982	14.0	82.0
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0	0.0	0.0
II.1.B.1.y	540	Dental Clinics	SF	N/A	12,552	0.0	100.0
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0	0.0	0.0
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	800,626	80.0	20.0
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	2,000	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
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAO)	PN	N/A	1,618	40.0	60.0
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,373	1,373	40.0	60.0
II.1.B.1.cc	722	Dining Hall	SF	N/A	19,813	24.0	76.0
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	17,200	15,093	0.0	100.0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOO)	PN	N/A	161	100.0	0.0
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	71,026	36.0	47.0
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	630,618	87.0	11.0
II.1.B.1.gg	852-273	Act Support Equipment Storage	SY	0	0	0.0	0.0

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

Facility Code	Category Code	Category Description	Units of Measure	Current Capacity	Percentage Cond Code 1 (%)	Percentage Cond Code 2 (%)	Percentage Cond Code 3 (%)
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0	0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	0	0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	0	0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0	0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	387,443	63.0	37.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	121	100.0	0.0	0.0

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

C. Family Housing (Facility Category Code 711)

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

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

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

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

(includes E-1 - E3 requirements)

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

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

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

II.1.C.2 Condition

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

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

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

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

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

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

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

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

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

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3. Utility Systems

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

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

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

MACDILL HAS NO CENTRAL HEAT PLANTS.

4. Aircraft Maintenance Hangar Facilities

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

5. Unique Facilities

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

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

Full mobilization, 24 hour capability assumed.

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

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

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

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

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

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

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

III.1.C.2

III.1.C.3

III.1.C.4

III.1.C.5

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

III.1.D.3

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

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

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

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

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

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

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

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

Active ground force installations within 150 NM:

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

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Railheads within 150 NM:

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

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

Deep water ports within 150 NM:

Cape Canaveral	111 NM
----------------	--------

III.1.H The base does Not have a dedicated passenger terminal.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Section IV

1. Base Budget

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

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

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

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

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

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Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

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

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
HILLSBOROUGH AREA RAPID TRANSIT
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 12 miles
- VII.1.B.2 Airport name: TAMPA INTERNATIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 18
- VII.1.B.4 Average round trip commuting time to work: 51 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

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

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

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

TAMPA BAY MALL 0 hrs 24 min (8 Miles)

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

TAMPA 0 hrs 25 min (7 Miles)

Local area crime rate:

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

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

2. Education

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

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

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

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

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

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

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

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

ROBINSON ADULT & COMMUNITY SCHOOL

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

HILLSBOROUGH COMMUNITY COLLEGE

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

UNIVERSITY OF SOUTH FLORIDA

3. Spousal Employment

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

4. Local Medical Care

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

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

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

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

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

Ozone

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

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

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

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

VIII.E.3 Open Burn/Open Detonation

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

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

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

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

VIII.E.4 Fire Training

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

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

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

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

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

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

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

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

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

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

3. Water - Ground Water

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

4. Water - Surface Water

- VIII.4.A** The following perennial bodies of water are located on base.
- | VIII.4.A.1 | Location | Surface area size |
|-------------------|-----------------|--------------------------|
| | LAKE MCCLELLAND | 4.60 Acres |
| | LEWIS LAKE | 5.70 Acres |
- VIII.4.A.2** These bodies receive water runoff or treated wastewater discharge from the base.
VIII.4.A.3 The base is Not located within a specified drainage basin.
- VIII.4.B** Special permits are required as follows:
 STORMWATER PERMITS

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

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

5. Wastewater

- VIII.5.A Base wastewater is treated by On-Base facilities.
- VIII.5.B The following 3 wastewater treatment facilities (industrial/domestic) are located on-base:
- | |
|--------------------|
| BLDG 66 |
| DRMO PACKAGE PLANT |
| FACILITY 1106 |
- VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

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

7. HAZARDOUS MATERIALS - Asbestos

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

1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

8. Biological - Habitat

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

9. Biological - Threatened and Endangered Species

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

Species	Kingdom			Threatened	Remarks
	Animal	State	Candidate		
AMER OYSTERCATCHER	Animal	State	Candidate	Threatened	
AMERICAN ALLIGATOR	Animal	Federa	Listed	Threatened	
BALD EAGLE	Animal	Federa	Listed	Endangered	
BLACK MANGROVE	Plant	State	Listed	Threatened	
BROWN PELICAN	Animal	State	Candidate	Threatened	
COMMON SNOOK	Animal	State	Candidate	Threatened	
FLA. SANDHILL CRANE	Animal	State	Candidate	Threatened	
LITTLE BLUE/ TRICOLOR HERON	Animal	State	Candidate	Threatened	
REDDISH/SNOWY EGRET	Animal	State	Candidate	Threatened	
ROSEATE SPOONBILL	Animal	State	Listed	Threatened	
SE AMER KESTREL	Animal	State	Candidate	Threatened	
URROWING OWL	Animal	State	Listed	Threatened	
WHITE MANGROVE	Plant	State	Listed	Threatened	
WOOD STORK	Animal	State	Candidate	Threatened	

- VIII.9.B There are No Special Concern species identified on the base.
- VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

10. Biological - Wetlands

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

VIII.10.A.1 Identification and type of wetland:	Approximate acreage:
MANGROVE SWAMP	544

VIII.10.A.2 The base is involved in jointly-managed programs for protection of these resources.

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

VIII.10.B.1 Survey was completed in Apr 94

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

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

COE MANUAL, FOER RULES, HILLSBOROUGH ENV PROT COMM RULE, SOUTHWEST FL WATER MGT DISTRICT RULES

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

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

ALL CONSTRUCTION MUST COMPLY WITH E.O. 11988, in addition construction is restricted by Florida Statue 17320 and would require Florida and Corps of Engineer permits.

11. Biological - Floodplains

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

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

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

12. Cultural

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

VIII.12.B 9 percent of the buildings on base are over 50 years old.

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

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

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

VIII.12.D The base has Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

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MacDill AFB - ACC

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.

1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

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

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

VIII.13.A.1 38 IRP sites have been identified

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 12 sites are being investigated and remediated.

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

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$160.000 K	\$165.000 K	\$150.000 K	\$145.000 K	\$140.000 K
IRP	\$987.000 K	\$13,500.000 K	\$5,900.000 K	\$4,700.000 K	\$3,900.000 K
Natural Resources	\$274.000 K	\$87.000 K	\$37.000 K	\$47.000 K	\$47.000 K
P2, UST/AST, WATER	\$500.000 K	\$1,000.000 K	\$250.000 K	\$250.000 K	\$250.000 K
Permits	\$50.000 K	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K

15. Other Issues

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

1995 AIR FORCE BASE QUESTIONNAIRE

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16. Air Quality - Clean Air Act

- VIII.16.A** Air Quality Control Area (AQCA) geographic region in which the base is located:
HILLSBOROUGH COUNTY PORTION OF WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION
- VIII.16.B** Air quality regulatory agency responsible for the AQCA: ENVIRONMENTAL PROTECTION COMMISSION OF HILLSBOROUGH COUNTY
- VIII.16.B** Name and phone number of the AQCA program manager for issues pertaining to the base:
MR JERRY CAMPBELL (813) 272-5530
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- | | |
|---|---|
| VIII.16.C.1 In Non-Attainment for Ozone | VIII.16.C.2 In Attainment for Carbon Monoxide |
| VIII.16.C.3 In Attainment for Particulate matter (PM-10) | VIII.16.C.4 In Non-Classifiable for Sulfur Dioxide |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) | VIII.16.C.6 In Non-Classifiable for Lead |
- VIII.16.C.7** The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.13 ppm
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
- VIII.16.D.3** Ozone Design value is 107.5% of NAAQS
- VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed
- VIII.16.E.1** The EPA-designated severity of nonattainment for OZONE is Marginal
- VIII.16.E.2** HILLSBOROUGH COUNTY PORTION OF WEST CENTRAL FLORIDA INTRASTATE AIR QUALITY CONTROL REGION
- VIII.16.E.3**
- VIII.16.E.4** The base is Not in a rural transport area
- VIII.16.E.5** The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated
- VIII.16.E.5.** The EPA has proposed a designation of ATTAINMENT in the Federal Register
- VIII.16.F.1** The EPA has not requested an extension to the ozone attainment deadline
- VIII.16.F.2** The AQCA expects EPA to conclude that the AQCA has fulfilled the 15 Nov 93 attainment date
- VIII.16.F.3** The AQCA does Not expect the EPA to redesignate the area to a worse classification of ozone nonattainment

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1995 AIR FORCE BASE QUESTIONNAIRE

MacDill AFB - ACC

VIII.16.F.3a

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1995 AIR FORCE BASE QUESTIONNAIRE
MacDill AFB - ACC

Section IX

16-Feb-95

UNCLASSIFIED

IX.41

The Law Firm of
Marra, Wenz, Johnson & Hopkins, P.C.

Warren C. Wenz
Attorney

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P. O. Box 1525
Great Falls, Montana 59403
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Fax (406) 761-2610

HIGH PLAINS
DEVELOPMENT
AUTHORITY, INC.

Tim Ryan
Interim Executive Director

G. F. Int'l Airport, Suite 209 (406) 454-1934
2800 Terminal Drive Fax (406) 454-2995
Great Falls, MT 59404 Home 761-2875

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 8, 1995

TIME: 3:00

MEETING WITH: Frank Gaffney

SUBJECT: Malmstrom AFB, MT

PARTICIPANTS:

Name/Title/Phone Number:

Frank Gaffney
Tim Ryan; Great Falls, MT Community
Bob Sletten; Great Falls MT Community
Warren Wentz; Great Falls, MT Community
Barry Rhoades; Consultant
Jackie Arends; Consultant

Commission Staff:

Rebecca Cox; Commissioner
Frank Cirillo; AF Team Leader
David Olson; AF Team
Ralph Kaiser; Consul
Wade Nelson; Director of Communications

MEETING PURPOSE:

Mr. Gaffney presented his view that the BMD capability of the Navy's Aegis system negates the need to preserve the land based ABM deployment options provided by the ABM treaty. As such, he concluded that there is no need to retain the ICBM field at Grand Forks AFB in order to protect deployment options for a national missile defense system.



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

March 13, 1995

Please refer to this number
when responding 950307-13R1

The Honorable Pat Williams
United States House of Representatives
Washington, D.C. 20515

Dear Representative Williams:

Thank you for your recent letter requesting a regional hearing of the Defense Base Closure and Realignment Commission in Great Falls, Montana. I appreciate your strong interest in the Commission and its process.

The Commission is scheduled to hold a regional hearing in Great Falls, Montana, on March 31, 1995. The Commission looks forward to receiving testimony from communities affected by the Secretary of Defense's recommendations during the regional hearings.

I look forward to working with you during this difficult and challenging process. Please do not hesitate to contact the Commission whenever you believe we can be of assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. Dixon".

Alan J. Dixon
Chairman

ECTS#: 950307-13

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: Oct 18, 1994

TIME: 9:30 AM

MEETING WITH: Great Falls, MT (Malmstrom AFB)

SUBJECT: Process Familiarity and Military Value Discussions

PARTICIPANTS:

Name/Title/Phone Number:

Bob Sletten; Community Representative

John Lawton; City Manager

Warren Wenz; Marra, Wenz, Johnson & Hopkins, PC

Tim Ryan; Interim Executive Director, High plains Development

Commission Staff:

Tom Houston; Staff Director

Ben Borden; Director of R&A

CeCe Carman; Congressional and Intergovernmental Affairs

Frank Cirillo; Air Force Team Leader

Bob Cook; Issues Team Leader

MEETING PURPOSE: Cirillo gave the process presentation. Community asked several questions regarding COBRA, the Nuclear Posture Review, the 1993 data call, the 1993 Air Force and Commission evaluation methods and different closing scenarios. We emphasized the need of the community to work with DoD/USAF now on military value and pointed out some weaknesses apparent in the 1993 round. fc

Stan Kammit

MALMSTROM AFB DRAFT DATA SHEET

14-Feb-95

MAJOR COMMAND: AFSPC
BRAC CATEGORY: Large AC(T)(M)
JOINT CROSS-SERVICE GROUP:
STATE: MT
NEAREST CITY: Great Falls
INSTALLATION TYPE: Tanker/Missile Base
RESOURCES: 200-MMII/III, 12-KC135, 2-C12, 6-UH1
MAJOR UNITS ASSIGNED: 341st Missile Wing, 43rd Air Refueling ~~Wing~~^{Wing}
INSTALLATION MISSION: Missile Wing and Refueling ~~Wing~~^{Wing} (1 Squadron)
AUTHORIZED MILITARY: 4,251
AUTHORIZED CIVILIAN: 527
AVERAGE NUMBER OF STUDENTS:
FY 93 OPERATING COSTS:
NATIONAL PRIORITY LIST SITE: No
TOTAL ACRES: 4,137
TOTAL BUILDING SQUARE FOOTAGE:
FAMILY HOUSING UNITS: 1,406
UNACCOMPANIED OFFICER HOUSING UNITS:
UNACCOMPANIED ENLISTED HOUSING SPACES:
AREA COST FACTOR:
RUNWAY LENGTH:
HOSPITAL BEDS:
IMPACT OF PREVIOUS BRAC:
GOVERNOR: Marc Racicot
SENATORS: Max Baucus
Conrad Burns
REPRESENTATIVE: Pat Williams

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 3, 1995

TIME: 9:00 a.m.

MEETING WITH: March AFB area representatives

SUBJECT: March AFB

PARTICIPANTS:

Name/Title/Phone Number:

The Honorable Ken Calvert (R-CA)
Joy Defenbaugh, Councilwoman, and Chairman of Joint Powers Authority
Col. Paul Gill, USAF (Ret.) Member, Technical Advisory Comm
Paul McManus, Consultant
Maj. Gen Drax Williams, USMC; Comdr., MC Air Bases, WesternArea,
MCAS, El Toro (by speakerphone)
Dave Ramey, Office of Rep. Ken Calvert

Commission Staff:

David Lyles, Staff Director
Madelyn Creedon, General Counsel
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader
Jim Brubaker, Navy DoD Anaylst

MEETING PURPOSE: (mm-march.doc)



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0304

MEETING REQUEST

Now that the Defense Base Closure and Realignment Commission has been provided with the recommended list of closures and realignments by the Secretary of Defense, the Commission is analyzing the data used by the Secretary in making his decisions. In order to ensure that your meeting with Commission members and/or staff is as productive as possible in the limited time available, please respond to the following items and return to your Commission contact by fax as soon as possible. Also, prior to the meeting, please provide the Commission with the data and other facts you intend to use in presenting your case to the meeting participants. This will allow the Commission member and/or staff to be prepared to address the specific points you plan to make and answer your questions as fully as possible during the meeting.

- **ISSUES TO BE DISCUSSED:** *1) USMC Helicopter forces from Ft. Rucker and Fort Belvoir being redirected to March AFB; 2) Having this issue voted on at the May 10 hearing.*
- **COMMUNITY SPOKESPERSON:** *Joy DeFonbaugh Hon. Dan Coburn
Paul G. Hill Paul McCrory*
- **PROPOSED AGENDA:** *Dave Roney*

*9:00 1) Intro - Ken Corbett
| 2) Remarks by Joy DeFonbaugh
3) Presentation by Paul G. Hill*

*9:30 4) Call Gen Dix Williams
| 5) General discussion*

10:00

- **OTHER ITEMS**
 - *Speakerphone*
 - *Overhead projector*

Please return by fax to (703) 696-0550:

Attention:
 Coco Carman, Director of Intergovernmental Affairs ✓
 Chip Walgren, Manager, State and Local Liaison ✓
 Jim Schufreider, Manager, House Liaison ✓
 Sylvia Davis-Thompson, Manger, Re-use issues ✓

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES Alterations	-	-	3	3
I.1.A.2	AAFES Arnold Heights (Shoppette)	-	-	7	7
I.1.A.3	AAFES BX Gas Station	-	-	26	26
I.1.A.4	AAFES Barber Shop	-	-	7	7
I.1.A.5	AAFES Base Theater	-	-	6	6
I.1.A.6	AAFES Beauty Shop	-	-	6	6
I.1.A.7	AAFES Burger King	-	-	29	29
I.1.A.8	AAFES Class VI Store	-	-	8	8
I.1.A.9	AAFES Flightline Snack Bar	-	-	10	10
I.1.A.10	AAFES Florist Shop	-	-	3	3
I.1.A.11	AAFES Laundry Dry Cleaners	-	-	3	3
I.1.A.12	AAFES Main Store	-	-	143	143
I.1.A.13	AAFES Military Clothing Sales	-	-	7	7
I.1.A.14	AAFES Optical Shop	-	-	3	3
I.1.A.15	AAFES Radio TV Repair	-	-	3	3
I.1.A.16	AAFES Shoppette	-	-	9	9
I.1.A.17	AAFES Watch Repair	-	-	3	3
I.1.A.18	Accounting and Finance (DFAS)	-	15	29	44
I.1.A.19	Administrative/Marketing (NAF)	-	-	5	5
I.1.A.20	Aero Club (NAF)	-	-	2	2
I.1.A.21	Army Corps of Engineers	-	-	25	25
I.1.A.22	Arts & Crafts/Auto Hobby (NAF)	-	-	6	6
I.1.A.23	Aviation Operations Ctr West	-	-	16	16
I.1.A.24	Bank of America	-	-	15	15
I.1.A.25	CAE-LINK	-	-	32	32
I.1.A.26	COBMS	-	-	27	27
I.1.A.27	Cal State, San Bernadino	-	-	1	1

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

I.1.A.28	Chapman College	-	-	1	1
I.1.A.29	Child Development Ctr (NAF)	-	-	36	36
I.1.A.30	DECA	-	10	98	108
I.1.A.31	DRMO	-	-	7	7
I.1.A.32	Embry Riddle University	-	-	1	1
I.1.A.33	Enlisted Club (NAF)	-	-	55	55
I.1.A.34	Golf Course (NAF)	-	-	42	42
I.1.A.35	Human Resource Office (NAF)	-	-	3	3
I.1.A.36	Lodging Facility (NAF)	-	-	57	57
I.1.A.37	Maintenance (NAF)	-	-	4	4
I.1.A.38	March Credit Union	-	-	48	48
I.1.A.39	NAF Accounting	-	-	10	10
I.1.A.40	OMEGA	-	-	5	5
I.1.A.41	Officer's Club (NAF)	-	-	53	53
I.1.A.42	Outdoor Recreation (NAF)	-	-	4	4
I.1.A.43	PPP Program	-	-	3	3
I.1.A.44	Pizzeria (NAF)	-	-	23	23
I.1.A.45	Recreation Center (NAF)	-	-	3	3
I.1.A.46	Red Cross	-	-	2	2
I.1.A.47	Retire Activity Office	-	-	21	21
I.1.A.48	Riverside Community College	-	-	1	1
I.1.A.49	Southern Illinois University	-	-	1	1
I.1.A.50	Tour and Travel	-	-	2	2
I.1.A.51	U.S. Post Office	-	-	1	1
I.1.A.52	University Southern California	-	-	2	2
I.1.A.53	Vet Services (NAF)	-	-	1	1
I.1.A.54	Youth Center (NAF)	-	-	10	10
TOTAL:					953

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

I.1.B.1 Supported Unit: 524 FTD
 Location: March AFB
 Support provided: All

GSU - Geographically Separated Unit
 REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

I.1.B.2 Supported Unit: Ballistic Missile Organization
Location: San Bernadino
Support provided: A1 - A10

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.3 Supported Unit: IMEF
Location: Camp Pendleton CA
Support provided: A1 - A10

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

2. Operational Effectiveness

A. Air Traffic Control

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

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
GCA	2	35351	11513	23838	6990	2772	530
Tower	2	60468	10922	49546	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 32

46717 operations were conducted this runway during calander year 1993

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

THE SKYES 7 SID RESTRICTS ALL AIRCRAFT TO REMAIN WITHIN 5 DME OF THE MARCH TACAN ON DEPARTURE. AN ADDITIONAL FASST 1 SID WAS DEVELOPED TO MINIMIZE MISSION DEPARTURE DELAY, FOR HEAVY AIRCRAFT AND CELL DEPARTURES

I.2.A.6 The base experiences ATC delays.

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

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

The total number of sorties per month: 4928

The average length of the delays: 0:00

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

HEAVY (GROSS WEIGHT) KC-10 AND F-4 AIRCRAFT IN INSTRUMENT CONDITIONS WERE UNABLE TO REMAIN WITHIN THE 5 DME RESTRICTION ON THE SKYES DEPARTURE. See additional comments page.

B. Geographic Location

I.2.B.1	Nearest major primary airlift customer:	EL TORO MCAS	distance	26 NM
	Nearest major primary airdrop customer:	YUMA PROVING GROUNDS	distance	156 NM

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

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

Lajes AB: 4365 NM
Rota AB: 5435 NM
Hickam AFB: 2278 NM
RAF Mildenhall: 5189 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	EL TORO MCAS	26
I.2.B.4	Military airfield, runway >= 8,000ft	EL TORO MCAS	26
I.2.B.5	Military airfield, runway >= 10,000ft	EL TORO MCAS	26
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Riverside Municipal	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Ontario Int'l	20
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Ontario Int'l	20
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Ontario Int'l	20
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Ontario Int'l	20

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

ONTARIO INTL AIRPORT

20 NM

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-289	164 NM	W-289 N/W-60-61	183 NM	W-291	225 NM
W-532/537	227 NM	W-532	233 NM	DESERT	248 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-2508	126 NM	W-289	164 NM	W-289 N/W-60-61	183 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
ISABELLA	111 NM	BANAMINT	127 NM	W-289	164 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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ISABELLA	111 NM	PAINAMINI	127 NM	W-289	104 NM
W-289 N/W-60-61	183 NM	W-537	220 NM	W-291	225 NM
W-532/537	227 NM	W-532	233 NM	DESERT	248 NM
W-285A	288 NM	W-283/W-285A,B	309 NM	W-283	310 NM
AUSTIN/GABBS CN	347 NM	Austin1/GABBS N&C	347 NM	GABBS NORTH	347 NM
AUSTIN/GABBS N/C	347 NM	AUSTIN 1	359 NM	UTTR	418 NM
W-260	437 NM	OWYHEE/ PARADISE	506 NM	R-5107B	538 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
EL CENTRO	102 NM	CHINA LAKE	125 NM	NELLIS R63	184 NM
NELLIS R65	185 NM	GOLDWATER RANGE 4	218 NM	GOLDWATER RANGE 1	230 NM
GOLDWATER RANGE 2	230 NM	GOLDWATER RANGE 3	238 NM	FALLON B-19	324 NM
FALLON B-17	325 NM	HAG/UTTR	428 NM	KITTYCAT/UTTR	440 NM
EAGLE/UTTR	474 NM	SAYLOR CREEK	538 NM	OSCURA	552 NM
AIRBURST	659 NM	MELROSE	669 NM		

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

CHINA LAKE	125 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

NELLIS R63	184 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

CAMP PENDLETON	31 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	7	10	12	28	53	78
SR	1	2	2	8	14	22
VR	8	17	19	48	65	80
Total Routes:	16	29	33	84	132	180

Identify Routes:

VR-1217 26 NM	VR-1218 26 NM	VR-1214 37 NM	VR-1215 37 NM	IR-212 46 NM	IR-213 46 NM
IR-217 46 NM	IR-218 77 NM	IR-216 79 NM	SR-390 82 NM	VR-1293 83 NM	IR-252 87 NM
VR-1211 87 NM	VR-1206 88 NM	IR-214 96 NM	VR-288 96 NM		
IR-255 107 NM	IR-211 113 NM	VR-1265 114 NM	SR-397 117 NM	VR-289 125 NM	VR-296 125 NM
VR-1225 131 NM	VR-1266 141 NM	VR-1268 141 NM	VR-1267 141 NM	VR-1255 147 NM	VR-1267 147 NM

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Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-649	154 NM	AR-651	175 NM	AR-603	195 NM		
AR-657	208 NM	AR-647	223 NM	AR-209 WEST	251 NM	AR-006	256 NM
AR-624	259 NM	AR-641A	261 NM	AR-625H	269 NM	AR-625L	269 NM
AR-641B	289 NM	AR-222	291 NM	AR-221	299 NM		
AR-635	311 NM	AR-214	332 NM	AR-658	337 NM	AR-3H EAST	347 NM
AR-208	350 NM	AR-634	363 NM	AR-642W WEST	372 NM	AR-462	379 NM
AR-642E EAST	380 NM	AR-223	391 NM	AR-674	398 NM	AR-224	400 NM
AR-611A	420 NM	AR-648B	440 NM	AR-3H WEST	443 NM	AR-7B	444 NM
AR-201 EAST	445 NM	AR-613	446 NM	AR-648A	453 NM	AR-209 EAST	456 NM
AR-639	463 NM	AR-639A	463 NM	AR-201 WEST	467 NM	AR-611B	468 NM
AR-621	469 NM	AR-452 NORTHEAST	474 NM	AR-001 EAST	475 NM	AR-3L	481 NM
AR-310 EAST	499 NM	AR-310 WEST	499 NM				

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

500 NM	700 NM
490	1213

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-201	445 NM	490			0			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 706NM from the base."

I.2.C.10d Percentage of tanker demand in region: 26.0

Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
APRIL	107 NM	✓	✓	✓	0	0
BASILONE NUEVO	34 NM	✓	✓	✓	0	0
BLACK TOP (CIR)	75 NM		✓	✓	0	0
BOULDER	54 NM	✓	✓	✓	0	0
BULL	98 NM	✓	✓	✓	0	0
BULLHEAD CIRCUL	96 NM	✓	✓	✓	0	0
CALVIN	87 NM		✓	✓	0	0

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CAMELOT CIRCUA	95 NM		✓	✓	0	0
CINTHIA	276 NM	✓			2	0
COIN (CIR)	240 NM				1	0
COOLIDGE (CIR))	298 NM		✓		0	0
COWBOY (CIR)	50 NM		✓		0	0
DESERT ROCK(CR)	175 NM	✓	✓		0	0
ELOY (CIRCULAR)	292 NM		✓		0	0
ENAD EAST	69 NM	✓	✓	✓	0	1
ENAD WEST	69 NM	✓	✓	✓	0	1
FARM	65 NM	✓	✓	✓	0	1
GRETCHEN (CIR)	276 NM	✓	✓	✓	2	0
JOSHUA	58 NM	✓	✓	✓	0	0
KEITHA	230 NM	✓	✓	✓	0	0
KNOTS	83 NM		✓		0	0
LA POSA	152 NM	✓	✓	✓	0	0
LAVIC	65 NM		✓	✓	0	0
LEON (H2O)	77 NM		✓		0	0
LILLY ANN	73 NM	✓	✓		0	0
MACHINEGUNFLATS	275 NM	✓	✓	✓	2	0
NELSON - FT IRWIN	96 NM		✓	✓	0	0
NOAH	91 NM	✓	✓	✓	0	0
OFFICE	65 NM	✓	✓	✓	0	1
PALMER	235 NM	✓	✓	✓	0	0
PATRICIA CIRCUL	233 NM	✓	✓	✓	0	0
PENDLETON AREA	38 NM	✓	✓		0	0
RAKISHLITTER	159 NM		✓	✓	0	0
REBEL (AREA DZ)	241 NM				1	0
ROADRUNNER	157 NM	✓	✓	✓	0	0
ROBBY	152 NM	✓	✓		0	0
ROCK (A)	97 NM	✓	✓	✓	0	0
ROCK (B)	96 NM	✓	✓	✓	0	0
ROGERS LAKE (C)	65 NM	✓	✓	✓	0	1
SAINT-WATER	80 NM				0	0
SANDHILL	59 NM	✓	✓	✓	0	0
SANDTRAP	95 NM		✓	✓	0	0
SIDEWINDER	155 NM	✓	✓	✓	0	0

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SPEER CIRCULAR	65 NM	✓	✓	✓	0	1
TONTO	235 NM	✓	✓	✓	0	0
XM	176 NM	✓	✓	✓	0	0
YUCCA	60 NM	✓	✓	✓	0	0
YUMA AUX 2	159 NM	✓	✓	✓	0	0

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

CINTHIA	IR-203	IR-207							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
GRETCHEN (CIR)	IR-203	IR-207							
MACHINEGUNFLATS	IR-203	IR-207							
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SPEER CIRCULAR	SR-390								

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

SANDHILL 58 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BASILONE NUEVO	34 NM	✓	✓	✓	0	0

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

CAMP PENDLETON 35 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

I.2.D.19

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

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

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

I.2.D.20

I.2.D.21

I.2.D.22

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

AR-209	Other
AR-3H	Other
VR-1211	Other
VR-288	Other
VR-289	Other
VR-296	Other
VR-299	Other

Details for airspace scheduled or managed by the base:
Airspace: AR-209
I.2.E.2 An environmental analysis has been conducted for this airspace.
I.2.E.2.a Status of the environmental analysis and supplement:

March AFB has a FONSI and an Environmental Assesment on each route it controls

I.2.E.2.b There are problems No associated with the environmental analysis.
I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.

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

Explanation for any lack of reports:

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
I.2.E.6 Restrictions currently acting on this airspace:

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- 3000' block
FL230 and below
- I.2.E.7** **Published availability of the airspace:**
24 hours a day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:** 53 hrs
- I.2.E.7.b** **Hours used:** 50 hrs
- I.2.E.7.c** **Reasons for non-use:**
Weather, receiver and/or tanker maintenance
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
Starts 31-56N and 120-16W and terminates 30-15N and 129-17W. FL 230 and below consisting of a 3000' block
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: AR-3H
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
March AFB has a FONSI and an environmental assesment on each route it controls
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6** **Restrictions currently acting on this airspace:**
 FL240 thru FL260
- I.2.E.7** **Published availability of the airspace:**
 24 hours per day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** **Hours scheduled:** 368 hrs
- I.2.E.7.b** **Hours used:** 335 hrs
- I.2.E.7.c** **Reasons for non-use:**
 Weather, receiver and/or tanker maintenance
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 35-45N 112-38W terminating 36-44N 106-45W
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: VR-1211
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 A DOPAA and EA is currently in progress with completion and FONS expected this year.
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 Restrictions currently acting on this airspace:

1000' AGL between points D&E
300' AGL limit rest of route

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

24 hours a day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 1,340 hrs

I.2.E.7.b Hours used: 1,285 hrs

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

No reasons available

I.2.E.8 Utilization of the airspace can be increased.**I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.****I.2.E.10 Description of the volume or area of the Airspace:**

The VR routes comprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not applicalbe measure of VR low-level navigation routes.

I.2.E.11 98.90 percent of the airspace is usable.

Airspace: VR-288

I.2.E.2 An environmental analysis has been conducted for this airspace.**I.2.E.2.a Status of the environmental analysis and supplement:**

A DOPAA and EA is currently in progress with completion and FONS expected this year.

I.2.E.2.b There are problems No associated with the environmental analysis.**I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

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

Explanation for any lack of reports:

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

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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:
1000' AGL between points F&G
300' AGL rest of route
- I.2.E.7** Published availability of the airspace:
ROUTES ARE AVAILABLE 24 HOURS PER DAY
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,340 hrs
- I.2.E.7.b** Hours used: 1,285 hrs
- I.2.E.7.c** Reasons for non-use:
REASONS NOT AVAILABLE
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
The VR routescomprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes.
- I.2.E.11** 98.90 percent of the airspace is usable.
Airspace: VR-289
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
A DOPAA AND EA IS CURRENTLY IN PROGRESS WITH COMPLETION AND FONSI EXPECTED THIS YEAR
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.

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Explanation for any lack of reports:

- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:
300' AGL on route
- I.2.E.7** Published availability of the airspace:
24 HOURS PER DAY
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,340 hrs
- I.2.E.7.b** Hours used: 1,285 hrs
- I.2.E.7.c** Reasons for non-use:
NO REASONS AVAILABLE
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:
The VR routes comprises an area of 3080 square nautical miles. The are covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes.
- I.2.E.11** 98.90 percent of the airspace is usable.
Airspace: VR-296
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
A DPOAA and EA is currently in progress with completion and FONS expected this year.
- I.2.E.2.b** There are problems associated with the environmental analysis.

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- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:**
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6** **Restrictions currently acting on this airspace:
 300' AGL on route**
- I.2.E.7** **Published availability of the airspace:
 24 hours a day

Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled: 1,340 hrs**
- I.2.E.7.b** **Hours used: 1,285 hrs**
- I.2.E.7.c** **Reasons for non-use:
 No reason available.**
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10** **Description of the volume or area of the Airspace:

 The VR routes comprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume
 of airspace is not an applicable measure of VR low-level navigation routes.**
- I.2.E.11** **98.90 percent of the airspace is usable.
Airspace: VR-299**
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**

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- I.2.E.2.a Status of the environmental analysis and supplement:**
A DOPAA and EA is currently in progress with completion and FONS expected this year.
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 Restrictions currently acting on this airspace:**
300' AGL on route
- I.2.E.7 Published availability of the airspace:**
24 hours per day
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled: 1,340 hrs**
- I.2.E.7.b Hours used: 1,285 hrs**
- I.2.E.7.c Reasons for non-use:**
No reason available
- I.2.E.8 Utilization of the airspace can be increased.**
- I.2.E.9 It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10 Description of the volume or area of the Airspace:**
The VR routes comprises an area of 3080 square nautical miles. The area covers mostly desert and sparsely or unpopulated terrain. Volume of airspace is not an applicable measure of VR low-level navigation routes. See notes.
- I.2.E.11 98.90 percent of the airspace is usable.**

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Commercial Aviation Impact
I.2.E.12 The base is Not joint-use (military/civilian).
I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Adelanto	
Apple Valley	
Backett	
Banning	
Big Bear	
Billy Joe	
Brian	
Cable	
Camp Pendleton MCAS	Military
Clark	
Compton	
Corona	
Crystal	
El Mirage-Aldelanto	
El Monte	
El Toro MCAS	Military
Ernst	
Fall Brook	
Flabob	
French Valley	
Fullerton	
George AFB	Military
Herperia	Civilian
Holiday	
John Wayne Orange County	Commercial
Kelly	
Lake Riverside	
Loam Madera	
Long Beach	

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Los Alamitos AAF	Military
McClellan Palomar	
New Port Beach	
Oceanside	
Ontario International	Commercial
Palm Springs	
Pauma Valley	
Perris Valley	
Redlands	
Rialto	
Riverside	
San Bernadino International	
Shepard	
Valley Vista	
Warner Springs	
Yucca Valley	

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

I.2.E.14.a **Description of impacts:** Three civilian airports impact airspace to varying degrees. Para jump and ultralight activity at Perris Valley are in close proximity to extended final. Coordination procedures exist to alleviate potential conflicts. (See additional comments)

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1 **Expansion of training airspace is possible.**
- I.2.F.1.a **Estimated expansion potential is 50.0 percent. Rationale for estimate:**
 INCREASING CURRENT ROUTE WIDTHS FROM 10NM TO 15NM WOULD YIELD A 50% INCREASE.
- I.2.F.2 **Current access will remain the same.**
- I.2.F.3 **No reductions in training airspace are expected.**
- I.2.F.4 **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

- I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**
 CAMP PENDLETON
 35 NM from the base.
- I.2.G.2 **DELETED**
- I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**
 MIRAMAR NAS
 65 mi from the base.
- I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**
 MARCH AFB
 0 mi from the base.
- I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
97.9	96.4	85.0	80.8	70.2

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

I.2.J.2.a Is at or below 15 knots 99.1 percent of the time

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

I.2.J.3 1 Days have freezing participation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	MARCH AFB	MAIN BASE/CONT AREA	2,261	1,395	866
		TOTALS:	2,261	1,395	866

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	40	40	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	24,835	55.0	28.0	17.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	157,119	60.0	36.0	4.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	59,266	116,287	54.0	46.0	0.0	57,021
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	9,000	8,865	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	9,500	6,400	0.0	0.0	100.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	163,931	82.0	18.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	21,082	21,082	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	10,040	15,446	100.0	0.0	0.0	5,406
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	442,812	40.0	58.0	2.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	155,000	79,131	50.0	95.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	83,268	83,268	59.0	31.0	10.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	11,922	11,922	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,000	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	24,030	24,030	100.0	0.0	0.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	27,566	27,566	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	41,858	41,858	26.0	74.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	20,357	20,357	39.0	61.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	91,092	91,092	14.0	86.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	10,328	10,328	0.0	100.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	34,660	34,660	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	48,177	48,177	61.0	39.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	6,000	6,000	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	53,911	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	47,298	47,298	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,333	4,333	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	28,149	45.0	55.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	27,166	27,166	47.0	53.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	48,656	48,656	91.0	9.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	23,288	23,288	77.0	23.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,760	7,760	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	44,587	52.0	34.0	14.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	182,040	182,040	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	282,397	44.0	52.0	4.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	2,000	7,000	0.0	0.0	100.0	5,000
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	139,366	138,692	38.0	62.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	8,675	9,500	0.0	100.0	0.0	825
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	25,190	18,690	0.0	100.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	471,196	85.0	14.0	1.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	736	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	674	674	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	15,855	0		0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	84	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	80,650	34.0	66.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	109,661	83.0	17.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	443,333	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	637,981	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	1,080,941	94.2	5.8	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	152,682	100.0	0.0	0.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	0			

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	38,200	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	101,730	90.0	10.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,500	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	181,040	75.0	25.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	379,247	90.0	10.0	0.0

C. Family Housing (Facility Category Code 711)

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

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

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

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

(includes E-1 - E3 requirements)

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

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

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

II.1.C.2 Condition

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

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

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

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

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

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

II.1.C.3.a 36.8 percent of officer families live on base.

II.1.C.3.b 68.4 percent of enlisted families live on base.

II.1.C.3.a 61.1 percent of all military families live on base.

2. Airfield Characteristics

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II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
32	Primary	13300 ft	300 ft	No	2 BAK-12(B)

II.2.A There are 1 active runways.

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

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (32).

II.2.C.1 Length: 13,300 ft

II.2.C.2 Width: 300 ft

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

II.2.E The primary taxiway is 50 ft wide.

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

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

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

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

Pavement:	Aircraft:	(9.a)	(9.b)	(9.c)
		Unit of Measure	Quantity	Description of Work
Aprons	B-1B	SY	1,273,390	15" ACC PAVEMENT WITH 8" BASE
Runway	B-1B	SY	298,110	19" PCC PAVEMENT WITH 8" BASE
Aprons	B-52	SY	963,040	15" AC PAVEMENT WITH 8" BASE
Taxiway	B-52	SY	202,201	17" AC PAVEMENT WITH 8" BASE

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Runway	B-52	SY	15,889	19" PCC PAVEMENT WITH 8" BASE
Aprons	C-141	SY	767,910	15" AC pavement with 8" base
Aprons	C-5B	SY	797,910	15" AC pavement with 8" base
Aprons	KC-10	SY	757,910	15" AC pavement with 8" base
Aprons	KC-135R	SY	767,910	15" AC pavement with 8" base

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

II.2.G.1 The total usable apron space for aircraft parking is 920,433 Sq Yds.

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
A 02	900 ft	350 ft	Neither	
A 05	2,100 ft	170 ft	Primary Aircraft	F-16
A 07	900 ft	402 ft	Neither	
A 09	1,200 ft	600 ft	Primary Aircraft	KC-135
A 10	950 ft	75 ft	Primary Aircraft	KC-135
A 11	4,891 ft	477 ft	Primary Aircraft	KC-135
A 12	3,125 ft	85 ft	Primary Aircraft	KC-135
A 13	800 ft	325 ft	Primary Aircraft	C-141
A 14	4,100 ft	100 ft	Primary Aircraft	C-141
A 15	1,147 ft	320 ft	Primary Aircraft	C-141
A 18	2,650 ft	1,054 ft	Primary Aircraft	KC-10
A 19	400 ft	75 ft	Primary Aircraft	KC-10
TRANSIENT A	2,025 ft	795 ft	Transient Aircraft	TRANSIENT PARKING
TRANSIENT B	3,500 ft	75 ft	Transient Aircraft	TRANSIENT PARKING
TRANSIENT C	1,450 ft	850 ft	Transient Aircraft	TRANSIENT PARKING

II.2.G.2 Permanently assigned aircraft currently require 444,035 Sq Yds of parking space.

II.2.G.3 476,398 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

THE ONLY LIMITING FACTOR TO PARKING EXPANSION CAPABILITY IS THE BUILDINGS ALONG THE NORTH AND EAST OF THE APRON

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

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

II.2.J Critical features relative to the airfield pavement system that limit its capacity:

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Airfield pavements can structurally support most aircraft. Most noted load restrictions apply to secondary features, such as taxiing across the inactive runway.

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3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	10.0 MG/D	MG/D - million gallons per day	27 %
II.3.A.2 Sewage:	1.2 MG/D		21 %
II.3.A.3 Electrical distribution:	33.2 MW	MW - million watts	14 %
II.3.A.4 Natural Gas:	4.20 MCF/D	MCF/D - million cubic feet per day	25 %
II.3.A.5 High temperature water/steam generation/distribution:		MBTUH - million British thermal units per hour	%

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

The average load for the three peak months in the cantonment area is 1.3% of the 10 MGD capacity. March AFB will not operate a HTHW system in the cantonment area. (See additional comments)

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 Facility number: 423 Hanger
Current Use: AIRCRAFT MAINTENANCE DOCK

II.4.A.2 Size (SF): 29,577 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	205 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	187 ft	28 ft	120 ft

II.4.A.1 Facility number: 1244 Nose Dock
Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 14,800 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	196 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	196 ft	28 ft	82 ft

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II.4.A.1 Facility number: 1246 Nose Dock
Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 26,123 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	28 ft	85 ft

II.4.A.1 Facility number: 2303 Hanger
Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 104,017 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: KC-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	370 ft	63 ft	
II.4.A.6 Largest unobstructed space inside the facility:	370 ft	ft	90 ft

II.4.A.1 Facility number: 2305 Nose Dock
Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 26,730 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	28 ft	85 ft

II.4.A.1 Facility number: 2306 Nose Dock
Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 47,021 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	146 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	196 ft	28 ft	90 ft

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II.4.A.1 Facility number: 2307 Nose Dock

Current Use: MAINTENANCE DOCK

II.4.A.2 Size (SF): 50,334 SF

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

DIMENSIONS:	Width	Height	Length
Door Opening:	317 ft	36 ft	
Largest unobstructed space inside the facility:	317 ft	32 ft	65 ft

II.4.A.5 Facility number: 2309 Nose Dock

II.4.A.6 Current Use: AIRCRAFT SHOP

II.4.A.2 Size (SF): 11,736 SF

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

DIMENSIONS:	Width	Height	Length
Door Opening:	71 ft	ft	
Largest unobstructed space inside the facility:	90 ft	ft	142 ft

5. Unique Facilities

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

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES									
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN				
14	CZ	0	206	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
32	CZ	0	206	0.0	0.0	0.0	0.0	0.0	49.0	0.0	0.0	0.0	0.0	51.0
14	APZ 1	7	344	8.0	Incompat	0.0	17.0	2.0	75.0	0.0	0.0	0.0	0.0	6.0
32	APZ 1	120	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
14	APZ 2	75	483	0.0	Gen Compat	4.0	11.0	8.0	10.0	0.0	0.0	0.0	0.0	67.0
32	APZ 2	147	483	1.0	Gen Compat	3.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0

II.6.A.4

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES										
				RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN					
65-70	5,326	5,862	3	3	Gen Compat	25.0	6.0	5.0	6.0	3.0	55.0	0.0	0.0	0.0

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II.6.A.5	70-75	1,569	1,905	10	Incompat	15.0	5.0	2.0	12.0	2.0	64.0
II.6.A.6	75-80	197	536	4	Gen Compat	4.0	5.0	0.0	19.0	0.0	72.0
II.6.A.7	80+	96	236	0	Gen Compat	0.0	0.0	0.0	12.0	0.0	88.0

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	14	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	32	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	49.0	0.0	51.0
II.6.B.2	14	APZ 1	10	344	11	Sig Incompat	0.0	23.0	2.0	75.0	0.0	0.0
	32	APZ 1	206	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	14	APZ 2	129	483	0	Gen Compat	7.0	19.0	14.0	10.0	0.0	50.0
	32	APZ 2	253	483	2	Gen Compat	5.0	7.0	0.0	0.0	8.0	80.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	9,161	5,862	5	Gen Compat	43.0	10.0	5.0	6.0	3.0	33.0
II.6.B.5	70-75	2,699	1,905	17	Sig Incompat	25.0	8.0	2.0	12.0	2.0	51.0
II.6.B.6	75-80	338	536	7	Incompat	7.0	8.0	0.0	19.0	0.0	66.0
II.6.B.7	80+	165	236	0	Gen Compat	0.0	0.0	0.0	12.0	0.0	88.0

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

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

Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft

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

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

Projected AICUZ release Sep 95 as part of realignment EIAP.

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

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

II.6.E.1 ACUZ will be revised as part of the environmental study for the March AFB realignment in Sep 95.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

II.6.F.1 AICUZ recommended height restrictions.

Government name: Types of controls in place

Types of encroachment limited:

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PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

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II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		

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RIVERSIDE		
RIVERSIDE COUNTY		

II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
MORENO VALLEY	zoning	
PERRIS		
RIVERSIDE		
RIVERSIDE COUNTY		

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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

II.6.H Population figures and projections:

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Riverside City	84332	140089	170876	226505	330038
Perris	0	4228	6740	21461	76317
Moreno Valley	0	0	0	118784	278614

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
RIVERSIDE COUNTY	306191	456914	663166	1170413	2547965

II.6.I Clear zone acquisition has Not been completed.

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II.6.I.1	Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
	32	28 acres	TBD	\$ 2 M

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

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

Air Space Encroachment

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

II.6.K.1 11.0 noise complaints per month (average) are received from off base residents.

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

II.6.L.1 BETWEEN 2100-0600: VFR PATTERN IS 3,200'; GCA PATTERN AT 5,000'; NO TRANSIENT AIRCRAFT ALLOWED TO TRANSIT THE VFR PATTERN DURING THESE HOURS.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 3 C-141 equivalent aircraft can be loaded or unloaded at one time.

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

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

III.1.A.1.b Current MHE: 2-40K LOADER;3-25K LOADER;8-10K FORKLIFT;1-10K AT FORKLIFT;1-6K FORKLIFT; 2-4K FORKLIFT;2-TUGS; 2-BAGGAGE CONVEYORS;3-9TON HIGHLIFT; 1-40FT ROLLERIZED; 5-STAIRCASE TRUCK; 41 PALLET DOLLIES;10-PORTABLE SCALES

III.1.A.2 10 C-141 equivalent aircraft can be refueled at one time.

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

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

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

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

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

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

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
TYPE III (B)	3000	0	20	5	5
TYPE III (A)	3600	0	20	3	3

III.1.C.3 4 fuel storage tanks support the operational fuel hydrant system:

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III.1.C.3.a	Storage tank Capacity:	Tanks with this capacity		
	10000	4		
III.1.C.4	The hydrant system is 2.3 miles from the bulk storage area.			
III.1.C.5	No pits are certified for hot pit operations.			
III.1.D	The base bulk storage facility is serviced by a pipeline.			
III.1.D.1	The pipeline is the primary fuel source for the bulk storage facility.			
III.1.D.2	The are No limitations to continious service from the primary source.			
III.1.D.3	EXCESS JP8 STORAGE CAPACITY IS 806,946 gallons Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.			
III.1.D.4	Other receipt modes available: NONE There are No offload headers. Tank trucks can Not be offloaded. Tank cars can Not be offloaded.			
III.1.D.5	2 refueling unit fillstands are available.			
III.1.D.5.a	2 refuelers can be filled simultaneously.			
III.1.D.6	Current dispensing capabilities as defined in AFR 144-1	sustained:	17142	
		maximum:	79657	
III.1.D.7	The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).			
III.1.D.7.a	Supporting DFSP: SANTA FE PACIFIC PIPELINE, COLTON, CA (NOTE: MAXIMUM DISPENSING IS IN BARRELS PER 24 HR PERIOD)			
III.1.E	Cat 1.1 and 1.2 munitions storage requirements and capacity.			
III.1.E.1	Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	Cat 1.1	Cat 1.2	
	Square footage available (including physical capacity limit):	664368	0	
		38689		
III.1.E.2	Normal installation mission storage requirement:	7552	50544	

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III.1.F The base has a dedicated hot cargo pad.
III.1.F.1 Access to the hot cargo pad is not limited.

III.1.F.2 The size of the hot cargo pad is 165,000 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000

III.1.F.4 The hot pad access is taxi-on/taxi-off.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 32.

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

C-5, C-141, C-130

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

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

CAMP PENDLETON	35 NM
FORT IRWIN	90 NM

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

Railheads within 150 NM:

Barstow	62 NM
Barstow - Nebo, Yermo	65 NM
Fallbrook - Oceanside	42 NM
Fullerton - Westminster	38 NM
Long Beach - San Pedro	52 NM
Long Beach - Shipyard	49 NM
Ludlow - Bagdad	80 NM
Mojave - Edwards	71 NM
National City	73 NM
Oceanside	42 NM
Port Hueneme	97 NM
San Diego	68 NM
San Diego - Miramar	61 NM
Santa Ana - Irvine	31 NM

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Searles - Spangler	100 NM
Yuma	150 NM

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

Deep water ports within 150 NM:

Los Angeles/Long Bch	47 NM
Point Hueneme	97 NM
San Diego	74 NM

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

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

III.1.J The base medical treatment facility routinely receives referral patients.

III.1.K Military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

III.1.K.1 Anticipated impact of the closure or realignment on

Workload: Minimal. The 722 MG will deactivate due to BRAC 93.

Facility: The facility is currently outside the cantonment area.

Manpower: Minimal

Operations &

Maintenance Funding: Army, Navy, and USAF will submit letters of intent to retain the facility for outpatient exams.

III.1.K.2 No facility modifications are needed to absorb the additional workload.

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

There are unique missions at March AFB to include ASF, ATH, Aeromedical Evacuation UTC taskings, and Air Reserve Forces physical e

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

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

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

III.1.N Base facilities have No excess storage capacity.

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III.1.N.1 Base facilities have a total covered storage capacity of 282,397 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	138,692 sq ft
Mobility storage:	15,540 sq ft
War Readiness Support Kits (WRSK) storage:	9,500 sq ft

III.1.O 327 light military vehicles are on base.

III.1.P 230 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:
IV.1.A xxx56

Environmental Compliance		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
3400	483.00 \$sK	525.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400	1,721.40 \$sK		1,769.40 \$sK		
Appropriation	Reimbursable				
3400	Direct				
3400	1,541.40 \$sK			1,552.90 \$sK	
Appropriation	Reimbursable				
3400	Direct				
3400	595.00 \$sK				595.00 \$sK
xxx56 TOTALS:					
Real Property Maintenance A		525.00 \$sK	1,769.40 \$sK	1,552.90 \$sK	595.00 \$sK
Appropriation	Direct				
3400	13,868.00 \$sK	15,653.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400	12,357.70 \$sK		14,946.00 \$sK		
Appropriation	Reimbursable				
3400	Direct				
3400	31.20 \$sK			224.30 \$sK	
xxx76 TOTALS:					
Real Property Maintenance S		15,653.00 \$sK	14,946.00 \$sK	224.30 \$sK	
Appropriation	Direct				
3400					
Appropriation	Reimbursable				
3400	Direct				
3400					
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Reimbursable				
3400	Direct				
3400	4,074.80 \$sK			4,176.00 \$sK	
Appropriation	Reimbursable				
3400	Direct				
3400	210.00 \$sK				210.00 \$sK
xxx78 TOTALS:					
Audio Visual					
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400	0.00 \$sK				
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx90 TOTALS:					
Audio Visual					
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx92 TOTALS:					
Audio Visual					
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx94 TOTALS:					
Audio Visual					
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx96 TOTALS:					

IV.1.B xxx76

Real Property Maintenance A		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
3400	13,868.00 \$sK	15,653.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400	12,357.70 \$sK		14,946.00 \$sK		
Appropriation	Reimbursable				
3400	Direct				
3400	31.20 \$sK			224.30 \$sK	
xxx76 TOTALS:					
Real Property Maintenance S		15,653.00 \$sK	14,946.00 \$sK	224.30 \$sK	
Appropriation	Direct				
3400					
Appropriation	Reimbursable				
3400	Direct				
3400					
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Reimbursable				
3400	Direct				
3400	4,074.80 \$sK			4,176.00 \$sK	
Appropriation	Reimbursable				
3400	Direct				
3400	210.00 \$sK				210.00 \$sK
xxx78 TOTALS:					

IV.1.C xxx78

Real Property Maintenance S		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
3400					
Appropriation	Reimbursable				
3400	Direct				
3400					
Appropriation	Reimbursable				
3400	0.00 \$sK				
Appropriation	Reimbursable				
3400	Direct				
3400	4,074.80 \$sK			4,176.00 \$sK	
Appropriation	Reimbursable				
3400	Direct				
3400	210.00 \$sK				210.00 \$sK
xxx78 TOTALS:					

IV.1.D xxx90

Audio Visual		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400	0.00 \$sK				
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx90 TOTALS:					
Audio Visual					
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx92 TOTALS:					
Audio Visual					
Appropriation	Direct				
3400	55.00 \$sK	55.00 \$sK			
Appropriation	Reimbursable				
3400	Direct				
3400					
xxx94 TOTALS:					

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3400		39.00 \$sK	0.00 \$sK					
Appropriation	Direct	Reimbursable						
3400		132.60 \$sK	0.20 \$sK				132.80 \$sK	
Appropriation	Direct	Reimbursable						
3400		20.00 \$sK	0.00 \$sK					20.00 \$sK
								20.00 \$sK
								20.00 \$sK

IV.1.E

xxx95

3400		504.00 \$sK	0.00 \$sK					
Appropriation	Direct	Reimbursable						
3400		692.00 \$sK	0.00 \$sK				692.00 \$sK	
Appropriation	Direct	Reimbursable						
3400		1,117.20 \$sK	72.00 \$sK				1,189.20 \$sK	
Appropriation	Direct	Reimbursable						
3400		930.00 \$sK	0.00 \$sK					930.00 \$sK
								930.00 \$sK

IV.1.F

xxx96

3400		5,939.00 \$sK	51.00 \$sK				5,990.00 \$sK	
Appropriation	Direct	Reimbursable						
3400		4,900.40 \$sK	354.10 \$sK				5,254.50 \$sK	
Appropriation	Direct	Reimbursable						
3400		12,541.30 \$sK	2,549.30 \$sK				15,090.60 \$sK	
Appropriation	Direct	Reimbursable						
3400		13,943.00 \$sK	2,229.00 \$sK				16,172.00 \$sK	
								16,172.00 \$sK

IV.1.G

MFH

3400		5,740.70 \$sK	6.10 \$sK				5,746.80 \$sK	
Appropriation	Direct	Reimbursable						
3400		6,848.00 \$sK	17.10 \$sK				6,865.10 \$sK	
Appropriation	Direct	Reimbursable						
3400		7,223.00 \$sK	35.10 \$sK				7,258.10 \$sK	
Appropriation	Direct	Reimbursable						
3400		6,047.90 \$sK	25.00 \$sK				6,072.90 \$sK	
								6,072.90 \$sK

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2. Relocation Costs

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

IV.2.A Estimate to **TEARDOWN** the equipment and prepare it for movement, **MOVE** this equipment 1000 miles, and **SETUP** this equipment at a new location.

	Piece of equipment.	Teardown Costs	Move Costs	Setup Costs	Total Costs
IV.2.A.1	KC-10 TRAINING DEVICES	\$ 0.00 K	\$ 0.00 K	\$ 0.00 K	\$ 1,240.00 K
Total relocation costs:					\$ 1,240.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 184\$sM

Twenty year Net Present Value (212)\$sM

Steady state savings 27\$sM per year

Manpower savings associated with closure 297

Return on Investment (years): 7

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Section VI Economic Impact**Economic Area Statistics:**

Riverside-San Bernardino, Ca

Total population: 2,822,000 (FY 92)

Total employment: 1,032,616 (FY 93)

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

10.5% / 10.2% / 7.6%

Average annual job growth: 47,514

Average annual per capita income: \$17,021

Average annual increase in per capita income: \$3.5%

Projected economic impact:

Direct Job Loss:	5,287	
Indirect Job Loss:	<u>2,899</u>	
Closure Impact:	8,186	(0.8% of employment total)
Other BRAC Losses:	<u>10,586</u>	
Cumulative Impact:	18,772	(1.8% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 7.1 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$864

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
RIVERSIDE TRANSIT AUTHORITY
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 28 miles
- VII.1.B.2 Airport name: ONTARIO INTERNATIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 13
- VII.1.B.4 Average round trip commuting time to work: 39 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	MORENO VALLEY HIGH SCHOOL	1	Hrs.	07	Min.
VII.1.C.2 Movie theater	TOWNGATE EDWARDS CINEMA	3	Hrs.	12	Min.
VII.1.C.3 Public golf course	MORENO VALLEY PAR 3 9 HOLE COURSE	2	Hrs.	05	Min.
VII.1.C.4 Bowling lane	CADILLAC BOWLING LANES	1	Hrs.	05	Min.
VII.1.C.5 Boating	LAKE PERRIS	6	Hrs.	18	Min.
VII.1.C.6 Fishing	LAKE PERRIS	6	Hrs.	18	Min.
VII.1.C.7 Zoo	LOS ANGELES ZOO	56	1 Hrs.	20	Min.
VII.1.C.8 Aquarium	LOS ANGELES ZOO	56	1 Hrs.	20	Min.
VII.1.C.9 Family theme park	CASTLE PARK	18	Hrs.	25	Min.
VII.1.C.10 Professional sports	RIVERSIDE PILOTS	8	Hrs.	10	Min.
VII.1.C.11 Collegiate sports	UNIVERSITY OF CALIF/RIVERSIDE	8	Hrs.	10	Min.

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VII.1.C.12	Camping facilities	LAKE PERRIS	6		Hrs.	18	Min.
VII.1.C.13	Beaches (lake or ocean)	LAKE PERRIS	6		Hrs.	18	Min.
VII.1.C.14	Outdoor winter sports	SNOW VALLEY	46	1	Hrs.	20	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):
 MORENO VALLEY MALL 7 min (4 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):
 MORENO VALLEY 6 min (4 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1260

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 7082

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 33 to 1

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

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

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

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

VII.2.D 37.0 percent of high school students go on to either a two- or four-year college

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

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

Crafton Hills College, Embry Riddle Aeronautical University, ITT Technical Inst, Mount San Jacinto College, National Education Center, Riverside Community College, San Bernadino Valley College

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

California Baptist College, California State Uni San Bernadino, Chapman U, Crafton Hills College, Embry Riddle Aeronautical U, Mount San Jacinto College, Riverside Community College, San Bernadino Valley College, U of Cal Riverside

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

Baptist College, California State Uni San Bernadino, Chapman U, Loma Linda U, National U, U of Cal Riverside, U of Redlands, USC

3. Spousal Employment

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

3. Spousal Employment

- VII.3.A 82.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 39.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 10.5 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 3.7 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

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

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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

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

NOX

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

Carbon Monoxide	Moderate
Ozone	Extreme
PM-10	

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

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

VIII.1.D On- or off-base activities have been restricted or delayed due to air quality considerations.

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

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

(i.e. carpooling or emissions credit transfer)

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

1. RIDESHARE INCENTIVE PLAN. 2. EMERGENCY AIR EPISODE PLAN

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

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

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

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

E.1.c The state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

1995 AIR FORCE BASE QUESTIONNAIRE**March ARB - AFRES**

- E.2.b** The state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c** The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d** The state or local air quality regulatory agency Requires emission offsets for these activities.
- VIII.E.3 Open Burn/Open Detonation**
- E.3.a** No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b** The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c** No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d** No state or local air quality regulatory agency Requires periodic emission testing.
- VIII.E.4 Fire Training**
- E.4.a** No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b** No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.
- VIII.E.5 Signal Flares**
- E.5** No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.
- VIII.E.6 Emergency Generators**
- E.6.a** The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b** The state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergent generators.
- E.6.d** The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d** No state or local air quality regulatory agency Requires emission offsets.
- VIII.E.7 Short-term Activities**
- E.7.a** The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b** No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c** The state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d** No state or local air quality regulatory agency Prohibits any short-term activities.
- VIII.E.8 Monitoring**
- E.8** No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.
- VIII.E.9 BACT/LAER**
- E.9** The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

2. Water - Potable

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 Nature of contamination. TRICHLOROETHYLENE (TCE)

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

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 5 water wells exist at the base.

VIII.3.D 5 wells have been abandoned for the following reasons:

THREE ON BASE DUE TO TCE. TWO OFF-BASE DUE TO DETERIORATION OF PIPING, PUMPS AND ELECTRICAL EQUIPMENT

4. Water - Surface Water

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

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

VIII.4.A.3 The base is located within a specified drainage basin.

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

1600 SERIES FROM CA F&G, 404 FROM US COE, 401 PERMIT FROM SANTA ANA REGIONAL WATER QUALITY BOARD

1995 AIR FORCE BASE QUESTIONNAIRE**March ARB - AFRES**

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

- VIII.4.C** There is known contamination to the base or local community surface water
- VIII.4.C.1** Nature of the contamination: OIL,GREASE,VOC's,PESTICIDES
- VIII.4.C.2** The contaminated surface water is a potable water source.

5. Wastewater

- VIII.5.A** Base wastewater is treated by On-Base facilities.
- VIII.5.B** The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:

INSIDE THE CANTONMENT AREA

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

6. Discharge Points / Impoundments

- VIII.6.A** Describe the National Pollutant Elimination System permits in effect:
ALL ISSUED BY CA REGIONAL WATER QUALITY CONTROL BOARD: 88-24 REGS WASTER DISCHARGE AND PRODUCTION REQ FOR MARCH AFB GOLF COURSE & VA CEMETARY. 85-177 AND CA 0111007 GOVERNS WASTER DISCHARGE REQ FOR MARCH AFB RUNWAY APRON RUNOFF.
- VIII.6.B** The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:
BASE GOLF COURSE AND VA CEMETARY. BOTH OUTSIDE THE CANTONMENT AREA.
- VIII.6.C** The base has discharge impoundments.
- VIII.6.C.1** There are 2 water/wastewater treatment impoundments.
- VIII.6.C.2** There are No industrial wastewater treatment impoundments.
- VIII.6.D** There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

- VIII.7.A** 0.5 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1** 75.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2** 2 facilities are considered regulated areas or have restricted use due to friable asbestos.

1995 AIR FORCE BASE QUESTIONNAIRE

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8. Biological - Habitat

- VIII.8.A Ecological or wildlife management areas ON the base:** Ecological or wildlife management areas ADJACENT TO the base:
- 605 ACRES INSIDE THE CANTONMENT AREA SYCAMORE CANYON
- VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.**
SYCAMORE CANYON
- VIII.8.B The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**
HABITAT AREA ON WEST MARCH
- VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.**
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D The presence of these resources constrains CURRENT construction activities/operations:**
The presence of these resources constrains FUTURE construction activities/operations:
THERE ARE CONSTRAINTS TO BOTH THE 1,000 AND 1,200 ACRE WILDLIFE MANAGEMENT AREAS. THE CONSTRAINTS VARY BASED UPON THE ACTIVITY PROPOSED. EACH AREA HAS TAKE LIMITS IN TERMS OF ANIMALS AND ACREAGE. THESE AREAS INCLUDE APPROX 605 ACRES IN THE CANTONMENT

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
BALD EAGLE	Animal	Federa	Listed	Endangered	
COAST HORNED LIZARD	Animal	Federa	Candidate	Endangered	
FERRUGINOUS HAWK	Animal	Federa	Listed	Endangered	
HORNED LARK	Animal	Federa	Listed	Endangered	
LEAST BELLS VIREO	Animal	Federa	Listed	Endangered	
LOGGERHEAD SHRIKE	Animal	Federa	Listed	Endangered	
MOUNTAIN PLOVER	Animal	Federa	Listed	Endangered	
ORANGE THROATED WHIPTAIL	Animal	Federa	Candidate	Endangered	
RATTLESNAKE	Animal	Federa	Candidate	Endangered	
STEPHENS KANGAROO RAT	Animal	Federa	Listed	Endangered	
TRI-COLORED BLACKBIRD	Animal	Federa	Listed	Endangered	
WESTRN WHIPTAIL	Animal	Federa	Candidate	Endangered	

VIII.9.B Special Concern species identified on the base:

Species	Kingdom	Remarks
---------	---------	---------

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

BURROWING OWL	Animal	State		Special Concern	
GOLDEN EAGLE	Animal	State		Special Concern	
GRASSHOPPER SPARROW	Animal	State		Special Concern	
NORTHERN HARRIER	Animal	State		Special Concern	ON BLUE LIST
PRAIRIE FALCON	Animal	State		Special Concern	

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

PRIOR TO CONSTRUCTING A PROJECT THAT COULD IMPACT A FEDERAL ENDANGERED SPECIES CONSULTATION WITH THE U.S. FISH AND WILDLIFE SERVICE IS REQUIRED.

10. Biological - Wetlands

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

VIII.10.A.1 Identification and type of wetland:	Approximate acreage:
WATERS OF THE US	20
WETLANDS AT MARCH AFB	7

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

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

VIII.10.B.1 Survey was completed in Jan 92

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

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

CORPS OF ENGINEERS DELINEATION MANUAL, FED MANUAL FOR IDENTITY AND DELIN JURIDICIONAL WETLANDS

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

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

11. Biological - Floodplains

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

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

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

12. Cultural

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March ARB - AFRES

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

VIII.12.A.1 Sites:

Significant status:

19 SITES ON MARCH AFB

NOT SIGNIFICANT ENOUGH TO BE PLACED IN NATIONAL REGISTER BUT SHOULD REMAIN IN PLACE.

VIII.12.B 27 percent of the buildings on base are over 50 years old.

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

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

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

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

VIII.12.D.1 33 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

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

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

VIII.12.E The base has an agreement with a historic preservation agency.

Agreements include Programmatic Agreements and Memorandum of Agreements.

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

VIII.12.E.1 Description: THE PA LEGALLY REQUIRES THE BASE TO (1) NOMINATE THE HISTORIC DISTRICT TO THE NATIONAL REGISTER OF HISTORIC PLACES (NPHP); (2) TO DEVELOP A HISTORIC PRESERVATION PLAN AND (3) TO

Signatories: SURVEY ALL CULTURAL RESOURCES BOTH ARCHITECTURAL AND ARCHAEOLOGICAL .

SHPO, KATHRYN GUALTERI AND BASE COMMANDER COL PHILIP RIZZO, AND BY THE ADVISORY COUNCIL

Date signed:

Jun 91

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

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

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

VIII.13.A.1 43 IRP sites have been identified

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 1996

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

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

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$337.000 K	\$327.000 K	\$304.000 K	\$283.000 K	\$263.000 K
IRP	\$27,300.000 K	\$29,300.000 K	\$24,300.000 K	\$18,800.000 K	\$8,600.000 K
Natural Resources	\$20.000 K	\$21.000 K	\$23.000 K	\$24.000 K	\$25.000 K
Permits	\$205.000 K	\$215.000 K	\$226.000 K	\$237.000 K	\$249.000 K
WASTE WATER COMPLIANCE	\$293.000 K	\$300.000 K	\$308.000 K	\$316.000 K	\$324.000 K

15. Other Issues

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

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March ARB - AFRES

Military Aircraft Associated with the Base	G.1.b	1661	G.1.e	714	G.2.b	1661	G.2.e	714
Stationary Source	G.1.c	160	G.1.f	59	G.2.c	160	G.2.f	10

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

	VOCs		NOx	
Mobile Source Including Aircraft	G.3.a	24	G.3.c	14
Stationary Source	G.3.b	28	G.3.d	0

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

Mobile Source Including Aircraft	G.4.a	143	G.4.c	37
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth	VOCs		NOx	
Mobile Source Including Aircraft	G.5.a	-7.12%	G.5.c	-3.46%
Stationary Source	G.5.b	17.50%	G.5.d	-83.05%
TOTAL	G.5.e	-4.97%	G.5.f	-9.48%

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

VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.
Measures include quantitative limits, projections, restrictions, or emissions budgets.

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

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

Section IX

ARC Installations and Bases with ARC Units

IX.1 Regularly used ground training facilities are off base.

IX.1.A The following facilities are over 1 hour travel time from the base:

IX.1.B Facilities:	Estimated travel time.
IX.1.B.1 Altitude Chamber at Edwards AFB CA	2 hrs
IX.1.B.2 Combat Survival , Broom Flats & Big Bear Mts CA	3 hrs
IX.1.B.3 Simulator, C-141 at Travis AFB CA	10 hrs
IX.1.B.4 Simulator, KC-135 at McClellan AFB CA	9 hrs

IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.

IX.2.A Non-local training requires over 1 hour of travel time from the base:

IX.2.B Training:	Estimated travel time.
IX.2.B.1 Altitude chamber, Edwards AFB CA	2 hrs
IX.2.B.2 C-130 training, Point Magu ANGB, CA	3 hrs, 30 min

IX.3 Available dormitory space will house 0.0 percent of the population requiring billets

IX.3.A 26.6 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 47.0 percent drill billeting requirements are met with commercial billeting establishments.

IX.4 Adequate dining facilities are Not available.

Description of shortages: Existing dining facility is scheduled to close 1 Dec 95, because it is outside the planned cantonment area

and workarounds used: The Consolidated Club can be used until an enlisted dining hall can be planned and built.

IX.5 A physical fitness center is available.

The fitness center is adequate

IX.6 A consolidated club is available.

The consolidated club is adequate, remarks follow:

IX.7 Ninety percent of the unit's population

Is within 240 min travel time from the base.

Lives within 200 miles of the base.

IX.8 30.0 Percent of the recruiting areas's population is in the recruitable range.

IX.9 14,640,832 is the total population of the recruiting area.

1995 AIR FORCE BASE QUESTIONNAIRE

March ARB - AFRES

- IX.10** 56.0 percent of the recruitable population has completed high school.
- IX.11** 91.0 percent of the of the authorized personnel have been assigned over the last 5 years.
- IX.12** There are a total of 7 other reserve components in the local recruiting area:
 The Recruiting area offers all DoD component Reserve activities and in some instances, each branch has mor ethan one unit. March AFB is the only AFRES entity in the area.
- IX.13** The current total reserve component population is 0.08 percent of the recruitable age range.
- IX.14** 98.0 percent is the average AFRES/ANG personnel retention rate.

Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.

- IX.15** Unit reservist/guardsman participated in 21.2 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

- IX.16** Other government aviation units are collocated on the airfield. Base operating support is provided as follows:

IX.16.A	POL:	Tenant Unit	<i>Definitions:</i>	
IX.16.B	Security:	Host Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
IX.16.C	Base Supply:	Tenant Unit	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
IX.16.D	Tower/ATC:	Host Unit	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
IX.16.E	Base CE:	Tenant Unit	<i>Joint facilities</i>	<i>More than 25% provided in a shared arrangement between collocated DOD units</i>
			<i>Civil</i>	<i>All support provided through contract or civilian airport authority</i>

Document Separator

March AFB

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: November 9, 1994

TIME: 11:00

MEETING WITH: Don Rodee

SUBJECT: Oceanside, CA defense presence

PARTICIPANTS:

Name/Title/Phone Number: 202/371-6277

Don Rodee; Oceanside, CA City Councilman

Commission Staff:

Frank Cirillo; Air Force Team Leader

***Alex Yellin; Navy Team Leader**

MEETING PURPOSE:

M Rodee

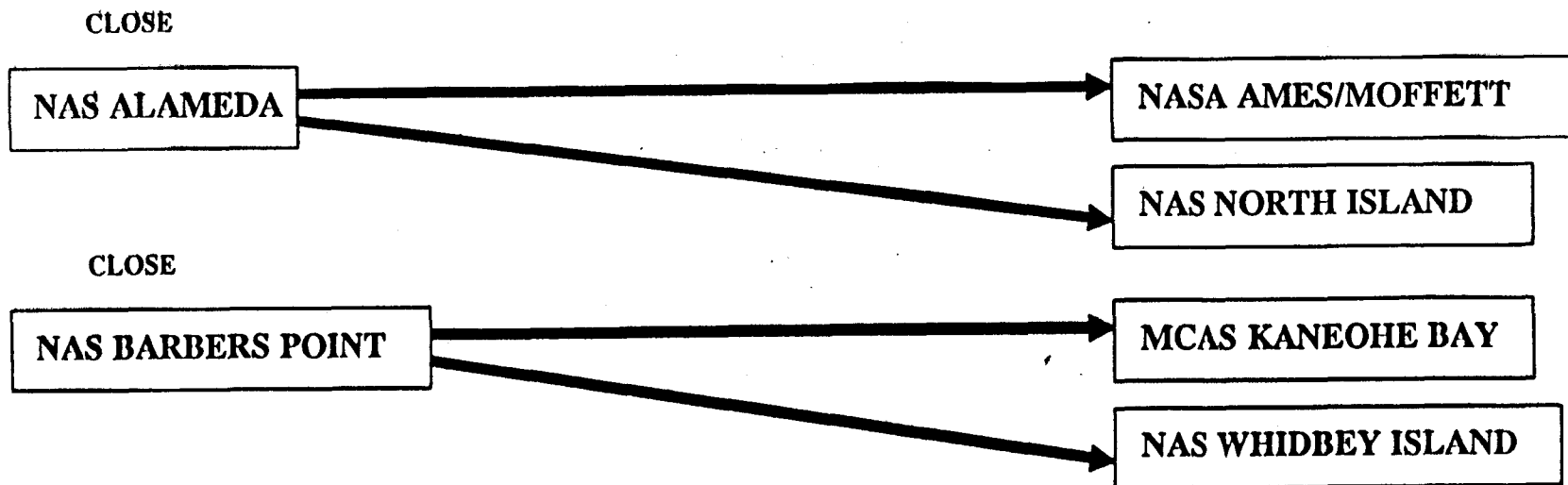
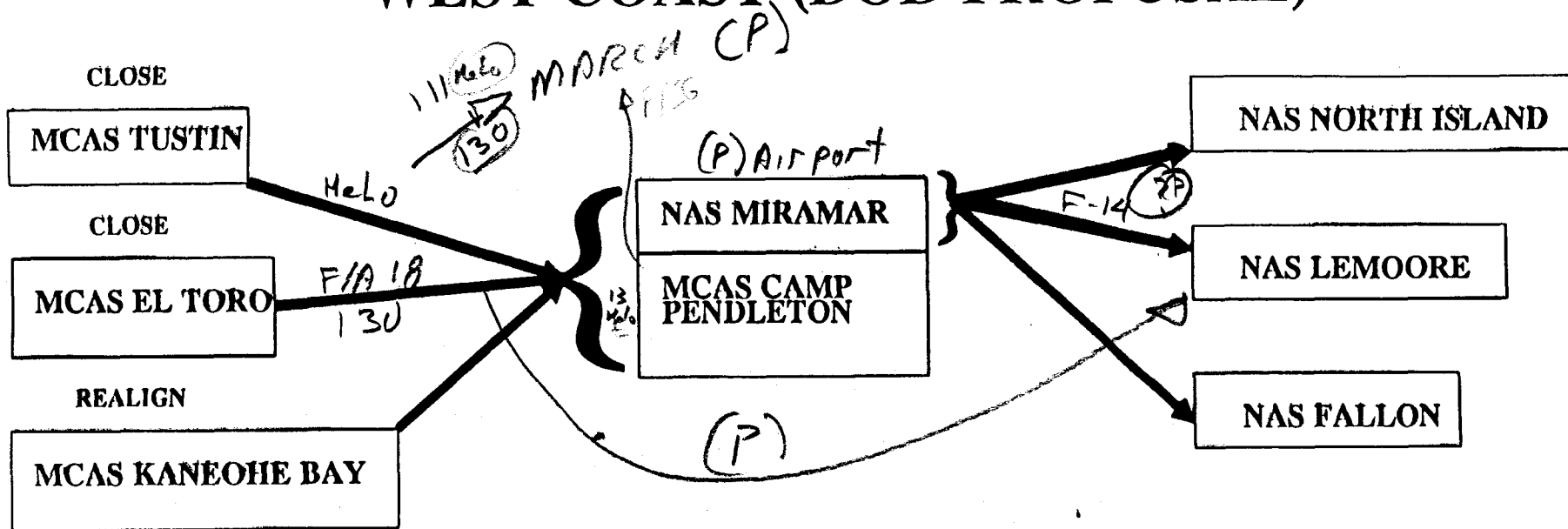
Und

*4 CR2(R)
16 CHIRP ✓
19 KC-10 →
10 KC-135(R) (-)
18 FF4(B)
4 C21 →
4 C12 →
KC-10 → TRAVIS*

*Gen Hopgood Loggia
Gen Krulinc 4 MAR PAC
MARCA C-5?
Dir Credit issue?
FA/18 to March (Ltr 93)*

ALL

OPERATIONAL NAVAL AIR STATIONS WEST COAST (DOD PROPOSAL)



DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: November 9, 1994

TIME: 11:00

MEETING WITH: Don Rodee

SUBJECT: Oceanside, CA defense presence

PARTICIPANTS:

Name/Title/Phone Number:

Don Rodee; Oceanside, CA City Councilman

Commission Staff:

David Lyles; Staff Director

Cece Carman; Congressional & Intergovernmental Affairs

Frank Cirillo; Air Force Team Leader

Bob Cook; Interagency Issues Team Leader

Alex Yellin; Navy Team Leader

Ben Borden; Director of R&A

MEETING PURPOSE:

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950224-13

FROM: CALVERT, KEN	TO: PERRY, WILLIAM
TITLE: Rep. (CA)	TITLE: Sec OF DEFENSE
ORGANIZATION: US CONGRESS	ORGANIZATION: DEPT OF DEFENSE
INSTALLATION (s) DISCUSSED: MARCH AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER			
STAFF DIRECTOR	✓ <i>SW</i>			COMMISSIONER			
EXECUTIVE DIRECTOR	✓ <i>SW</i>			COMMISSIONER			
GENERAL COUNSEL				COMMISSIONER			
MILITARY EXECUTIVE				COMMISSIONER			
				COMMISSIONER			
DIR./CONGRESSIONAL LIAISON	✓ <i>SW</i>			COMMISSIONER			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
EXECUTIVE SECRETARIAT				DIRECTOR OF R & A	✓ <i>SW</i>		
				ARMY TEAM LEADER			
				NAVY TEAM LEADER	✓ <i>SW</i>		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓ <i>SW</i>		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓ <i>SW</i>		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

① Steve
Navy
copy

TYPE OF ACTION REQUIRED

<input type="checkbox"/> Prepare Reply for Chairman's Signature	<input type="checkbox"/> Prepare Reply for Commissioner's Signature
<input type="checkbox"/> Prepare Reply for Staff Director's Signature	<input type="checkbox"/> Prepare Direct Response
<input type="checkbox"/> ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/> FYI

Subject/Remarks:

REQUEST THAT THE HELICOPTER FORCES BEING CONSOLIDATED AT MIRAMAR BE REDIRECTED TO MARCH AFB,

Nonaction

② Steve - MAKE COPY FOR NAVY
INFO to Rick (AMC issue)
Final Copy in MARCH folder
CRAIG (Reserve issue)

Due Date:	Routing Date:	Date Originated: <i>Copy in MARCH folder</i>	Mail Date:
-----------	---------------	--	------------

KEN CALVERT

430 DISTRICT, CALIFORNIA

COMMITTEE ON NATURAL RESOURCES

SUBCOMMITTEES:

NATIONAL PARKS, FORESTS
AND PUBLIC LANDS

OVERSIGHT AND INVESTIGATIONS
NATIVE AMERICAN AFFAIRS

COMMITTEE ON SCIENCE,
SPACE, AND TECHNOLOGY

SUBCOMMITTEES:

SPACE

TECHNOLOGY, ENVIRONMENT,
AND AVIATION



Congress of the United States

House of Representatives

Washington, DC 20515-0543

February 24, 1995

WASHINGTON OFFICE
1623 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0643
(202) 225-1986

DISTRICT OFFICE
3400 CENTRAL AVENUE
SUITE 200
RIVERBIDE, CA 92506
(909) 784-4300

Please refer to this number
when responding 950224-13

Honorable William Perry
Secretary of Defense
The Pentagon
Washington, D.C. 20330

Dear Secretary Perry:

I am writing to you with an urgent request regarding the Department of Defense's 1995 BRAC report. A particular, inter-service, opportunity has come to my attention. Because this is an inter-service matter, I feel it can best (and properly) be handled only at your level.

As a result of BRAC '93, Marine forces at Tustin and El Toro are to consolidate at Miramar. These moves will require substantial MilCon funds. Recently, cost estimates requested by me show large savings if the helicopter forces are redirected to March AFB. The scenarios I have seen demonstrate savings of at least \$311 million or more. I feel that this is significant enough to merit your attention. The reports also indicate that March is a better operational choice. Additionally, a pro/con analysis of this proposal, which primarily addresses issues other than cost, was provided at my request by USMC Legislative Liaison.

I request that you pursue both of these documents in the hope that the evidence they present will affect DOD's BRAC '95 report. If the savings and enhanced military value of this proposal are substantiated by your inquiries, I hope that DOD's submission to BRAC would request this redirect. If you are not able to include this in your submission due to the fast-approaching deadline, then I request that you "leave the door open" for the BRAC Commission to investigate and consider this redirect. Either your report and testimony, or perhaps the testimony of the service chiefs on March 6 and 7, could be a vehicle for the Department to ask the Commission to actively pursue this proposal. At this time of budget restraint, and considering that BRAC '95 represents a singular framework for inter-service creativity, I hope that you will seize this opportunity.

I also request that you provide me with an official analysis of a redirect of helicopter and related units now slated for Miramar under BRAC '93 to March AFB. Please include cost as well as other, military value, considerations. Considering that some of this information is available "off the shelf," I would need this analysis prior to the opening of the service chiefs testimony on March 6.

Thank you for your attention to this request. Please have your staff contact David Ramey (225-1986) with any questions. I look forward to working with you on this and other issues in the 104th Congress.

Ken Calvert
Member of Congress

cc: Gen. Carl Mundy, Commandant USMC
Hon. Alan Dixon, Chairman BRAC 95
March AFB Joint Powers Authority

FEB 15 1995



MARCH JOINT POWERS AUTHORITY

February 15, 1995

William Perry, Secretary
Department of Defense
The Pentagon
Washington, D.C. 20330

Dear Secretary Perry:

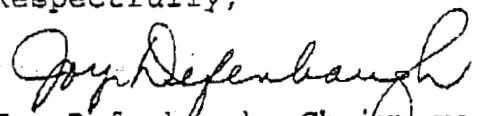
The purpose of this letter is to convey the support of the March Joint Powers Commission, which is the governing body of the March Joint Powers Authority, for continued active duty military missions at March Air Force Base. We fully realize you will not be revisiting the drawdown of the active duty Air Force at March; however, other military operations for March may exist which would strengthen our national defense and receive support from our neighboring communities.

We believe the March facilities are far superior to those found at many military installations and are easily adaptable for use by other services. Specifically, we have done some preliminary inquiries related to the Tustin Marine Corps move to Miramar NAS scheduled to occur in the next few years. It may well be possible that changing the destination base from Miramar to March may result in much greater effectiveness for the Marines and with greater economy than the proposed plan.

We think it would be in our national interest and the interest of our region to explore opportunities that can maximize military efficiency.

Thank you for your consideration.

Respectfully,



Joy Defenbaugh, Chairwoman
March Joint Powers Commission

cc: President Bill Clinton
Members, the California Congressional Delegation
Allen Dixon, Chairman
1995 Base Realignment and Closure Commission

Opinion

Commentary

Bob McDaniels

Miramar aircraft mix: Too close for comfort

All the collective intellect, logic and professionalism resident at the Navy Department, the Marine Corps Headquarters and the Base Closure and Realignment Commission have failed to develop a cogent plan for the relocation of West Coast Marine Corps fixed wing and rotary wing aircraft. Most of the aviation assets from Marine Corps air stations at El Toro, Tustin and Kaneohe Bay are to be sent to Naval Air Station Miramar, with some of the redeployed helicopters going to Camp Pendleton and Okinawa.

Combining so many fast-moving, fixed-wing aircraft and relatively slow-moving helicopters together on a base the size of Miramar is an invitation to disaster. Almost since the dawn of the helicopter, agencies having responsibility for traffic control (the Federal Aviation Administration and the military services) have consciously separated helicopter and fixed-wing operations. This was due solely to safety and ease of operations. Yet the Navy and the Marine Corps now are planning to amass a higher concentration of these disparate types of aircraft on one base than has ever been attempted.

Miramar has only two parallel runways. It is difficult to see how extensive helicopter operations can be melded safely and efficiently into the existing runway configuration at Miramar. It is also safe to predict that the risk of midair collisions between the two types of aircraft will be unacceptably increased. Operational tempo will have to be severely curtailed to avoid these risks.

The infrastructure facilities at Miramar and Camp Pendleton are inadequate to accommodate the planned moves. New shops, warehouses, hangars, offices and military housing will have to be constructed at both sites. The cost will be staggering. If the purpose of base closures and/or realignments was to save money, the planned "solution" is a strange way to go about it.

Along with sending most of the displaced helicopters to Miramar, several will be relocated to Camp Pendleton. This can only be done, however, after excessively high expenditures for military construction.

What's overlooked is that the airfield at Camp Pendleton lies in a flat valley barely above sea level. Have our leaders already forgotten the devastating floods at the Camp Pendleton airfield in 1992 that caused about \$17 million in damage to helicopter and facilities? The entire airfield and associated air operations are again put at risk during the most recent siege on Okinawa in Southern California. This alone refutes

basing even more helicopters at Camp Pendleton.

For years, Marine officials at Tustin and El Toro have been on the receiving end of numerous civilian noise complaints and safety concerns over flight operations. At times, both bases have had to curtail or drastically alter operation to appease the surrounding communities.

Miramar is bordered on two sides by a high-density concentration of residences and businesses, and the Navy has had to deal with numerous complaints from civilians. Yet, Navy flight operations at Miramar do not begin at present to approach the operational tempo that would result from the planned intake of even more Marine fixed-wing aircraft than the Navy has been operating. Adding a large number of helicopters will only compound the problem, then wait until the Marine fixed-wing and helicopter flight operations at Miramar build up to full tempo.

March Air Force Base in Riverside, Calif., is just up the road from Camp Pendleton. Riverside could be the most viable solution to the Marine Corps dilemma. March is scheduled to be downgraded from full Air Force Base status to an Air Guard and Air Force Reserve operation, mostly on weekends. The only other major tenant will continue to be the U.S. Customs Service.

Immediate steps should be taken to have March transferred to the Marine Corps for redesignation as Marine Corps Air Station Riverside. All Marine helicopter assets from El Toro, Kaneohe, and Tustin should then be relocated there. Those attack and utility helicopters currently based at Camp Pendleton should also be considered for relocation to March. Air Guard and Air Force Reserve units and the U.S. Customs facility could remain as tenants. Marine Corps fixed-wing units at El Toro and Kaneohe should continue to be relocated to Miramar.

March boasts a solid infrastructure. It also has a runway longer than 10,000 feet, which would accommodate Marine transport logistical flights. Little, if any, construction would be needed to accommodate this move. In addition, there is considerable affordable housing available in surrounding communities if the on-base housing proves inadequate in number.

Miramar lies close to several airports in the San Diego area (e.g., Montgomery Field, Lindbergh International Airport, North Island Naval Air Station and Gillespie Field.) March, on the other hand, doesn't face this congestion. The nearest airport is about 15 miles away.

Another outstanding feature about March is the relative

lack of civilian encroachment on its boundaries. Thus, the frequency of noise complaints and safety concerns would be dramatically less than at present.

March lies almost midway between Twentynine Palms, Marine Base and Camp Pendleton. Big savings in flight operations would accrue from having the helicopters based at March than at Miramar. Helicopters departing March for Twentynine Palms would have to travel only 75 nautical miles vs. 102 nautical miles if departing from Miramar.

A flight from March to Camp Pendleton is about 42 nautical miles compared with 34 from Miramar to Camp Pendleton. But that longer flight would occur over mostly sparsely settled areas, thus reducing noise complaints and safety concerns.

Canceling the move of Marine helicopters to Miramar and Camp Pendleton would negate spending considerable military construction funds. Some construction would still be needed to accommodate the influx of Marine fixed-wing units at Miramar, but considerably less than if helicopters and their associated personnel were included. The number of aircraft at Miramar, furthermore, would be much more manageable.

This writer spent 31 years in ground combat components of the Marine Corps and Marine Corps Reserve — mostly in Southern California. In addition, 11 years were spent in the region as a commercial helicopter pilot with the U.S. Customs Service and Drug Enforcement Administration. Numerous flights were made in and out of the bases in question.

Taking over operation of March Air Force Base for most of its West Coast helicopter fleet would allow the Marine Corps to adopt a much more cost-effective solution to the present dilemma. Maj. Gen. Drax Williams, commander of Marine Air Bases West, was quoted last summer as saying, "The train already left the station [for Miramar] and we're on it."

That may very well be true, but it should still not be too late to divert the train onto a more acceptable track. All it takes is for somebody to admit a mistake has been made, or that a better solution has been developed since the 1993 base closure hearings. To do otherwise and continue the current, head-long dash of all the fixed-wing and helicopter assets to Miramar would be a tremendous waste of scarce budget dollars.

Bob McDaniels is a retired master gunnery sergeant in the Marine Corps Reserve who lives in Washington state.

KEN CALVERT
430 DISTRICT, CALIFORNIA

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEES:
NATIONAL PARKS, FORESTS
AND PUBLIC LANDS
VERSIGHT AND INVESTIGATIONS
NATIVE AMERICAN AFFAIRS
COMMITTEE ON SCIENCE,
SPACE, AND TECHNOLOGY
SUBCOMMITTEES:
SPACE
TECHNOLOGY, ENVIRONMENT,
AND AVIATION



WASHINGTON OFFICE:
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WASHINGTON, DC 20515-0543
(202) 225-1986
DISTRICT OFFICE:
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SUITE 200
RIVERSIDE, CA 92506
(909) 784-4300

Congress of the United States
House of Representatives
Washington, DC 20515-0543
February 24, 1995

Honorable William Perry
Secretary of Defense
The Pentagon
Washington, D.C. 20330

Dear Secretary Perry:

I am writing to you with an urgent request regarding the Department of Defense's 1995 BRAC report. A particular, inter-service, opportunity has come to my attention. Because this is an inter-service matter, I feel it can best (and properly) be handled only at your level.

As a result of BRAC '93, Marine forces at Tustin and El Toro are to consolidate at Miramar. These moves will require substantial MilCon funds. Recently, cost estimates requested by me show large savings if the helicopter forces are redirected to March AFB. The scenarios I have seen demonstrate savings of at least \$311 million or more. I feel that this is significant enough to merit your attention. The reports also indicate that March is a better operational choice. Additionally, a pro/con analysis of this proposal, which primarily addresses issues other than cost, was provided at my request by USMC Legislative Liaison.

I request that you pursue both of these documents in the hope that the evidence they present will affect DOD's BRAC '95 report. If the savings and enhanced military value of this proposal are substantiated by your inquiries, I hope that DOD's submission to BRAC would request this redirect. If you are not able to include this in your submission due to the fast-approaching deadline, then I request that you "leave the door open" for the BRAC Commission to investigate and consider this redirect. Either your report and testimony, or perhaps the testimony of the service chiefs on March 6 and 7, could be a vehicle for the Department to ask the Commission to actively pursue this proposal. At this time of budget restraint, and considering that BRAC '95 represents a singular framework for inter-service creativity, I hope that you will seize this opportunity.

I also request that you provide me with an official analysis of a redirect of helicopter and related units now slated for Miramar under BRAC '93 to March AFB. Please include cost as well as other, military value, considerations. Considering that some of this information is available "off the shelf," I would need this analysis prior to the opening of the service chiefs testimony on March 6.

Thank you for your attention to this request. Please have your staff contact David Ramey (225-1986) with any questions. I look forward to working with you on this and other issues in the 104th Congress.


Ken Calvert
Member of Congress

cc: Gen. Carl Mundy, Commandant USMC
Hon. Alan Dixon, Chairman BRAC 95
March AFB Joint Powers Authority

KEN CALVERT
43D DISTRICT, CALIFORNIA

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEES
NATIONAL PARKS, FORESTS
AND PUBLIC LANDS
OVERSIGHT AND INVESTIGATIONS
NATIVE AMERICAN AFFAIRS
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WASHINGTON, DC 20515-0543
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DISTRICT OFFICE:
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RIVERSIDE, CA 92506
(909) 784-4300

Congress of the United States

House of Representatives

Washington, DC 20515-0543

February 3, 1995

General Carl Mundy
Commandant, U.S. Marine Corps
Head Quarters Marine Corps
#2 Navy Annex
Washington, D.C. 20380-1775

Dear General Mundy,

I am writing to request your assistance in a matter regarding the Base Realignment and Closure Commission and the redirect of some Marine units now stationed at El Toro and Tustin. I represent western Riverside County in southern California, a district which includes March Air Force Base. March will become an Air Force reserve base in early 1996. The "availability" of March with its housing, recent infusion of MilCon funds, two runways, proximity to other Marine assets and unparalleled community support presents a tremendous opportunity for the Marine Corps.

The communities now planning the reuse of excess portions of the base and I would welcome BRAC exploring the inter-service option of receiving the helicopter and related forces from El Toro and Tustin at March. It would seem that the requested redirect of helicopter forces from Tustin and associated units opens the door for BRAC to consider additional options which are less costly and operationally superior. Analyses regarding a March option which I requested from USMC Congressional Liaison and from Marine forces in Southern California support this idea.

Now that the door seems to be open for BRAC to take a look at this option, some affirmative sign by you and/or the Secretary of the Navy that you are not averse to BRAC evaluating this option would be most welcome. Perhaps Monday's hearing before the BRAC commission could be used to give such a sign. If not in an exchange between you and the BRAC commissioners, then perhaps staff inquiries from BRAC could be positively received.

The Marine Corps was very helpful in the last round of BRAC when the Air Force recommended the realignment of March as a reserve base. Marines from Camp Pendleton were most forthright in asserting their expectations of the Air Force for deployment from March. I appreciated then the accuracy and speed of the information provided. Marine concerns voiced to me helped turn a very poor deployment scenario into a tolerable one. I realize that a cross-service redirect may seem problematic. However, at this time of budget restraint, and considering that BRAC '95 represents a singular framework for inter-service creativity, I hope that you will seize this opportunity. Thank you for your consideration of this proposal.

Sincerely,

Ken Calvert

SCENARIO #2A

MAG-16, MACG-38,
MWSG-37, 3DMAW HQ,
COMCABWEST at March AFB.
MAG 11 (to include KC-130's) remain at
Miramar. March becomes MCAS.
Miramar remains an NAS.

PRO'S

MILCON:

1. Well maintained base with recent two hundred million dollar facilities improvements. Excellent infrastructure.
2. Communications Center has modern capabilities in place at March and would support current and future requirements at lower cost.
3. Allows Navy to remain at Miramar saving Lemoore MILCON.
4. Excellent MWR Facilities at March.

FISCAL:

5. March VHA rates are lower than San Diego.
6. Housing is more affordable near March.

ENVIRONMENTAL:

7. March and El Toro are under the same air quality district.
8. Reduces Air Compliance criteria at Miramar.

OPERATIONS:

9. Deconflicts rotary and fixed wing operations.
10. We retain current CALS/MALS vicinity El Toro for training.
11. Miramar fixed wing siting locates them closer to operating/training areas.
12. Allows Marine Corps on site embarkation of helicopters at I MEF APOE/APOD.
13. Reduces commuting time.
14. Reduces transient time to support 29 Plans. Transient to support Camp Pend remains the same.
15. Reduces loading at Miramar to allow transient/det deployments in support of fleet/amphibious operations.

USMC 93 BRAC MILCON COSTS	SCENARIO #2A COSTS
---------------------------------	--------------------------

El Toro	0	0
Miramar	407.2	220.0
CamPen	144.6	144.6
March	0	323.3

NAVY 93 BRAC
MILCON COSTS

TOTAL \$687M

Miramar	0	0
Lemoore	344.2	0
Fallon	40.1	40.1
Occana	0.5	0.5

TOTAL BRAC 93
MILCON COSTS

TOTAL # 2A
SCENARIO
COSTS

936.6	728.5
-------	-------

CONS:

1. Like Miramar, March hangars require some modification to support helos.
2. ANG occupy March facilities.
3. Community Reuse Plan is actively pursuing redevelopment of closing portions of March.
4. ~~No helo lighting capabilities.~~
5. No hot refueling capabilities.
6. No existing fiber optic backbone presently at March (would cost \$1 million to install).
7. Status of current runway conditions and anticipated required repairs.
8. Requires an EIS .
9. We assume environmental responsibilities for IR clean-up at March.

396
585
3

SCENARIO #2B
MAG-16, MACG-38,
MWSG-37, 3DMAW HQ,
COMCABWEST, four
CH-46 squadrons from
MCAS Camp Pend to March
AFB. MAG 11 (to include
KC-130's) remain at
Miramar. March becomes
MCAS. Miramar remains an
NAS.

USMC 93 BRAC
MILCON
COSTS

SCENARIO
#2B
COSTS

El Toro	0	0
Miramar	407.2	220.0
CamPen	144.6	0
March	0	364.6

PRO'S

MILCON:

1. Well maintained base with recent two hundred million dollar facilities improvements. Excellent infrastructure.
2. Communications Center has modern capabilities in place at March and would support current and future requirements at lower cost.
3. Allows Navy to remain at Miramar, saving MILCON from Lemoore.
4. Excellent MWR Facilities at March.
5. Will reduce maintenance and supply requirements due to single siting of aircraft.

NAVY 93 BRAC
MILCON COSTS

Miramar	0	0
Lemoore	344.2	0
Fallon	40.1	40.1
Oceana	0.5	0.5

TOTAL \$584.6

TOTAL BRAC 93
MILCON COSTS

93.6	625.2
------	-------

TOTAL # 2B
SCENARIO
COSTS

FISCAL:

6. March VHA rates are lower than San Diego.
7. Housing is more affordable at March.

ENVIRONMENTAL:

8. March and El Toro are under the same air quality district.
9. Reduces Air Compliance criteria at Miramar.

OPERATIONS:

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9. We assume environmental responsibilities for IR clean-up at March.

Source: USMC Congressional Liaison

22 Feb 95

Subj: MARCH AFB AS BASING SITE FOR 3D MAW HELICOPTERS

Encl: (1) SOCAL Map
(2) DISTANCE CHART

1. 1993 BRAC commission found March AFB ranked low in military value and recommended realignment, basically turning it into a reserve base with other DoD tenants (DEA, U.S. Customs). BRAC report did not list March AFB as one of the bases that MCAS El Toro could relocate to.

2. An action officer contacted BRAC office at El Toro based on Code A request to look into relocation status in SOCAL, specifically at March AFB. The following are notes that relate to the March AFB issue:

COMCABS West BRAC comments regarding March AFB; March is a good option. Of all local bases his BRAC office has considered March looks the best. COMCAB will conduct a more in-depth survey in the next couple of weeks in anticipation of questions from BSAT. CO of March AFB considers "IMEF primary customer". An old base, built in 1918, it was built well, concrete construction. MAG-16 would fit easy. MAG-16 and MAG-11 should fit. There is plenty of room for all support squadrons and headquarters. Beautiful base!

1918
↙

PRO'S

- Lower cost of living in Riverside, many El Toro Marines already live in that direction.
- Many new facilities (\$200M in recent MILCON on facilities)
- HUGE hangars including simulator space.
- HUGE ramp space
- New BEQs, never been used.
- Other BEQs can be occupied as is.
- ~~the~~ largest commissary
- Good family housing.
- Currently 50-60 acft going down to 12 reserve KC-135s plus 15 C-141s
- No more encroached than Miramar.
- Excellent underground refueling.

2st

CON'S

- Manpower structure not available to support operation of base
- Host Reserve Air Force unit will not have resident manpower to operate base and air field operations 7 days a week/24 hours a day
- Only one runway (13,300')

? →

-- 2nd runway 6,900 feet
(used by Aero club)

RECEIVED

FEB 23 1995



BOB HOPE CHAPTER 257

AIR FORCE ASSOCIATION

An Independent Nonprofit Aerospace Organization

18 February 1995

Congressman Ken Calvert
1034 Longworth Building
Washington, D.C. 20515

Dear Congressman Calvert,

Representing over 1300 members of the Riverside County, Bob Hope Chapter of the Air Force Association, I would like to formally express our concern for the future of March Air Force Base and reaffirm our support for maintaining it as a military facility and especially as an active duty base if at all possible.

As veterans of WWI, WWII, Korea, Vietnam, Desert Storm, Panama, Granada and other military operations, we represent thousands of years of military service, with positions at all levels of command and support.

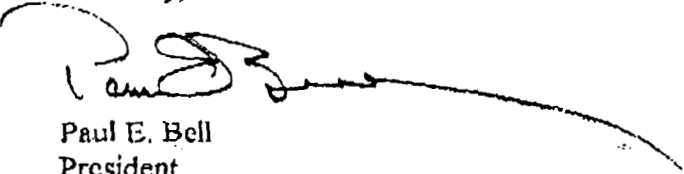
It is therefore with the greatest concern that we point out the current administration's apparent lack of appreciation for the requirements of a strong defense posture. In the words of Secretary Cheney when he was Secretary of Defense: "Every time we've gone through one of these cycles we've blown it! We all know that in our haste to take down the forces in the past, we've always set ourselves up for trouble down the road." As a veteran of three wars, to that I say a big "AMEN!" Even during peacetime we cannot afford to feel too secure. We must remain prepared, and that calls for a renewed commitment to our most strategically critical military operations. That includes March Air Force Base. The strategic importance of March for contingency operations in Latin America and the Pacific Rim cannot be over-emphasized. This has been proven over the past few years by the support provided our Marines stationed at Camp Pendleton and Twenty Nine Palms in their successful deployments to the Gulf War and Somalia.

As March continues through the realignment process, we have been advised that several Marine units have expressed interest in relocating to March. Some may think that fixed wing and rotary wing operations are not compatible. This is not correct. Fixed wing and rotary wing operations are compatible, and the noise factor would be less than we now experience at March. I state this from experience as commander of a wing containing two helicopter squadrons and a fighter squadron in Vietnam, operating from single air field. In addition, there were continuous transport operations similar to those currently conducted at March. The assignment of substantial Marine

units would produce an immediate influx of money and services similar to that being lost by the transfer of the current Air Force units and would protect the heritage of March's seventy-seven years of service to our country. But more importantly, this would add economy and efficiency to our national defense.

We believe the relocation of active duty Marine aviation groups should be pursued with great vigor. We appreciate your consideration and support as the process of March Realignment proceeds.

Sincerely,



Paul E. Bell
President

CC Ms. Sue A Miller

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950316-1

FROM: CALUERT, KEN	TO: DIXON
LE: REP. (CA)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (S) DISCUSSED: MARCH AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INT	COMMISSION MEMBERS	FYI	ACTION	INT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON		Ⓢ		COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER		X	
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

<input checked="" type="checkbox"/>	Prepare Reply for Chairman's Signature	<input type="checkbox"/>	Prepare Reply for Commissioner's Signature
<input type="checkbox"/>	Prepare Reply for Staff Director's Signature	<input type="checkbox"/>	Prepare Direct Response
<input checked="" type="checkbox"/>	ACTION: Offer Comments and/or Suggestions	<input checked="" type="checkbox"/>	FYI

Subject/Remarks:

REQUESTING THAT COMMISSION CONSIDER MOVING THE HELICOPTER AND RELATED FORCES FROM EL TORO AND TUSTIN TO MARCH AFB. SUPPORTING INFO INCLUDED.

COPY PROVIDED TO ALL COMMISSIONERS

Date: 950318

Routing Date: 950316

Date Originated: 950314

Mail Date:

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE
Martin State APT ANGS - NGB

Section I**1. Force Structure**

I.1.A No NAF or Non-Air Force activities on base.

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

I.1.B.1 Supported Unit: 104 WF	GSU	GSU - Geographically Separated Unit
Location: Ft. Meade, MD		REM - Remote Unit
Support provided: CBPO, Admin, Log		
I.1.B.2 Supported Unit: HQ MdANG	GSU	GSU - Geographically Separated Unit
Location: Baltimore, MD 21201		REM - Remote Unit
Support provided: CBPO,Admin,Log		

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2. Operational Effectiveness

A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems

NAS - National Airspace System

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

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	2	0	0	0	0	0	0
Tower	2	139198	125240	13958	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 33

13400 operations were conducted this runway during calendar year 1993

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

No known / projected airspace problems that prevent mission accomplishment

I.2.A.6 The base experiences ATC delays.

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

Average number of delays per month (over the last 2 years): 1

The total number of sorties per month: 6492

The average length of the delays: 0:30

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

Most due to IFR weather conditions/heavy traffic in Baltimore approach airspace. Delays also have been attributed to FAA FSS at Leesburg, VA "losing" flight plans after they have been filed.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: NEW CUMBERLAND ARMY DEP distance 57 NM

Nearest major primary airdrop customer: FORT MEADE distance 22 NM

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

Lajes AB: 2298 NM

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Rota AB: 3317 NM
 Hickam AFB: 4307 NM
 RAF Mildenhall: 3268 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	WEIDE AAF	7
I.2.B.4	Military airfield, runway >= 8,000ft	PHILLIPS AAF	14
I.2.B.5	Military airfield, runway >= 10,000ft	PATUXENT RIVER NAS	62
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Weide AAF	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Baltimore Washington Int'l	14
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Dover AFB	45
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Baltimore Washington Int'	14
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Dulles Int'l	53

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

Phillips AAF 14 NM

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	111 NM	W-108 A,B	111 NM	W-386 A,B,C,D,E	147 NM
W-107 A,D,E,F	152 NM	W-107 A,D,E,F,	152 NM	W-72 A,B	235 NM
W-72B	256 NM	W-122 A,B,C,F,G,H,I,J	260 NM	W-105 A,B,D,E,G	269 NM
W-155 A,B,D,E,G	269 NM	W-105A	273 NM	W-122 D	288 NM
W-122 E	288 NM				

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	111 NM	W-108 A,B	111 NM	W-107A	143 NM
W-386 A,B,C,D,E	147 NM	W-107 A,D,E,F	152 NM	W-107 A,D,E,F,	152 NM
W-386B	165 NM	W-387 A,B	197 NM	W-387A	197 NM
W-387B	197 NM	W-72A	197 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	111 NM	W-108 A,B	111 NM	W-107A	143 NM
W-386 A,B,C,D,E	147 NM	W-107 A,D,E,F	152 NM	W-107 A,D,E,F,	152 NM
W-386B	165 NM	W-387 A,B	197 NM	W-387A	197 NM
W-72A	197 NM	W-72 A,B	235 NM	W-72B	256 NM
W-122 A,B,C,F,G,H,I,J	260 NM	W-105 A,B,D,E,G	269 NM	W-155 A,B,D,E,G	269 NM
W-105A	273 NM	W-105E	286 NM	W-122 D	288 NM
W-122 E	288 NM	W-122C	314 NM	W-122F	318 NM
W-122 A,B,C,D,E,F,G,H,I,	330 NM	W-122I	346 NM	W-122G	354 NM
W-177A	381 NM	W-161A,B/W-177A,B	393 NM	W-122J	398 NM
W-132 A,B	445 NM	W-102 LOW	449 NM	W-132A,B/W-134/W-157A	484 NM
W-157B	492 NM	W-157A	510 NM	W-157C	513 NM
W-158B	592 NM				

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
INDIANTOWN GAP	68 NM	WARREN GROVE	99 NM	NAVY DARE COUNTY	217 NM
USAF DARE COUNTY	220 NM	CHERRY POINT BT-11	261 NM	FT DRUM	298 NM
POINSETT	384 NM	JEFFERSON PROVING G	419 NM	ATTERBURY	448 NM
GRAYLING	492 NM	TOWNSEND	533 NM	GRAND BAY	600 NM
PINECASTLE	665 NM	HARDWOOD	679 NM	EGLIN C62	709 NM
EGLIN C52	716 NM	AVON PARK BRAVO/FO	739 NM	AVON PARK CHARLIE/E	743 NM
CANNON	749 NM	SHELBY EAST	786 NM	SHELBY WEST	791 NM

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

WARREN GROVE	99 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

OCEANA TACTS	208 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

BLOODSWORTH ISL	70 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	1	5	9	26	54	86

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SR	16	17	19	51	67	99
VR	9	14	21	54	90	128
Total Routes:	26	36	49	131	211	313

Identify Routes:

VR-1711 33 NM	VR-1712 33 NM	VR-1713 33 NM	SR-800 36 NM	SR-801 36 NM	SR-805 36 NM
VR-1709 44 NM	SR-844 47 NM	SR-845 47 NM	SR-846 47 NM	SR-820 57 NM	VR-708 57 NM
SR-835 57 NM	SR-821 57 NM	VR-704 59 NM	VR-705 59 NM	IR-716 76 NM	VR-1757 76 NM
SR-802 81 NM	SR-803 81 NM	SR-807 81 NM	SR-808 81 NM	SR-806 81 NM	SR-804 81 NM
SR-847 94 NM	VR-1759 96 NM				
IR-720 117 NM	SR-867 119 NM	IR-714 120 NM	VR-1754 120 NM	IR-760 120 NM	VR-707 121 NM
VR-1753 125 NM	VR-1755 125 NM	IR-719 128 NM	VR-1758 133 NM		
IR-761 156 NM	VR-1751 156 NM	IR-715 160 NM	IR-718 160 NM	IR-762 162 NM	VR-1756 162 NM
VR-1722 164 NM	VR-1061 169 NM	VR-1752 183 NM	VR-073 185 NM	VR-096 191 NM	SR-818 196 NM
SR-817 197 NM					
IR-721 209 NM	SR-815 211 NM	SR-816 211 NM	SR-822 211 NM	SR-823 212 NM	VR-1721 219 NM
IR-062 236 NM	VR-1057 240 NM	SR-871 242 NM	SR-874 242 NM	SR-901 242 NM	SR-872 242 NM
SR-873 242 NM	VR-085 246 NM	VR-086 246 NM	IR-723 253 NM	VR-1058 253 NM	SR-825 254 NM
SR-900 259 NM	IR-608 264 NM	VR-725 264 NM	VR-724 264 NM	IR-726 265 NM	VR-1726 265 NM
VR-1043 269 NM	IR-743 272 NM	VR-1743 272 NM	VR-093 272 NM	SR-904 276 NM	VR-1046 276 NM
SR-905 280 NM	IR-022 289 NM	SR-737 292 NM	SR-738 292 NM	SR-707 298 NM	SR-710 298 NM
SR-711 298 NM	SR-714 298 NM	SR-713 298 NM	VR-1631 298 NM	SR-708 298 NM	VR-1632 300 NM
VR-1633 300 NM	SR-733 304 NM	SR-732 306 NM	SR-735 306 NM	SR-734 307 NM	VR-1801 308 NM
IR-082 309 NM	IR-012 312 NM	SR-709 314 NM	SR-712 314 NM	SR-715 314 NM	VR-1060 321 NM
VR-087 329 NM	SR-902 334 NM	IR-081 335 NM	IR-035 337 NM	VR-1069 337 NM	VR-1074 337 NM
VR-1040 339 NM	IR-801 349 NM	VR-088 363 NM	VR-1800 365 NM	VR-1617 367 NM	VR-1638 367 NM
IR-074 368 NM	VR-1624 369 NM	VR-1625 369 NM	SR-701 370 NM	SR-703 370 NM	SR-702 373 NM
VR-840 378 NM	VR-842 378 NM	VR-841 378 NM	IR-079 381 NM	IR-080 381 NM	VR-1013 390 NM
VR-095 395 NM	VR-097 395 NM	IR-843 398 NM	IR-843A 398 NM		
VR-1059 407 NM	IR-036 410 NM	IR-075 410 NM	IR-090 411 NM	VR-058 412 NM	SR-105 415 NM
VR-1668 419 NM	SR-166 423 NM	IR-083 433 NM	VR-1055 433 NM	IR-002 437 NM	VR-1627 441 NM
VR-1628 441 NM	IR-610 443 NM	VR-1640 444 NM	IR-042 446 NM	VR-1068 446 NM	VR-1667 448 NM
SR-102 454 NM	VR-664 454 NM	SR-782 458 NM	VR-1041 459 NM	VR-1626 461 NM	VR-1641 464 NM
VR-1642 464 NM	VR-1049 472 NM	SR-781 473 NM	IR-800 487 NM	IR-800A 487 NM	IR-804 487 NM
IR-018 489 NM	VR-1645 490 NM	VR-1644 492 NM	VR-1647 492 NM	IR-023 493 NM	IR-850 494 NM
IR-851 494 NM	IR-852 494 NM	IR-618 498 NM	VR-619 498 NM	VR-1003 503 NM	VR-1052 506 NM

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SR-035	511 NM	SR-040	511 NM	SR-037	511 NM	SR-036	511 NM	VR-1011	516 NM	VR-634	517 NM
VR-092	520 NM	IR-089	522 NM	VR-1679	523 NM	VR-1001	544 NM	IR-800B	549 NM	SR-059	551 NM
SR-061	551 NM	SR-062	551 NM	SR-060	551 NM	SR-225	554 NM	VR-1636	557 NM	VR-1639	560 NM
VR-1004	565 NM	VR-094	568 NM	IR-016	572 NM	IR-805	575 NM	VR-1002	576 NM	IR-069	581 NM
IR-077	588 NM	SR-774	588 NM	IR-802	589 NM	IR-803	589 NM	SR-038	593 NM	VR-1066	593 NM
IR-614	595 NM	VR-1635	595 NM	VR-615	596 NM	IR-066	598 NM	VR-1050	598 NM	VR-1051	598 NM
IR-067	598 NM	IR-033	599 NM								
SR-039	602 NM	VR-1009	603 NM	IR-609	609 NM	VR-1006	609 NM	VR-1007	609 NM	VR-1054	613 NM
SR-771	614 NM	IR-157	617 NM	IR-174	617 NM	VR-1008	618 NM	VR-1056	618 NM	IR-017	620 NM
VR-1017	620 NM	SR-773	620 NM	IR-019	621 NM	SR-069	625 NM	SR-071	625 NM	SR-070	625 NM
VR-1005	625 NM	SR-072	625 NM	IR-041	626 NM	IR-063	626 NM	VR-1067	626 NM	IR-078	628 NM
VR-1065	631 NM	VR-1010	638 NM	IR-015	645 NM	VR-1070	646 NM	VR-1039	657 NM	VR-1016	663 NM
VR-1014	665 NM	IR-592	671 NM	VR-060	675 NM	VR-1648	675 NM	SR-785	679 NM	VR-1666	685 NM
SR-075	689 NM	IR-091	694 NM	SR-776	696 NM	SR-137	697 NM	IR-032	698 NM	VR-1031	702 NM
VR-1082	705 NM	VR-1085	705 NM	VR-1084	705 NM	VR-1030	706 NM	IR-057	716 NM	IR-059	716 NM
SR-101	716 NM	SR-104	716 NM	SR-106	716 NM	SR-103	716 NM	VR-1650	718 NM	SR-073	721 NM
SR-074	721 NM	IR-030	724 NM	IR-031	724 NM	VR-1033	726 NM	SR-238	731 NM	IR-021	732 NM
VR-1629	735 NM	IR-044	737 NM	VR-1097	740 NM	IR-047	742 NM	IR-048	744 NM	IR-068	751 NM
IR-046	754 NM	IR-527	754 NM	IR-055	755 NM	VR-1020	755 NM	VR-607	761 NM	IR-020	763 NM
IR-049	769 NM	VR-1098	769 NM	IR-051	769 NM	IR-050	769 NM	IR-037	779 NM	SR-031	782 NM
VR-1083	783 NM	VR-1089	788 NM	IR-038	790 NM	IR-070	791 NM	VR-1032	793 NM	IR-040	794 NM
VR-1023	794 NM	VR-1024	794 NM	VR-1021	794 NM	SR-029	796 NM	SR-237	796 NM	SR-232	796 NM
SR-231	796 NM	SR-230	796 NM	SR-229	796 NM	SR-227	796 NM	SR-226	796 NM	SR-218	796 NM
SR-219	796 NM	SR-220	796 NM	SR-221	796 NM	SR-222	796 NM	VR-1072	797 NM	VR-604	797 NM

I.2.C.9 IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1074 NM from the base.

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

200 NM	300 NM	500 NM
3	9	36

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-612	163 NM	AR-218H	170 NM	AR-218L	178 NM		
AR-636	208 NM	AR-206H	227 NM	AR-206L	227 NM	AR-217	254 NM

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AR-609	261 NM	AR-777	298 NM				
AR-328	302 NM	AR-207SW SOUTHWE	305 NM	AR-631	318 NM	AR-455 WEST	325 NM
AR-600	353 NM	AR-204 NORTHEAST	369 NM	AR-212 NORTHEAST	369 NM	AR-203 SOUTHWEST	382 NM
AR-633A	385 NM	AR-315 WEST	388 NM	AR-216 SOUTHWEST	398 NM	AR-202S SOUTH	405 NM
AR-601	410 NM	AR-455 EAST	418 NM	AR-608	423 NM	Raccoon MOA	423 NM
AR-207NE NORTHEA	425 NM	AR-616B	428 NM	AR-632A	430 NM	AR-633B	430 NM
AR-632B	469 NM	AR-315 EAST	470 NM	AR-616A	474 NM	AR-202AN ALTERNA	476 NM
AR-204 SOUTHWEST	500 NM	AR-205	500 NM	AR-212 SOUTHEAST	500 NM		

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

500 NM	700 NM
3592	4904

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	170 NM	359	AR-206H	227 NM	50	AR-206L	227 NM	20	AR-455	325 NM	372
AR-204	369 NM	319	AR-212	369 NM	356	AR-203	382 NM	223	AR-216	398 NM	64
Raccoon	423 NM	1829	AR-205	500 NM	43			0			0

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 423NM from the base."

I.2.C.10d Percentage of tanker demand in region: 17.0

Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
AEGIS	14 NM	✓	✓	✓	0	1
ANDREWS	37 NM		✓		0	1
BLACKSTONE	153 NM	✓	✓	✓	0	1
CANAL	266 NM	✓	✓	✓	0	0
CASWELL BEACH (WATER	338 NM	✓	✓		0	0
CHERRY	266 NM	✓	✓	✓	0	0
CHUTE (CIR)	291 NM	✓	✓	✓	0	1
CORINTH	283 NM	✓			0	0
COTENTIN	283 NM	✓	✓	✓	0	0
DARLINGTON	337 NM	✓	✓	✓	0	0
DAVIS #1	294 NM	✓		✓	0	0

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DAVIS #2	293 NM	✓	✓	✓	0	0
DAVIS (CIR)	293 NM				0	0
DEEP CREEK	283 NM		✓		0	0
DOVE - FT PICKETT	151 NM	✓	✓	✓	0	1
EAST FORK	267 NM	✓	✓		0	0
FARNEL BAY WATR	284 NM				0	0
FERRUZZI	267 NM	✓			0	0
FLYING DUTCHMAN	285 NM	✓			0	0
FORSYTHE	267 NM	✓	✓	✓	0	0
FRAMHART	191 NM	✓	✓	✓	0	0
GELA	283 NM	✓	✓	✓	0	0
HARD	282 NM	✓			0	0
HAT TRICK	297 NM	✓			0	1
HOLLAND	285 NM	✓	✓	✓	0	0
JERSEY DEVIL	104 NM	✓	✓	✓	0	5
LAURNBERG MAXTN	307 NM	✓	✓	✓	0	0
LUZON	297 NM	✓	✓	✓	0	1
LUZON REVERSE	297 NM	✓			0	1
MCLEAN	68 NM	✓		✓	0	0
MEACHAM LAKE	328 NM		✓		0	0
MOUNTAIN	295 NM	✓		✓	1	0
MYITKYINA TREE	277 NM	✓	✓		0	0
NELSON - BEAUFORT	266 NM	✓	✓	✓	0	0
NETHERLANDS	285 NM	✓	✓	✓	0	0
NETHERLANDS ORI	286 NM	✓	✓	✓	0	0
NEUSE RIVER (WATER)	262 NM	✓	✓		1	1
NIJMEGEN	289 NM	✓	✓	✓	0	0
NORMANDY	283 NM	✓	✓	✓	0	0
OLIVE	262 NM	✓	✓	✓	0	0
OPEN GROUNDS	266 NM	✓	✓		0	0
PANTHER	291 NM	✓	✓	✓	1	0
PUDGY	104 NM	✓	✓	✓	0	5
SALERNO	284 NM	✓	✓	✓	0	0
SEAL WATER	144 NM	✓	✓		0	0
SICILY	283 NM	✓	✓	✓	0	0
SICILY DEMO	283 NM	✓	✓	✓	0	0

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STONE BAY WATER	288 NM				0	0
SWAN CREEK	14 NM	✓	✓	✓	0	0
TATER EAST	184 NM	✓		✓	0	0
TURNER	287 NM	✓	✓	✓	0	2
VOLTURNO	284 NM	✓	✓	✓	0	0
WEST FORK	267 NM	✓	✓		0	0
WOODLAWN BEACH	235 NM		✓		0	1
ZIMMER	291 NM	✓	✓	✓	1	0
ZIPGUN-WATER	145 NM	✓	✓		0	0

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

AEGIS	SR-800								
ANDREWS	SR-820								
BLACKSTONE	SR-867								
CHUTE (CIR)	SR-801								
DOVE - FT PICKETT	SR-867								
HAT TRICK	SR-105								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
LUZON	SR-105								
LUZON REVERSE	SR-105								
MOUNTAIN	IR-801								
NEUSE RIVER (WATER)	IR-062	SR-105							
PANTHER	IR-801								
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
TURNER	SR-904	SR-905							
WOODLAWN BEACH	SR-825								
ZIMMER	IR-801								

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

MARTINSBURG 73 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
AEGIS	14 NM	✓	✓	✓	0	0

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

UNCLASSIFIED

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FORT BRAGG

280 NM

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I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
I.2.E.4.a NDB-A app to Gtr Cumberland

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

I.2.E.6 Restrictions currently acting on this airspace:

A-10 and A-37 ops only
Sunrise to sunset only

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

Sunrise to sunset

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 33 hrs

I.2.E.7.b Hours used: 28 hrs

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

weather cancellations

I.2.E.8 Utilization of the airspace can Not be increased.

I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.

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

VR-708 is approximately 125 NM in length, and begins approx 6 NM west of Gettysburg, PA.

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

Commercial Aviation Impact

I.2.E.12 The base is joint-use (military/civilian).

I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Andrews AFB, MD	Military
Baltimore, MD	General Aviation
Baltimore-Washington Int'l, MD	Commercial
Bay Bridge, MD	General Aviation
Cambridge/Dorchester, MD	General Aviation

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Carroll Co, MD	General Aviation
Castle Marina, MD	Civilian
Cecil Co, MD	General Aviation
Chandelle, DE	General Aviation
Chester County PA	General Aviation
Chorman, MD	Civilian
Clearview, MD	General Aviation
College Park, MD	General Aviation
Delaware, DE	General Aviation
Donegal Springs PA	General Aviation
Dover AFB, DE	Military
Easton, MD	Commercial
Essex, MD	General Aviation
Ewing, MD	Civilian
Fallston, MD	General Aviation
Faux-Burhans, MD	Civilian
Forest Hill, MD	Civilian
Frederick, MD	Commercial
Freeway, MD	General Aviation
Harford Co, MD	General Aviation
Kennersley, MD	Civilian
Lancaster PA	Commercial
Lee, MD	General Aviation
Martin State, MD	General Aviation
Montgomery Co, MD	General Aviation
National Arpt, VA	Commercial
New Castle Co, DE	Commercial
New Garden, PA	General Aviation
Phillips AAF, MD	Military
Potomac Airfield, MD	General Aviation
Ragged Island	Civilian
Ridgely, MD	General Aviation
Smoketown, PA	General Aviation
Suburban, MD	General Aviation

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Summit, DE	General Aviation
Tipton AAF, MD	Military
Wash Exec/Hyde Fld, MD	Commercial
Weide AAF, MD	Military
York PA	Commercial

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

I.2.E.14.a **Description of impacts:** Minor limits are imposed on local VFR flying by Baltimore, Washington, Harrisburg, and Philadelphia Class B airspace, as well as restricted areas R-4001A/B, R-4002/05/06/07 and P-40. Dover Bird Strike Hazard Report must be low and off peak migration

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** **Expansion of training airspace is possible.**
- I.2.F.1.a** **Estimated expansion potential is 80.0 percent. Rationale for estimate:**
 Antler MOA proposal is awaiting FAA approval. Airspace will further increase opportunities to conduct dissimilar training with units that cannot reach other suitable airspace. Will increase LOWAT training.
- I.2.F.2** **Current access will remain the same.**
- I.2.F.3** **No reductions in training airspace are expected.**
- I.2.F.4** **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a** **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

- I.2.G.1** **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**
 ABERDEEN PROVING GROUND
 14 NM from the base.
- I.2.G.2** **DELETED**
- I.2.G.3** **Nearest Naval unit where joint training can be accomplished:**
 MAG 49, Washington DC NAF
 38 mi from the base.
- I.2.G.4** **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**
 113th FW, Andrews AFB MD
 38 mi from the base.
- I.2.G.5** **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / 1/2 mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.8	97.9	86.8	82.3	73.9

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

I.2.J.2.a Is at or below 15 knots 94.3 percent of the time

I.2.J.2.b Is at or below 25 knots 99.0 percent of the time

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

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Section II**1. Installation Capacity & Condition****A. Land**

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Martin State Airport	ANG Lease Area	175	122	54
	TOTALS:		175	122	54

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	8,582	69.0	31.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	23,625	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	35,400	18,820	100.0	0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	43,175	66.0	34.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	117,238	95.0	1.0	4.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	67,000	50,236	0.0	100.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	40,200	18,196	0.0	82.0	18.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	3,700	1,620	0.0	100.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	14,000	6,508	0.0	83.0	17.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	29,000	16,000	0.0	100.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	41,678	24,678	95.0	1.0	4.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	10,507	0.0	100.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	10,000	10,507	0.0	100.0	0.0	507
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	9,536	100.0	0.0	0.0	9,536
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	12,100	4,321	0.0	100.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	12,919	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	20,300	12,919	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	4,800	6,277	0.0	0.0	100.0	1,477
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,100	1,995	0.0	100.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	21,680	0.0	82.0	18.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	9,306	100.0	0.0	0.0	9,306
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	4,647	0.0	66.0	34.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	3,087	0.0	100.0	0.0	3,087
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	3,600	1,560	0.0	0.0	100.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	32,663	4.0	94.0	2.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	1,970	1,970	63.0	37.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	52,000	19,995	0.0	100.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	18,656	0.0	100.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	8,437	0.0	100.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	15,800	8,437	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	12,067	40.0	40.0	20.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	683	0.0	100.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	1,044	1,044	0.0	100.0	0.0	0

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

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	116,759	82.6	0.0	17.4
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	2,827	0.0	100.0	0.0
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	18,604	99.0	0.0	1.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	0			

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	4,149	42.2	57.8	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	9,601	74.5	25.5	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,150	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	30,558	56.2	30.0	13.8
II.1.B.1.k	852	Veh/Equip Parking	SY	46,915	100.0	0.0	0.0

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number Types	
15	Secondary	8109 ft	150 ft	No		
33	Primary	8109 ft	150 ft	No	None	

II.2.A There are 2 active runways.

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

II.2.B There are 1 parallel runways (excluding main runway).

II.2.C Dimensions of the primary runway (33).

II.2.C.1 Length: 8,109 ft

II.2.C.2 Width: 150 ft

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

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

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

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

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

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II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	16,667	8" asphalt overlay
Runway	B-1B	SY	33,000	19" partially bonded PCC overlay
Aprons	B-1B	SY	116,759	17.7" partially bonded PCC overlay
Runway	B-52	SY	33,000	20" partially bonded PCC overlay
Taxiway	B-52	SY	16,667	8.5" asphalt overlay
Aprons	B-52	SY	116,759	19.1" partially bonded PCC overlay
Taxiway	C-141	SY	16,667	4" asphalt overlay
Runway	C-141	SY	33,000	15.3" partially bonded PCC overlay
Aprons	C-141	SY	94,659	13.9" partially bonded PCC overlay
Taxiway	C-5B	SY	16,667	2" asphalt overlay
Runway	C-5B	SY	33,000	10" partially bonded PCC overlay
Runway	F-15	SY	33,000	7" partially bonded PCC overlay
Taxiway	KC-10	SY	16,667	3" asphalt overlay
Runway	KC-10	SY	33,000	15.5" partially bonded PCC overlay
Aprons	KC-135R	SY	1	unknown
Taxiway	KC-135R	SY	16,667	3" asphalt overlay
Runway	KC-135R	SY	1	unknown

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

II.2.G.1 The total usable apron space for aircraft parking is 116,759 Sq Yds.

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	A-10 Ramp	1,200 ft	358 ft	Primary Aircraft
C-130 Ramp	1,150 ft	540 ft	Primary Aircraft	C-130, 8 parking pts

II.2.G.2 Permanently assigned aircraft currently require 116,759 Sq Yds of parking space.

II.2.G.3 0 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

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0

- II.2.H** The dimensions of the (largest) transient parking area:
- II.2.I** Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)
- II.2.J** There are No critical features relative to the airfield pavement system that limit its capacity:

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3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	0.189 MG/D	MG/D - million gallons per day	3 %
II.3.A.2 Sewage:	1.0 MG/D		0 %
II.3.A.3 Electrical distribution:	2.5 MW	MW - million watts	75 %
II.3.A.4 Natural Gas:	-	MCF/D - million cubic feet per day	0 %
II.3.A.5 High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	0 %

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

No

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 Facility number: 1070 Hanger

Current Use: A10 Aircraft Maint.

II.4.A.2 Size (SF): 60,169 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	130 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	148 ft	32 ft	168 ft

II.4.A.1 Facility number: 2050 Hanger

Current Use: C130 Aircraft Maint

II.4.A.2 Size (SF): 29,892 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	162 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	162 ft	28 ft	103 ft

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II.4.A.1 Facility number: 2070 Hanger
 Current Use: Joint Fuel Cell

II.4.A.2 Size (SF): 23,462 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C130

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	162 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	162 ft	28 ft	103 ft

5. Unique Facilities

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

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	15	CZ									
	33	CZ									
II.6.A.2	15	APZ 1									
	33	APZ 1									
II.6.A.3	15	APZ 2									
	33	APZ 2									

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70										
II.6.A.5	70-75										
II.6.A.6	75-80										
II.6.A.7	80+										

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.B.1	15	CZ									

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II.6.B.1	15	CZ										
	33	CZ										
II.6.B.2	15	APZ 1										
	33	APZ 1										
II.6.B.3	15	APZ 2										
	33	APZ 2										

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70											
II.6.B.5	70-75											
II.6.B.6	75-80											
II.6.B.7	80+											

II.6.C There is No publicly released AICUZ study.

II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft
 Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map does Not reflect current flight tracks.
 Explanation of areas where the current AICUZ study does not reflect the current situation:

II.6.E The study has not been updated
 The study is no longer valid. Milestones for updateing the study:

II.6.E.1

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

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

No significant development currently exists in any AICUZ zone.
 No significant development is projected for any AICUZ zone.

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

II.6.H Population figures and projections:

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II.6.I Clear zone acquisition has Not been completed.

II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Planned on base facilities not sited in accordance with AICUZ recommendations:

Air Space Encroachment

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

II.6.K.1 0.0 noise complaints per month (average) are received from off base residents.

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

II.6.L.1 See continuation sheet for II.6.L.1

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 3 C-141 equivalent aircraft can be loaded or unloaded at one time.

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

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

III.1.A.1.b Current MHE: (4) 10K Standard Forklifts; (1) 10K All Terrain Forklift; (1) 25K Loader; (1) 6K Forklift; (2) 4K Forklifts

III.1.A.2 3 C-141 equivalent aircraft can be refueled at one time.

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

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

Aircraft	Widebody Capabilities:				Remarks:
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** Based upon the cited FLAS, this installation does not have any excess storage capacity.
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4** Other receipt modes available: Tank truck
Number of offload headers: 2
2 tank trucks can be simultaneously offloaded
Tank cars can Not be offloaded.
- III.1.D.5** 2 refueling unit fillstands are available.
- III.1.D.5.a** 2 refuelers can be filled simultaneously.
- III.1.D.6** Current dispensing capabilities as defined in AFR 144-1 sustained: 584120
 maximum: 751468
- III.1.D.7** The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).
- III.1.D.7.a** Supporting DFSP: Steuart Petroleum Company, Piney Point, MD 20674-9999. DoD Activity Address Code: UY7005 (DODAAC)
- III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.
- | | Cat 1.1 | Cat 1.2 |
|---|---------|---------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 0 | 800 |
| Square footage available (including physical capacity limit): | 0 | 1410 |
| III.1.E.2 Normal installation mission storage requirement: | 689 | 4028 |
- Physical Limits for Cat 1.2 Munitions:**
Fac#5120 7 igloos@13'x15'x9' limited by capacity
- III.1.F** The base has a dedicated hot cargo pad.
- III.1.F.1** Access to the hot cargo pad is not limited.
- III.1.F.2** The size of the hot cargo pad is 25,447 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 200
- III.1.F.4** The hot pad access is turn around.
- III.1.F.5** The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 64.
- III.1.F.6** Aircraft using pad over the last 5 years:

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No aircraft of any type has used the Designated Hot Cargo Pad in the last five years.

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

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

ABERDEEN PROVING GROUND	14 NM
FORT A.P. HILL	75 NM
FORT DIX	83 NM
FORT EUSTIS	132 NM
FORT INDIANTOWN GAP	67 NM
FORT LEE	132 NM

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

Railheads within 150 NM:

Aberdeen	16 NM
Alexandria - Newington	50 NM
Baltimore	9 NM
Bayonne	133 NM
Chambersburg - Culbertson	69 NM
Eatontown - Earle	118 NM
Fredericksburg - Guinea	86 NM
Harrisburg - New Cumberland	58 NM
Havre De Grace	20 NM
Little Creek - NAB	145 NM
Mechanicsburg	60 NM
Newport News - Lee Hall	128 NM
Norfolk - Sewells Point	142 NM
Petersburg	134 NM
Philadelphia	69 NM
Picatinny - Picatinny	131 NM
Portsmouth	150 NM
Quantico	63 NM
Richmond - Bellbluff	117 NM
Scranton	130 NM
Williamsburg - NWS	124 NM

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Williamsburg - Pennimam	124 NM
Woodzell - Bowie	26 NM

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

Deep water ports within 150 NM:

Baltimore	3 NM
Bayonne	131 NM

III.1.H The base does Not have a dedicated passenger terminal.

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

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

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

III.1.L The base medical facility performs No unique missions.

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

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

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

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have a total covered storage capacity of 22,438 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	21,456 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	9,137 sq ft

III.1.O 51 light military vehicles are on base.

III.1.P 77 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

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

IV.1.A

xxxx56

Environmental Compliance

			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct	Reimbursable				
3840	24.00 \$sK	0.00 \$sK	24.00 \$sK			
Appropriation	Direct	Reimbursable				
3840	15.20 \$sK	0.00 \$sK		15.20 \$sK		
Appropriation	Direct	Reimbursable				
3840	39.50 \$sK	0.00 \$sK			39.50 \$sK	
Appropriation	Direct	Reimbursable				
3840	24.40 \$sK	0.00 \$sK				24.40 \$sK
xxxx56 TOTALS:			24.00 \$sK	15.20 \$sK	39.50 \$sK	24.40 \$sK

IV.1.B

xxxx76

Real Property Maintenance A

			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct	Reimbursable				
3840	0.00 \$sK	0.00 \$sK	0.00 \$sK			
Appropriation	Direct	Reimbursable				
3840	0.00 \$sK	0.00 \$sK		0.00 \$sK		
Appropriation	Direct	Reimbursable				
3840	0.00 \$sK	0.00 \$sK			0.00 \$sK	
Appropriation	Direct	Reimbursable				
3840	34.00 \$sK	0.00 \$sK				34.00 \$sK
xxxx76 TOTALS:			0.00 \$sK	0.00 \$sK	0.00 \$sK	34.00 \$sK

IV.1.C

xxxx78

Real Property Maintenance S

			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct	Reimbursable				
3840	1,041.50 \$sK	0.00 \$sK	1,041.50 \$sK			
Appropriation	Direct	Reimbursable				
3840	44.60 \$sK	0.00 \$sK		44.60 \$sK		
Appropriation	Direct	Reimbursable				
3840	1,424.00 \$sK	0.00 \$sK			1,424.00 \$sK	
Appropriation	Direct	Reimbursable				
3840	0.00 \$sK	0.00 \$sK				0.00 \$sK
xxxx78 TOTALS:			1,041.50 \$sK	44.60 \$sK	1,424.00 \$sK	0.00 \$sK

IV.1.D

xxxx90

Audio Visual

			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct	Reimbursable				
			1,041.50 \$sK	44.60 \$sK	1,424.00 \$sK	0.00 \$sK

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		3840	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 \$sK	0.00 \$sK				0.00 \$sK
		xxx90 TOTALS:			0.00 \$sK	0.00 \$sK	0.00 \$sK	0.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	89.50 \$sK	0.00 \$sK	89.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	150.40 \$sK	0.00 \$sK		150.40 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	103.60 \$sK	0.00 \$sK			103.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	108.00 \$sK	0.00 \$sK				108.00 \$sK
		xxx95 TOTALS:			89.50 \$sK	150.40 \$sK	103.60 \$sK	108.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	2,207.90 \$sK	0.00 \$sK	2,207.90 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	2,332.50 \$sK	0.00 \$sK		2,332.50 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	2,442.90 \$sK	0.00 \$sK			2,442.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	2,534.10 \$sK	0.00 \$sK				2,534.10 \$sK
		xxx96 TOTALS:			2,207.90 \$sK	2,332.50 \$sK	2,442.90 \$sK	2,534.10 \$sK

2. Relocation Costs

IV.2 All Large, unusual items integral to the unit mission, can be moved as regular freight.

Total relocation costs: \$ 0.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 93\$sM

Twenty year Net Present Value 66\$sM

Steady state savings 2\$sM per year

Manpower savings associated with closure 25

Return on Investment (years): 100+

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Section VI Economic Impact**Economic Area Statistics:****Baltimore, MD PMSA****Total population: 2,431,000 (FY 92)****Total employment: 1,357,930 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****7.3% / 7.1% / 5.7%****Average annual job growth: 9,434****Average annual per capita income: \$22,411****Average annual increase in per capita income: \$5.4%****Projected economic impact:**

Direct Job Loss:	510	
Indirect Job Loss:	<u>303</u>	
Closure Impact:	813	(0.1% of employment total)
Other BRAC Losses:	<u>(1,241)</u>	
Cumulative Impact:	-428	(0.0% of employment total)

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Section VII

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

VIII.1.A Air Quality Management District for the base: Baltimore Metro Area

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

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

Carbon monoxide

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

Ozone

Severe

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

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

VIII.E.3 Open Burn/Open Detonation

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

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

E.3.c The state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

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

VIII.E.4 Fire Training

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

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

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

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

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

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

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

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

(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. Brackish plume from clay breaching

VIII.3.A.2 The contaminated groundwater is a potable water source

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

VIII.3.C 2 water wells exist at the base.

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

Potential for excessive chlorobenzene levels (just above detection level)

4. Water - Surface Water

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

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

VIII.4.A.3 The base is located within a specified drainage basin.

The base is involved in cooperative agreements regarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeake Bay Program)?

VIII.4.B Special permits are **Not** required

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

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

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5. Wastewater

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

6. Discharge Points / Impoundments

- VIII.6.A Describe the National Pollutant Elimination System permits in effect:
Martin State Airport from who we lease our land, holds the permit for the whole airport. 3 out of a total 11 NPDES sites are located on base.
- VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:
MDANG does not treat wastewater.
- VIII.6.C The base has No discharge impoundments.
- VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

- VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1 7.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

- VIII.8.A** There are No ecological or wildlife management areas ON the base. Ecological or wildlife management areas ADJACENT TO the base:
 Back River Peninsula Wetlands
 Chesapeake Bay Critical Area
- VIII.8.A.1** Natural areas on or adjacent to the base are generally recognized as important ecological sites.
 Back River Peninsula Wetlands
- VIII.8.B** No critical/sensitive habitats have been identified on base .
- VIII.8.C** The base does not have a cooperative agreement for conducting a hunting and fishing program.
 Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D** The presence of these resources does not constrain CURRENT construction activities/operations.
 The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

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

10. Biological - Wetlands

- VIII.10.A** Wetlands, estuaries, or other special aquatic features present on the base:
- VIII.10.A.1** Identification and type of wetland: Approximate acreage:

Unknown	2
---------	---
- VIII.10.A.2** The base is involved in jointly-managed programs for protection of these resources.
- VIII.10.B** The base has been surveyed for wetlands in accordance with established federally approved guidelines.
- VIII.10.B.1** Survey was completed in Mar 92
- VIII.10.B.2** 100 percent of the base was included in the survey.
- VIII.10.B.3** Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

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U.S. Army Corps of Engineer Delineation Manual

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

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

11. Biological - Floodplains

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

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

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

12. Cultural

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

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

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

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

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

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

VIII.12.D.1 50 percent of the base has been surveyed.

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

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

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

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

Agreements include Programmatic Agreements and Memorandum of Agreements.

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

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

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

VIII.13.A.1 15 IRP sites have been identified

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 2006

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

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

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Other(s) Specify. Master Plan	\$192,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify. Hazardous Mat'l Storage Fac	\$4,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Hazardous Waste Disposal/Remediation	\$1,020.000 K	\$521.000 K	\$24.000 K	\$27.000 K	\$32.000 K
IRP	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$408.000 K
Natural Resources	\$2.000 K	\$2.000 K	\$2.000 K	\$2.000 K	\$2.000 K
Other(s) Specify. Dike Construction	\$1,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify:	\$233.000 K	\$6.000 K	\$22.000 K	\$39.000 K	\$8.000 K
Other(s) Specify: Underground Storage Tank Test	\$6,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Environ Compl & Mgmt Prog Audit	\$30,000.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$10.000 K	\$11.000 K	\$11.000 K	\$12.000 K	\$12.000 K

15. Other Issues

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VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: Chesapeake Bay Critical Area legislation. Joint-Use runway would constrain expansion of base operations.

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

Baltimore Metropolitan Area; Area III

VIII.16.B Air quality regulatory agency responsible for the AQCA: Maryland Department of the Environment**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**

Mr. Russ Summers

(410) 631-3230

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

VIII.16.C.1 In Non-Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Attainment for Lead

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

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.01 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 12.7 ppm

VIII.16.D.3 Ozone Design value is 10.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 141.1% of NAAQS

VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Severe-15

VIII.16.E.2 Baltimore Metropolitan Area; Area III

VIII.16.E.3 Multi-state ozone transport region for the base: Northeast Transport Region

VIII.16.E.4 The base is Not in a rural transport area

VIII.16.E.5 The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated

1995 AIR FORCE BASE QUESTIONNAIRE
Martin State APT ANGS - NGB

VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:
 based on the AQCA 1990 baseline AND in the required attainment year
 inventory.

	VOCs		NOx		VOCs		NOx	
	G.1.a		G.1.d		G.2.a		G.2.d	
Mobile Source Including Aircraft								
Military Aircraft Associated with the Base	G.1.b	706	G.1.e	239	G.2.b	1241	G.2.e	420
Stationary Source	G.1.c	88	G.1.f	0	G.2.c	155	G.2.f	0

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

	VOCs		NOx	
	G.3.a		G.3.c	
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0
Stationary Source	G.3.b	0	G.3.d	0

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

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

Computed allowable growth

	VOCs		NOx	
	G.5.a		G.5.c	
Mobile Source Including Aircraft	G.5.a	Missing data	G.5.c	Missing data
Stationary Source	G.5.b	76.14%	G.5.d	#Num!
TOTAL	G.5.e	Missing data	G.5.f	Missing data

1995 AIR FORCE BASE QUESTIONNAIRE

Martin State APT ANGS - NGB

Section IX

ARC Installations and Bases with ARC Units

IX.1 Regularly used ground training facilities are off base.

IX.1.A All off base ground training facilities are within 1 hour travel time.

IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.

IX.2.A Non-local training requires over 1 hour of travel time from the base:

IX.2.B Training:	Estimated travel time.
IX.2.B.1 Dover AFB DE	2 hrs, 30 min
IX.2.B.2 Pope AFB NC	7 hrs

IX.3 Available dormitory space will house 0.0 percent of the population requiring billets

IX.3.A 8.8 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 52.0 percent drill billeting requirements are met with commercial billeting establishments.

IX.4 Adequate dining facilities are available.

IX.5 A physical fitness center is available.

The fitness center is adequate

IX.6 A consolidated club is Not available..

IX.7 Ninety percent of the unit's population

Is within 90 min travel time from the base.

Lives within 50 miles of the base.

IX.8 30.0 Percent of the recruiting areas's population is in the recruitable range.

IX.9 2,348,219 is the total population of the recruiting area.

IX.10 75.0 percent of the recruitable population has completed high school.

IX.11 Authorization data over the last 5 years is not available.

IX.12 There are a total of 6 other reserve components in the local recruiting area:

Army National Guard; US Army Reserve; AF Reserve; Marine Corps Reserve; Naval Reserve; US Coast Guard Reserve

1995 AIR FORCE BASE QUESTIONNAIRE

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IX.13 The current total reserve component population is 0.00 percent of the recruitable age range.

IX.14 92.3 percent is the average AFRES/ANG personnel retention rate.

Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.

IX.15 Unit reservist/guardsman participated in 11.0 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

IX.16 No other government aviation units are colocated on the airfield.

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

*Fib
Maxwell*


DATE: February 10, 1995

TIME: 10:00 AM

MEETING WITH: Rick Zehrer, Alabama Governor's Office

SUBJECT: Alabama Military Installations

PARTICIPANTS:

Name/Title/Phone Number:

Rick Zehrer
George Schlossberg, Kutak Rock, 1101 Connecticut Avenue NW, Suite 1000,
Washington, DC 20036-4374 (202) 828-2418

Commission Staff:

Chip Walgren, Manager, State and Local Liaison
* Ed Brown, Army Team Leader
Rick Brown, Army Team Senior Analyst
J. J. Gertler, Army Team Senior Analyst
Steve Bailey, Army Team DoD Analyst
Bob Miller, Army Team DoD Analyst
Mike Kennedy, Army Team GAO Analyst
David Lewis, Army Team GAO Analyst
Cliff Wooten, Army Team Associate Analyst
Frank Cirillo, Air Force Team Leader
Mark Pross, Air Force team GAO Analyst
Craig Hall, Air Force Team GAO Analyst

MEETING NOTES: Because of the attendees familiarity, the Commission process briefing was not given. In response to George's question, the staff told the community representatives that the capability of an installation for community reuse is not a selection criteria; however, if such an issue were to be brought before the Commission, the R&A staff would be prepared to present the information to Commissioners for their deliberation. Both Rick and George emphasized the role that facilities at Fort McClellan play in obtaining the necessary state permits for construction of the chemical demilitarization facility at Anniston Army Depot.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	376 Field Depot	4	51	4	59
I.1.A.2	3rd Army ROTC Auburn University	3	2	-	5
I.1.A.3	AAFES	-	-	416	416
I.1.A.4	ANG Readiness	-	52	-	52
I.1.A.5	Army Corps of Engineers	1	-	18	19
I.1.A.6	Army Missile Command	12	16	-	28
I.1.A.7	Army Recruiting Battalion	7	37	14	58
I.1.A.8	Bank	-	-	8	8
I.1.A.9	COM L, 3d BN, 23 Marines	35	206	-	241
I.1.A.10	Center for Environment Exc	-	-	1	1
I.1.A.11	Credit Union	-	-	21	21
I.1.A.12	DECA	2	14	194	210
I.1.A.13	Def Contract Admin	13	-	-	13
I.1.A.14	Def Finance & Accounting Service	-	18	42	60
I.1.A.15	Def Info Sys Agency	13	181	-	194
I.1.A.16	Def Investigative Svc	-	-	7	7
I.1.A.17	Def Reutilization & Marketing Office	-	-	10	10
I.1.A.18	Dependent School	-	-	71	71
I.1.A.19	Federal Aviation Administration	-	-	36	36
I.1.A.20	Federal Prison Camp	-	-	127	127
I.1.A.21	Federal Prison Inmate	-	-	836	836
I.1.A.22	HQ Navy Recruiting District	7	36	5	48
I.1.A.23	Military Entrance Processing Station	3	23	28	54
I.1.A.24	Navy Field Printing Plant	-	-	43	43
I.1.A.25	Post Office	-	-	3	3
I.1.A.26	Red Cross	-	-	175	175
TOTAL:					2795

1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

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

I.1.B.1 Supported Unit: HQ 187th Fighter Group
Location: Montgomery AL
Support provided: ISSA - See Attached

GSU

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell 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	2	41000	15000	26000	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 15

27550 operations were conducted this runway during calander year 1993

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

None, the close proximity of Dannelly Field Class D airspace overlaps Maxwell airspace 2.5 miles to the south. Special handling and coordination is required when operating aircraft within this vicinity.

I.2.A.6 The base experiences ATC delays.

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

Average number of delays per month (over the last 2 years): 4

The total number of sorties per month: 1806

The average length of the delays: 0:05

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

Opposite Direction Traffic

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT BENNING distance 70 NM

Nearest major primary airdrop customer: FORT BENNING distance 70 NM

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

Lajes AB: 2913 NM

Rota AB: 3962 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

Hickam AFB: 3870 NM
 RAF Mildenhall: 3956 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway \geq 3,000ft	DANNELLY FLD	5
I.2.B.4	Military airfield, runway \geq 8,000ft	DANNELLY FLD	5
I.2.B.5	Military airfield, runway \geq 10,000ft	BIRMINGHAM	74
I.2.B.6	Military or civilian airfield, runway \geq 3,000ft	Dannelly Field	6
I.2.B.7	Military or civilian airfield, runway \geq 8,000ft	Dannelly Field	6
I.2.B.8	Military or civilian airfield, runway \geq 10,000ft	Birmingham Municipal	80
I.2.B.9	Civilian airfield, runway \geq 8,000ft for capable of conducting short term operations	Birmingham Municipal	80
I.2.B.10	Civilian airfield, runway \geq 10,000ft for capable of conducting short term operations	Birmingham Municipal	80
I.2.B.11	Other runways on base can be used for emergency landings.		

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151 A,B,C,D	177 NM	W-155 A,B	181 NM	W-470 A,B,C,D,E	221 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	146 NM	W-151B	176 NM	W-151 A,B,C,D	177 NM
W-155 A,B	181 NM	W-155B	199 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	146 NM	W-151B	176 NM	W-151 A,B,C,D	177 NM
W-155 A,B	181 NM	W-155B	199 NM	W-151D	221 NM
W-470 A,B,C,D,E	221 NM	W-157A	332 NM	W-132A,B/W-134/W-157A	355 NM
W-158A	359 NM	W-168A	365 NM	W-168 A,B,C	368 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

W-92	369 NM	W-132 A,B	371 NM	W-177A	390 NM
W-157B	399 NM	W-161A,B/W-177A,B	404 NM	W-497A	406 NM
W-158B	408 NM	W-174A	443 NM	W-157C	449 NM
W-497 A,B	469 NM	W-174 A,B,C,D,F,G	474 NM	W-122I	478 NM
W-497B	478 NM	W-174B	486 NM	W-122J	487 NM
W-122 D	510 NM	W-122 E	510 NM	W-602	519 NM
W-122F	527 NM	W-122 A,B,C,D,E,F,G,H,I,	528 NM	W-122G	546 NM
W-122 A,B,C,F,G,H,I,J	559 NM	W-174D	566 NM	W-465 A,B,C,	584 NM
W-122C	592 NM				

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
EGLIN C62	104 NM	EGLIN C52	109 NM	SHELBY EAST	152 NM
SHELBY WEST	158 NM	GRAND BAY	185 NM	TOWNSEND	250 NM
POINSETT	308 NM	PINECASTLE	309 NM	CLAIBORNE	340 NM
AVON PARK BRAVO/FO	384 NM	AVON PARK CHARLIE/E	392 NM	JEFFERSON PROVING G	400 NM
ATTERBURY	414 NM	RAZORBACK	422 NM	CANNON	427 NM
CHERRY POINT BT-11	519 NM	USAF DARE COUNTY	557 NM	NAVY DARE COUNTY	560 NM
FALCON	632 NM	INDIANTOWN GAP	672 NM	SMOKEY HILL	676 NM
McMULLEN	689 NM	WARREN GROVE	729 NM	HARDWOOD	733 NM
GRAYLING	754 NM				

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

SHELBY EAST	152 NM
-------------	--------

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

GULFPORT MDS	192 NM
--------------	--------

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

EGLIN C62	104 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	9	16	21	56	86	121
SR	10	16	18	43	88	135
VR	13	19	30	63	120	189
Total Routes:	32	51	69	162	294	445

Identify Routes:

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1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

SR-069 13 NM	SR-070 13 NM	SR-072 13 NM	SR-071 13 NM	IR-041 14 NM	IR-063 14 NM
VR-1067 14 NM	VR-1056 21 NM	VR-1070 21 NM	VR-060 39 NM	IR-017 42 NM	VR-1017 42 NM
SR-039 50 NM	VR-1054 51 NM	SR-038 59 NM	VR-1005 81 NM	IR-077 83 NM	VR-1082 83 NM
VR-1085 83 NM	VR-1084 83 NM	VR-1030 84 NM	IR-059 94 NM	IR-057 95 NM	SR-103 95 NM
SR-106 95 NM	SR-104 95 NM	SR-101 95 NM	IR-069 95 NM	IR-066 97 NM	IR-067 97 NM
VR-1051 97 NM	VR-1050 97 NM				
IR-021 105 NM	VR-1014 110 NM	VR-1031 110 NM	VR-1020 118 NM	IR-030 121 NM	IR-031 121 NM
VR-1033 124 NM	SR-035 127 NM	SR-040 127 NM	SR-037 127 NM	SR-036 127 NM	IR-089 135 NM
IR-037 141 NM	IR-044 142 NM	VR-1052 145 NM	SR-137 146 NM	VR-1083 146 NM	SR-031 148 NM
IR-091 150 NM					
IR-038 153 NM	VR-092 153 NM	IR-040 157 NM	VR-1021 157 NM	VR-1024 157 NM	VR-1023 157 NM
SR-029 158 NM	IR-016 161 NM	IR-015 165 NM	VR-1065 165 NM	VR-1022 175 NM	VR-1016 177 NM
VR-094 179 NM	SR-102 185 NM	VR-1072 192 NM	IR-042 194 NM	VR-1068 194 NM	VR-1066 196 NM
IR-083 205 NM	VR-179 205 NM	SR-030 210 NM	IR-032 211 NM	IR-068 213 NM	IR-070 216 NM
IR-078 217 NM	VR-1032 217 NM	VR-1049 218 NM	IR-023 224 NM	SR-075 224 NM	VR-058 226 NM
VR-1055 226 NM	SR-105 228 NM	VR-1001 228 NM	VR-1002 236 NM	IR-002 237 NM	IR-090 239 NM
IR-019 240 NM	VR-097 243 NM	IR-075 244 NM	VR-1008 244 NM	VR-095 249 NM	SR-073 250 NM
SR-074 250 NM	VR-1004 251 NM	VR-1059 253 NM	SR-238 254 NM	IR-079 258 NM	IR-080 258 NM
VR-1006 264 NM	VR-1007 264 NM	VR-1003 268 NM	VR-1010 268 NM	SR-166 270 NM	VR-1011 270 NM
IR-074 273 NM	IR-036 276 NM	SR-059 278 NM	SR-225 278 NM	SR-062 278 NM	SR-061 278 NM
SR-060 278 NM	VR-088 287 NM	IR-018 290 NM	IR-046 297 NM	IR-157 299 NM	IR-174 299 NM
VR-1039 300 NM	IR-081 303 NM	VR-1041 303 NM	VR-1196 303 NM	IR-033 308 NM	VR-1009 310 NM
VR-1097 310 NM	IR-160 316 NM	IR-161 316 NM	IR-020 335 NM	VR-087 337 NM	IR-047 340 NM
SR-218 346 NM	SR-219 346 NM	SR-221 346 NM	SR-226 346 NM	SR-229 346 NM	SR-231 346 NM
SR-237 346 NM	SR-232 346 NM	SR-230 346 NM	SR-227 346 NM	SR-222 346 NM	SR-220 346 NM
IR-121 347 NM	VR-1103 347 NM	IR-082 350 NM	IR-049 359 NM	VR-1098 359 NM	IR-050 359 NM
IR-051 359 NM	VR-093 365 NM	IR-592 368 NM	IR-743 370 NM	VR-1013 370 NM	VR-1743 370 NM
IR-726 377 NM	VR-1726 377 NM	IR-022 378 NM	IR-120 383 NM	VR-1102 383 NM	IR-048 384 NM
VR-1060 392 NM	SR-239 397 NM	VR-1668 400 NM			
IR-055 408 NM	VR-106 408 NM	VR-1040 412 NM	VR-1667 412 NM	IR-035 415 NM	VR-619 415 NM
VR-1679 415 NM	VR-1069 415 NM	IR-618 415 NM	VR-1721 419 NM	IR-012 422 NM	SR-871 427 NM
SR-872 427 NM	SR-873 427 NM	SR-874 427 NM	IR-721 429 NM	SR-224 429 NM	SR-223 429 NM
VR-1074 432 NM	IR-164 434 NM	VR-1104 434 NM	VR-1182 434 NM	VR-615 439 NM	VR-1089 447 NM
VR-085 448 NM	VR-086 448 NM	IR-723 450 NM	VR-189 450 NM	VR-1087 453 NM	VR-1088 453 NM
VR-1631 462 NM	IR-608 466 NM	VR-1633 466 NM	VR-1632 466 NM	SR-732 470 NM	SR-734 470 NM

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1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

SR-735	470 NM	IR-127	473 NM	VR-187	473 NM	VR-1546	474 NM	VR-1641	474 NM	VR-1642	474 NM
SR-733	475 NM	VR-1722	476 NM	IR-762	477 NM	VR-073	477 NM	VR-1756	477 NM	IR-614	478 NM
VR-1635	478 NM	VR-096	479 NM	VR-1046	481 NM	VR-1130	481 NM	IR-761	482 NM	VR-1751	482 NM
SR-738	485 NM	SR-737	487 NM	VR-1043	488 NM	VR-188	489 NM	IR-129	490 NM	VR-1061	493 NM
SR-228	497 NM	VR-1640	510 NM	IR-034	516 NM	SR-714	516 NM	SR-713	516 NM	SR-711	516 NM
SR-710	516 NM	SR-708	516 NM	SR-707	516 NM	IR-056	516 NM	IR-062	521 NM	IR-504	521 NM
IR-502	521 NM	SR-709	524 NM	SR-712	524 NM	SR-715	524 NM	IR-715	533 NM	IR-718	533 NM
VR-1752	533 NM	VR-1758	535 NM	IR-719	536 NM	IR-053	537 NM	IR-527	537 NM	VR-1525	539 NM
IR-720	540 NM	VR-1617	543 NM	VR-1638	543 NM	VR-1759	548 NM	SR-867	552 NM	VR-1058	552 NM
SR-815	553 NM	SR-816	553 NM	SR-822	553 NM	SR-270	557 NM	SR-292	557 NM	SR-290	557 NM
IR-117	567 NM	VR-1113	567 NM	VR-1128	567 NM	VR-151	567 NM	VR-1137	567 NM	IR-142	568 NM
VR-1057	574 NM	VR-152	576 NM	VR-104	578 NM	VR-1124	579 NM	SR-261	585 NM	SR-835	585 NM
SR-821	585 NM	SR-820	585 NM	SR-296	585 NM	SR-802	587 NM	SR-804	587 NM	SR-808	587 NM
SR-807	587 NM	SR-806	587 NM	SR-803	587 NM	SR-817	587 NM	SR-774	589 NM	IR-714	590 NM
IR-760	590 NM	VR-1754	590 NM	VR-1120	590 NM	VR-1110	591 NM	IR-105	593 NM	VR-1146	593 NM
IR-103	594 NM	SR-616	595 NM	SR-617	595 NM	SR-818	596 NM	VR-1753	598 NM	VR-1755	598 NM
VR-1145	602 NM	VR-533	602 NM	VR-534	605 NM	VR-535	605 NM	VR-1139	607 NM	VR-119	607 NM
VR-158	609 NM	IR-139	611 NM	SR-294	613 NM	SR-295	613 NM	VR-162	613 NM	IR-136	614 NM
VR-163	615 NM	SR-773	617 NM	VR-1713	617 NM	VR-1712	617 NM	VR-138	617 NM	VR-1711	617 NM
SR-618	618 NM	SR-619	618 NM	VR-1143	619 NM	SR-286	620 NM	VR-708	621 NM	IR-145	623 NM
IR-146	623 NM	VR-1122	624 NM	VR-1709	624 NM	VR-118	627 NM	VR-1757	627 NM	SR-293	630 NM
VR-1138	630 NM	VR-143	632 NM	IR-123	633 NM	VR-159	633 NM	IR-171	635 NM	IR-182	635 NM
VR-704	636 NM	VR-705	636 NM	VR-101	638 NM	VR-1142	639 NM	VR-1144	639 NM	VR-1140	643 NM
SR-701	644 NM	VR-532	644 NM	SR-703	644 NM	IR-181	646 NM	VR-531	646 NM	IR-183	646 NM
SR-702	648 NM	IR-175	651 NM	IR-166	652 NM	VR-168	652 NM	IR-185	652 NM	IR-148	654 NM
SR-771	654 NM	VR-511	659 NM	IR-147	661 NM	SR-205	664 NM	VR-541	664 NM	VR-1105	665 NM
VR-156	665 NM	VR-1152	665 NM	IR-167	668 NM	SR-800	672 NM	SR-801	672 NM	SR-805	672 NM
VR-1624	675 NM	VR-1625	675 NM	VR-544	675 NM	IR-716	677 NM	VR-1141	677 NM	SR-208	680 NM
SR-846	680 NM	SR-217	680 NM	SR-845	680 NM	SR-844	680 NM	IR-135	682 NM	IR-149	684 NM
VR-512	684 NM	VR-1121	685 NM	SR-823	686 NM	VR-552	686 NM	VR-1106	687 NM	VR-1123	690 NM
IR-124	691 NM	VR-186	691 NM	SR-233	694 NM	SR-234	694 NM	SR-242	694 NM	SR-240	694 NM
SR-236	694 NM	SR-243	694 NM	SR-245	694 NM	SR-250	694 NM	SR-249	694 NM	SR-273	694 NM
SR-267	694 NM	SR-258	694 NM	SR-255	694 NM	SR-251	694 NM	SR-244	694 NM	IR-505	701 NM
SR-206	702 NM	VR-1626	704 NM	VR-664	706 NM	VR-545	712 NM	SR-785	717 NM	SR-280	719 NM
VR-634	720 NM	VR-707	722 NM	SR-776	724 NM	IR-506	726 NM	VR-1522	726 NM	SR-216	727 NM
IR-524	728 NM	SR-847	728 NM	IR-517	731 NM	VR-1520	731 NM	VR-1515	731 NM	VR-536	737 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Maxwell AFB - AETC

VR-1116 738 NM	IR-503 742 NM	VR-510 746 NM	VR-540 746 NM	VR-1645 749 NM	IR-155 750 NM
IR-154 751 NM	VR-1644 754 NM	VR-1647 754 NM	IR-180 756 NM	VR-1574 756 NM	IR-128 758 NM
IR-173 758 NM	IR-172 758 NM	SR-825 761 NM	VR-1523 762 NM	VR-1628 762 NM	VR-1650 762 NM
VR-1627 762 NM	IR-169 766 NM	VR-1616 766 NM	SR-781 768 NM	IR-609 770 NM	SR-782 774 NM
IR-507 780 NM	VR-1636 785 NM	IR-170 786 NM	IR-518 788 NM	SR-728 798 NM	VR-1117 798 NM
SR-729 798 NM					

I.2.C.9 IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 990 NM from the base.

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

200 NM	300 NM	500 NM
3	16	42

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-200	92 NM	AR-216 NORTHEAST	124 NM	AR-627	180 NM		
AR-302 WEST	216 NM	AR-302 EAST	230 NM	AR-203 NORTHEAST	234 NM	AR-101 SOUTH	236 NM
AR-103	241 NM	AR-633B	247 NM	AR-216 SOUTHWEST	249 NM	AR-615	255 NM
AR-633A	269 NM	AR-207NE NORTHEA	274 NM	AR-101 NORTH	282 NM	AR-111 WEST	296 NM
AR-315 WEST	300 NM						
AR-315 EAST	309 NM	AR-203 SOUTHWEST	316 NM	AR-646	316 NM	AR-655	319 NM
AR-111 EAST	327 NM	AR-455 EAST	330 NM	AR-108 WEST	332 NM	AR-600	340 NM
AR-716	340 NM	AR-328	342 NM	Raccoon MOA	348 NM	AR-455 WEST	355 NM
AR-601	367 NM	AR-207SW SOUTHWE	369 NM	AR-108 EAST	378 NM	AR-620	391 NM
AR-618	410 NM	AR-110 WEST	411 NM	AR-313 NORTH	414 NM	AR-637	428 NM
AR-202S SOUTH	430 NM	AR-202AN ALTERNA	436 NM	AR-112 WEST	448 NM	AR-110 EAST	454 NM
AR-202N NORTH	464 NM	AR-313 SOUTH	470 NM				

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

500 NM	700 NM
4549	6233

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-216	124 NM	64	AR-302	216 NM	445	AR-203	234 NM	223	AR-101	236 NM	217
AR-111	296 NM	303	AR-455	330 NM	372	AR-108	332 NM	140	Raccoon	348 NM	1829

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AR-110	411 NM	596	AR-112	448 NM	360	0	0				
AR-016	508 NM	157	AR-102	571 NM	10	AR-218	583 NM	359	AR-309	617 NM	138

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 348NM from the base."

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

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	333 NM	✓	✓	✓	0	0
BASTOGNE	262 NM	✓	✓	✓	0	0
BIFF	158 NM	✓	✓		0	0
BIG SANDY (WTR)	257 NM	✓	✓		0	0
BILL BAG	144 NM	✓	✓		0	0
BLACKJACK R+CIR	329 NM	✓	✓	✓	0	0
BRUSHY	345 NM	✓	✓	✓	0	0
BURMA SPECIAL N	107 NM				3	4
BURMA SPECIAL S	107 NM				3	4
CARENTAN (A)	266 NM		✓	✓	0	1
CAVALIER NORTH	106 NM	✓	✓	✓	3	4
CAVALIER SOUTH	106 NM	✓	✓		3	4
CENTRAL CITY NO	297 NM	✓			0	0
CENTRAL CITY SO	297 NM	✓			0	0
CLERKIN	136 NM	✓	✓		0	0
CORREGIDOR	263 NM		✓	✓	0	0
DARLINGTON	347 NM	✓	✓	✓	0	0
ELIZABETH WEST	110 NM	✓	✓	✓	3	4
FRYAR	72 NM	✓	✓	✓	4	6
GALLAHAD #1	247 NM				0	1
GERONIMO NORTH	345 NM		✓	✓	0	0
GERONIMO SOUTH	345 NM		✓	✓	0	0
GRAHAM	84 NM	✓	✓	✓	4	6
HUNTER	266 NM		✓		0	0
JONES	292 NM	✓	✓	✓	6	0

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LOS BANOS	260 NM	✓	✓	✓	0	0
LOWRY LAKE	271 NM	✓	✓		2	0
MALLON	153 NM	✓	✓		0	0
MCKENNA	79 NM	✓	✓	✓	4	6
MITCHELL	24 NM	✓	✓	✓	0	0
NORTHFIELD E-W	276 NM	✓	✓	✓	2	1
NORTHFIELD S-N	276 NM	✓	✓	✓	0	0
PAYNE	206 NM	✓	✓		0	0
PRESTON	217 NM		✓	✓	0	0
QUICK	249 NM	✓			0	0
REMAGEN	232 NM	✓	✓	✓	1	1
REMAGEN REVERSE	232 NM	✓	✓		1	1
SANDY DOG	107 NM	✓	✓	✓	3	4
SHARON	343 NM	✓	✓	✓	0	0
SHAW, JOHN	246 NM	✓	✓		0	0
SHEILA	343 NM		✓	✓	0	0
SHELBY	157 NM	✓	✓	✓	0	3
TAYLORS CREEK	238 NM	✓	✓	✓	1	1
THUNDERBOLT	266 NM	✓	✓		0	0
WESTERN KENTUCK	296 NM	✓	✓	✓	0	0
WHITE FALCON	116 NM	✓	✓		3	4

I.2.C.11.a

Drop Zone

Servicing Instrument and Slow Routes (IRs and SRs)

BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CARENTAN (A)	SR-225								
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
LOWRY LAKE	IR-032	IR-033							
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071

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	SR-072								
NORTHFIELD E-W	IR-035	IR-036	SR-166						
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

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

MCKENNA 79 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
FRYAR	72 NM	✓	✓	✓	0	0

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

FORT STEWART 246 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

I.2.D.19

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

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

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

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Airspaces scheduled or managed by the base:

SR69	Low Alt Tac Nav Area
SR70	Low Alt Tac Nav Area
SR71	Low Alt Tac Nav Area
SR72	Low Alt Tac Nav Area

Details for airspace scheduled or managed by the base:

Airspace: SR69

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

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

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

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

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

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

1400-0400Z

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 72 hrs

I.2.E.7.b Hours used: 85 hrs

Unsafe ground conditions at the local drop zone often required use of the SR routes that exceeded original schedule

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

I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.

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

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles.
Routes do not exceed 1500 AGL altitude.

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

Airspace: SR70

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

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

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

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

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

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

1400-0400z

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 72 hrs

I.2.E.7.b Hours used: 85 hrs

Unsafe ground conditions at the local drop zone often required use of the SR routes that exceeded original schedule

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

I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.

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

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles.
Routes do not exceed 1500 AGL altitude.

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

Airspace: SR71

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

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

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

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

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

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

1300-0500Z

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled: 72 hrs**

I.2.E.7.b **Hours used: 85 hrs**

Unsafe ground conditions at the local drop zone often required use of the SR routes that exceeded original schedule.

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

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

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

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles. Routes do not exceed 1500 AGL altitude.

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

Airspace: SR72

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

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

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

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

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

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

1300-0500Z

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 72 hrs

I.2.E.7.b **Hours used:** 85 hrs

Unsafe ground condtions at the local drop zone often required use of the SR routes that exceeded original schedule.

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

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

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

All local SR routes are within a 65 mile radius of Maxwell AFB. Average length: 170 miles. Average route Corridor: 5 nautical miles.
Routes do not exceed 1500 AGL altitude.

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

Commercial Aviation Impact

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

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Alexander City	Uncontrolled
Auburn-Opelika	General Aviation
Autauga County	Uncontrolled
Bibb Co	Uncontrolled
Brundidge Municipal	Uncontrolled
Craig	Uncontrolled
Dannelly Field	Commercial
Fort Deposit-Lowndes County	Uncontrolled
Frank Sikes	Uncontrolled
Franklin Field	Uncontrolled

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Gragg-Wade Field	Uncontrolled
Greenville Municipal	Civilian
Irkshaw	Uncontrolled
Kershaw	Uncontrolled
Killyhevin	Uncontrolled
Mayfield	Uncontrolled
McGowin	Uncontrolled
Perry Co	Uncontrolled
Sehoy	Uncontrolled
Shyharbor	Uncontrolled
Tallapoosa Co	Uncontrolled
Thomas C. Russell Field	Uncontrolled
Troy Municipal	Commercial
Ware Island	Uncontrolled
Wetumpka Municipal	Uncontrolled
Willow Point	Uncontrolled

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

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** Expansion of training airspace is possible.
- I.2.F.1.a** Estimated expansion potential is 100.0 percent. Rationale for estimate:
Maximum unencroached airspace is available.
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
- I.2.F.4** Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a** Deployed, off-station training is not required to meet training requirements.

G. Composite / Integrated Force Training

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:
FORT BENNING
70 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:
COM HELTAC WING ATLANT FLEET
600 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:
Air Force Special Ops Command
110 mi from the base.
- I.2.G.5** DELETED

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 **No technical training mission.**

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.5	99.0	89.8	82.9	79.7

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

I.2.J.2.a **Is at or below 15 knots 99.0 percent of the time**

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

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

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Section II**1. Installation Capacity & Condition****A. Land**

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Gunter Annex	Annex (17 Leased)	365	365	
II.1.A.2	Maxwell AFB	Main Base (10 Leased)	2,477	2,242	235
II.1.A.3	Maxwell Heights	Housing (3 Leased)	31	31	
		TOTALS:	2,873	2,638	235

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	60,313	75.0	0.0	25.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	86,335	65.0	2.0	33.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	23,364	27,202	100.0	0.0	0.0	3,838
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	3,000	1,929	0.0	100.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	781,746	92.0	1.0	7.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	158,483	82.0	0.0	18.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	17,051	8,192	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	25,267	35,784	34.0	0.0	66.0	10,517
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	1,344	1,344	0.0	100.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	4,008	15,158	100.0	0.0	0.0	11,150
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	13,400	18,637	100.0	0.0	0.0	5,237
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	4,162	3,249	0.0	0.0	100.0	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	51,451	51,619	100.0	0.0	0.0	168
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	22,254	24,500	100.0	0.0	0.0	2,246
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	14,686	94.0	0.0	6.0	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	2,031	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	6,472	77.0	0.0	23.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	5,010	5,010	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	9,020	1,253	0.0	0.0	100.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,135	3,670	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	7,200	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	188,209	81.0	0.0	19.0	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	20,000	20,808	100.0	0.0	0.0	808
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	1,397	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	1,205	1,205	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	192	192	100.0	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	35,648	94.0	0.0	6.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	216,234	77.0	0.0	23.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	1,336	1,900	100.0	0.0	0.0	564
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	122,099	119,905	99.0	0.0	1.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	4,560	4,560	100.0	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	220,412	67.0	0.0	33.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	2,640	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	13,208	52.0	25.0	23.0	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	1,589,034	72.0	12.0	16.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,428	90.0	10.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,348	1,106	87.0	13.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	39,970	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	31,000	37,236	100.0	0.0	0.0	6,236
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	1,533	73.0	27.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	161,908	65.0	8.0	27.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	811,683	73.0	0.0	27.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	734,000	98.0	2.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	410,738	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	385,628	99.0	1.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	1,111	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,098,554	75.0	25.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	38,811	75.0	25.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	144,862	40.0	60.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	281,741	30.0	70.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,410	90.0	10.0	0.0
II.1.B.1.j	851	Roads	SY	650,082	80.0	20.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	694,396	85.0	15.0	0.0

C. Family Housing (Facility Category Code 711)

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

- II.1.C.1.a** Number of adequate units from current DD Form 1410, line 18d:
- II.1.C.1.b** Number of substandard units from current DD Form 1410, line 18e:
- II.1.C.1.c** Current deficit (-) or surplus units in validated Market Analysis: (includes E-1 - E3 requirements)
- II.1.C.1.c.i** A Market Analysis was Not used to answer the questions in Section II.1.C.
- II.1.C.1.d** FY95/4 projected net housing deficit (-) or surplus of units: (includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)
- II.1.C.2 Condition**
- II.1.C.2.a** Number of adequate units meeting current whole-house standards of accommodation and state of repair: (includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)
- II.1.C.2.a** Number of adequate units requiring whole-house renovation or replacement: (Units meeting whole-house standards are those that were programmed/ renovated after FY88).
- II.1.C.2.a** Number of new housing units projected to meet current deficit.
- II.1.C.3** Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base
- II.1.C.3.a** 23.0 percent of officer families live on base.
- II.1.C.3.b** 27.0 percent of enlisted families live on base.

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II.1.C.3.a 25.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
15 Primary	7000 ft	150 ft	No	None	

II.2.A There are 1 active runways.

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

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (15).

II.2.C.1 Length: 7,000 ft

II.2.C.2 Width: 150 ft

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

II.2.E The primary taxiway is 100 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(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	Supports Now	Supports Now
II.2.F.3 Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4 Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5 Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6 Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7 Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8 Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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

Pavement:	Aircraft:	(9.a)	(9.b)	(9.c)
		Unit of Measure	Quantity	Description of Work
Taxiway	B-1B	SY	204,330	16" PCC Pavement

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Runway	B-1B	SY	253,780	16" PCC Pavement
Aprons	B-1B	SY	259,580	15.5" PCC Pavement
Taxiway	B-52	SY	204,330	16" PCC Pavement
Runway	B-52	SY	253,780	16" PCC Pavement
Aprons	B-52	SY	259,580	15.5" PCC Pavement
Runway	C-141	SY	253,780	16" PCC Pavement
Taxiway	C-141	SY	204,330	16" PCC Pavement
Aprons	C-141	SY	259,580	15.5" PCC Pavement
Aprons	C-5B	SY	259,580	15.5" PCC Pavement
Runway	C-5B	SY	253,780	16" PCC Pavement
Taxiway	C-5B	SY	204,330	16" PCC Pavement
Taxiway	F-15	SY	204,330	16" PCC Pavement
Runway	F-15	SY	253,780	16" PCC Pavement
Aprons	F-15	SY	259,580	15.5" PCC Pavement
Taxiway	KC-10	SY	204,330	16" PCC Pavement
Runway	KC-10	SY	253,780	16" PCC Pavement
Aprons	KC-10	SY	259,580	15.5" PCC Pavement
Aprons	KC-135R	SY	259,580	15.5" PCC Pavement
Taxiway	KC-135R	SY	204,330	16" PCC Pavement
Runway	KC-135R	SY	253,780	16" PCC Pavement

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

II.2.G.1 The total usable apron space for aircraft parking is 237,509 Sq Yds.

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	C-130	1,500 ft	160 ft	Primary Aircraft
C-21	300 ft	130 ft	Primary Aircraft	Yes
Light Aircraft	500 ft	380 ft	Neither	Yes

II.2.G.2 Permanently assigned aircraft currently require 67,287 Sq Yds of parking space.

II.2.G.3 307,874 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

Weight bearing capacity and narrow aprons (wing tip clearance)

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- II.2.H** The dimensions of the (largest) transient parking area:
- II.2.I** Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)
- II.2.J** Critical features relative to the airfield pavement system that limit its capacity:
Review of the base Airfield waiver file shows no restrictions to airfield operations.

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3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	9.1 MG/D	MG/D - million gallons per day	26 %
II.3.A.2 Sewage:	2.1 MG/D		73 %
II.3.A.3 Electrical distribution:	24.35 MW	MW - million watts	98 %
II.3.A.4 Natural Gas:	5.76 MCF/D	MCF/D - million cubic feet per day	54 %
II.3.A.5 High temperature water/steam generation/distribution:	100,416.0 MBTUH	MBTUH - million British thermal units per hour	80 %

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

All service contracts are without "take or pay" clauses, no natural gas is purchased through the DFSC central office, no electrical power is purchased from the Federal Power Marketing Administrations, cathodic protection on plastic gas/water lines.

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1	Facility number: 689	Hanger		
	Current Use:	ISO Dock		
II.4.A.2	Size (SF):	56,000 SF		
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose:	C-130		
	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	26 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	27 ft	46 ft
II.4.A.1	Facility number: 843	Hanger		
	Current Use:	C-21 Hanger		
II.4.A.2	Size (SF):	30,321 SF		
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose:	C-130		
	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	110 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	110 ft	23 ft	220 ft

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II.4.A.1 Facility number: 1449 Hanger
 Current Use: Fuel Cell Repair and Wash Down

II.4.A.2 Size (SF): 24,500 SF

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

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	163 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	106 ft	28 ft	159 ft

5. Unique Facilities

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

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
AU Library	121,837 SF	171-356	Library and Air Force Historical Research Center
Administrative Support	57,502 SF	610-287	Academics
Air Command & Staff College	99,684 SF	171-851	Academics
Air Force Wargaming Center	55,827 SF	171-851	Wargaming Exercises
Air War College	104,008 SF	171-851	Academics
Senior NCO Academy	90,637 SF	171-815	Academics
Squadron Officer School	93,560 SF	171-851	Academics

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

Local/Regional Land Encroachment

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	15	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	33	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.2	15	APZ 1	348	344	12.0	Sig Incompat	7.0	5.0	85.0	3.0	0.0	0.0
	33	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	15	APZ 2	1,625	482	37.0	Sig Incompat	27.0	18.0	41.0	10.0	0.0	4.0
	33	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES							
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN		

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II.6.A.4	65-70	1,038	1,420	14	Sig Incompat	14.0	5.0	40.0	0.0	2.0	39.0
II.6.A.5	70-75	121	435	3	Gen Compat	3.0	0.0	48.0	0.0	0.0	49.0
II.6.A.6	75-80	0	20	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	15	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	33	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	15	APZ 1	348	344	12	Sig Incompat	7.0	5.0	85.0	3.0	0.0	0.0
	33	APZ 1	1,075	344	25	Sig Incompat	25.0	0.0	0.0	0.0	0.0	75.0
II.6.B.3	15	APZ 2	1,850	482	44	Sig Incompat	32.0	19.0	37.0	12.0	0.0	0.0
	33	APZ 2	180	482	3	Gen Compat	3.0	0.0	0.0	0.0	0.0	97.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	1,160	1,420	16	Sig Incompat	16.0	5.0	40.0	0.0	2.0	37.0
II.6.B.5	70-75	200	435	5	Gen Compat	5.0	0.0	48.0	0.0	0.0	47.0
II.6.B.6	75-80	0	20	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C The most recent, publicly released AICUZ study is dated Nov 93

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Nov 93
 The study is still valid.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

II.6.F.1 AICUZ recommended height restrictions.

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	Government name:	Types of controls in place	Types of encroachment limited:
	City of Montgomery	Zoning	
II.6.F.2	AICUZ recommended development limits for Accident Potential Zone 1.		
	City of Montgomery	Zoning	
II.6.F.3	AICUZ recommended development limits for Accident Potential Zone 2.		
	City of Montgomery	Zoning	
II.6.F.4	AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.F.5	AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.F.6	AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.F.7	AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.		
	City of Montgomery	Zoning	
II.6.G	Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.		

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Significant development currently exists in one or more AICUZ zone.

No significant development is projected for any AICUZ zone.

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

II.6.H Population figures and projections:

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Montgomery	134394	133386	177857	187106	237000

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Montgomery County	169210	167790	197038	209085	221865

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

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

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

Air Space Encroachment

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

II.6.K.1 1.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has not implemented noise abatement procedures.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

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

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

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

III.1.A.1.b Current MHE: One 10K 463L Forklift

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

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

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

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

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is serviced by a pipeline.

III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.

III.1.D.2 There are No limitations to continuous service from the primary source.

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III.1.G Proximity (within 150 NM) to mobilization elements.**III.1.G.1 The base is proximate to a ground force installation.****Active ground force installations within 150 NM:**

FORT BENNING	70 NM
FORT MCCLELLAN	85 NM
FORT RUCKER	74 NM

III.1.G.2 The base is proximate to a railhead.**Railheads within 150 NM:**

Albany - Acree	131 NM
Anniston - Bynum	76 NM
Anniston - Fort McClellan	85 NM
Columbus - Fort Benning	71 NM
Norcross - Doraville	138 NM
Panama City - Lynn Haven	136 NM
Warner Robins	137 NM
Waterford - Daleville	73 NM

III.1.G.3 The base is proximate to a port.**Deep water ports within 150 NM:**

Mobile	144 NM
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III.1.H The base has a dedicated passenger terminal.**III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.****III.1.J The base medical treatment facility routinely receives referral patients.**

Facilities Receiving Referrals:	Types of Patients Referred:
Fort McClellan	Regional Referral Hospital, Orthopedics
Fort Rucker	Regional Referral Hospital, Orthopedics
Moody AFB	Regional Referral Hospital, Orthopedics
Columbus AFB	Regional Referral Hospital, Orthopedics
Various GSUs in Alabama, Georgia, and Tennessee	Regional Referral Hospital, Orthopedics

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

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

War taskings: Air Transportable Hosp Surgical Aug, ATH Surgical/Orthopedica Aug, 2nd Ech Decon Unit, 2nd Ech Patient Retrieval Tea

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

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

MCP: \$23M MCP approved for 1996. The MCP is for an addition/alteration to add 58,000 sq ft and alter 146,500 sq ft. O&M: Replace a

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

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

A \$1.6M Life Safety Code upgrade was completed in October 1992.

III.1.N Base facilities have a total excess storage capacity of 2,414 sq ft.**III.1.N.1 Base facilities have a total covered storage capacity of 119,905 sq ft.****III.1.N.2 Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	108,685 sq ft
Mobility storage:	11,220 sq ft
War Readiness Support Kits (WRSK) storage:	4,560 sq ft

III.1.O 193 light military vehicles are on base.**III.1.P 294 heavy military and special vehicles are on base.**

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

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	10.30 \$sK	0.00 \$sK	10.30 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,453.90 \$sK	0.00 \$sK		1,453.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,759.30 \$sK	30.60 \$sK			1,789.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,044.00 \$sK	0.00 \$sK				1,044.00 \$sK
		xxx56 TOTALS:			10.30 \$sK	1,453.90 \$sK	1,789.90 \$sK	1,044.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	321.70 \$sK	0.00 \$sK	321.70 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	599.90 \$sK	0.00 \$sK		599.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	778.60 \$sK	0.00 \$sK			778.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK				0.00 \$sK
		xxx76 TOTALS:			321.70 \$sK	599.90 \$sK	778.60 \$sK	0.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	9,177.70 \$sK	42.00 \$sK	9,219.70 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	10,235.20 \$sK	153.60 \$sK		10,388.80 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	6,987.80 \$sK	156.60 \$sK			7,144.40 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,110.00 \$sK	29.80 \$sK				4,139.80 \$sK
		xxx78 TOTALS:			9,219.70 \$sK	10,388.80 \$sK	7,144.40 \$sK	4,139.80 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	0.10 \$sK	0.00 \$sK	0.10 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.10 \$sK	0.00 \$sK		0.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	595.70 \$sK	28.00 \$sK			623.70 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	308.80 \$sK	3.20 \$sK			312.00 \$sK	
		xxx90 TOTALS:			0.10 \$sK	0.10 \$sK	623.70 \$sK	312.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	877.60 \$sK	32.70 \$sK			910.30 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	805.00 \$sK	0.00 \$sK				805.00 \$sK
		xxx95 TOTALS:			0.00 \$sK	0.00 \$sK	910.30 \$sK	805.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	11,274.30 \$sK	558.20 \$sK	11,832.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	12,780.10 \$sK	2,044.80 \$sK		14,824.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	18,152.80 \$sK	2,041.80 \$sK			20,194.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	20,105.50 \$sK	1,405.70 \$sK				21,511.20 \$sK
		xxx96 TOTALS:			11,832.50 \$sK	14,824.90 \$sK	20,194.60 \$sK	21,511.20 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	4,371.50 \$sK	32.60 \$sK	4,404.10 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	4,666.70 \$sK	37.40 \$sK		4,704.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	5,599.00 \$sK	71.00 \$sK			5,670.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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7045	3,518.50 \$sK	70.00 \$sK	4,404.10 \$sK	4,704.10 \$sK	5,670.00 \$sK	3,588.50 \$sK
METH TOTALS:						3,588.50 \$sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact**Economic Area Statistics:**

Anytown, USA

Total population: 963,493 (FY 92)

Total employment: 764,804 (FY 93)

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

4.1% / 0.0% / 4.2%

Average annual job growth: 8,392

Average annual per capita income: \$16,730

Average annual increase in per capita income: \$3.8%

Projected economic impact:

Direct Job Loss:	15,354	
Indirect Job Loss:	<u>20,935</u>	
Closure Impact:	36,289	(4.7% of employment total)
Other BRAC Losses:	<u>381</u>	
Cumulative Impact:	36,670	(4.8% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.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 6.5 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$671

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
The Montgomery Area Transit System
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 10 miles
- VII.1.B.2 Airport name: Dannelly Field Municipal 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: 42 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1	Swimming pool	Central YMCA	2	0 Hrs.	10	Min.
VII.1.C.2	Movie theater	Movies 4	6	0 Hrs.	15	Min.
VII.1.C.3	Public golf course	Lagoon Park Public Golf Course	5	0 Hrs.	18	Min.
VII.1.C.4	Bowling lane	Bama Lanes	4	0 Hrs.	16	Min.
VII.1.C.5	Boating	Montgomery Marina	4	0 Hrs.	15	Min.
VII.1.C.6	Fishing	Alabama River, River Street Dock	2	0 Hrs.	10	Min.
VII.1.C.7	Zoo	Montgomery Zoo	4	0 Hrs.	12	Min.
VII.1.C.8	Aquarium	Chattanooga City Aquarium, Chattanooga TN	175	5 Hrs.	00	Min.
VII.1.C.9	Family theme park	Six Flags Over Georgia, Atlanta GA	195	3 Hrs.	30	Min.
VII.1.C.10	Professional sports	Birmingham Barons Baseball Park	98	2 Hrs.	00	Min.
VII.1.C.11	Collegiate sports	Alabama State University	3	0 Hrs.	08	Min.

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VII.1.C.12	Camping facilities	Kampgrounds of America (KOA)	18	0 Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Lake Jordan	35	0 Hrs.	40	Min.
VII.1.C.14	Outdoor winter sports	Bridgeport Ski Resort	125	3 Hrs.	15	Min.

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

Eastdale Mall 0 hrs 20 min (13 Miles)

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

Downtown Montgomery 0 hrs 7 min (3 Miles)

Local area crime rate:

- VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 790
- VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 4895

2. Education

- VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 17 to 1
- VII.2.B Local high schools offer a four-year English program.
- VII.2.B Local high schools offer a four-year Math program.
- VII.2.B Local high schools offer four-year Foreign Language programs.
- VII.2.C Local high schools offer an Honors program.
- VII.2.D 60.0 percent of high school students go on to either a two- or four-year college
- VII.2.E There are opportunities for off-base education within 25 miles of the base.
- VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:
See Attached
- VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:
See Attached
- VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:
See Attached

3. Spousal Employment

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- VII.3.A** 38.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B** 48.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 6.2 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D** 6.5 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A** Current ratio of active, non-federal physicians in the community: 2.0 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 5.0 beds/1000 people

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

VIII.1.A Air Quality Management District for the base: 81.58 Columbus (GA)-Phenix City (AL) Interstate Air Quality Control Region

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

VIII.1.C There are NO critical air quality regions within 100 kilometers of the base
(Critical air quality regions are non-attainment areas, national parks, etc.)

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

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

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

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

VIII.E.4 Fire Training

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

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

VIII.E.7 Short-term Activities

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

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

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Municipal Supply

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 Nature of contamination. Perchloroethylene. 1) Volatile Organic Compounds, 2) Polynuclear Aromatic Hydrocarbons, 3) Metals

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

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

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

VIII.3.D 4 wells have been abandoned for the following reasons:

Lost, due to construction

4. Water - Surface Water

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

VIII.4.A.1	Location	Surface area size
	Alabama River Lakes, Northern Boundary	8.00 Acres
	Base Lakes, Western Boundary	5.00 Acres

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

VIII.4.A.3 The base is located within a specified drainage basin.

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

Corp of Engineers Construction Permit

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

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

5. Wastewater

VIII.5.A Base wastewater is treated by Local Community facilities.

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

6. Discharge Points / Impoundments

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

National Pollutant Discharge Elimination System (NPDES) Permit # AL0003727, Gunter Annex NPDES Permit # AL0003719

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

KTR City of Montgomery Water and Sewer System

VIII.6.C The base has No discharge impoundments.

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

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 92.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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

11. Biological - Floodplains

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

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

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

12. Cultural

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

VIII.12.A.1 Sites:

Significant status:

118 Structures	Eligible for National Register of Historical Places, but not individually evaluated
2 Administrative Buildings	Listed on National Register of Historical Places
6 Potential Archaeological Sites	Not Evaluated
99 Housing Units with Associated Garages	Listed on National Register of Historical Places

VIII.12.B 80 percent of the buildings on base are over 50 years old.

VIII.12.C Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:

2 Administrative Buildings

99 Housing Units with Associated Garages

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

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

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

VIII.12.D.1 100 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

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

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

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

Agreements include Programmatic Agreements and Memorandum of Agreements.

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

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

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

VIII.13.A.1 42 IRP sites have been identified

VIII.13.A.2 5 IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 5796

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

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

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$90.000 K	\$90.000 K	\$90.000 K	\$90.000 K	\$90.000 K
IRP	\$7.052 K	\$5,940.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Natural Resources	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Storm Water Plan	\$0.000 K	\$30.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$0.000 K	\$2.500 K	\$2.500 K	\$2.500 K	\$2.500 K

15. Other Issues

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

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16. Air Quality - Clean Air Act

- VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**
 81.58 Columbus (GA)-Phenix City (AL) Interstate Air Quality Control Region
- VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Alabama Department of Environmental Management (ADEM)
- VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**
 Mr. Nathan Hartman (205) 271-7861

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

- | | |
|--|--|
| VIII.16.C.1 In Attainment for Ozone | VIII.16.C.2 In Attainment for Carbon Monoxide |
| VIII.16.C.3 In Attainment for Particulate matter (PM-10) | VIII.16.C.4 In Attainment for Sulfur Dioxide |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx) | VIII.16.C.6 In Attainment for Lead |
| VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT | |

- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
- VIII.16.D.3** Ozone % of NAAQS can not be computed
- VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed

Air Quality Survey complete, No additional data required.

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Section IX

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

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

VIII.13.A.1 42 IRP sites have been identified

VIII.13.A.2 5 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

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

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$90.000 K	\$90.000 K	\$90.000 K	\$90.000 K	\$90.000 K
IRP	\$7.052 K	\$5,940.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Natural Resources	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Storm Water Plan	\$0.000 K	\$30.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$0.000 K	\$2.500 K	\$2.500 K	\$2.500 K	\$2.500 K

15. Other Issues

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

Document Separator

Re 941219-2

January 4, 1994

Gary D. Brackett
Business and Trade Development
Tacoma-Pierce County Chamber of Commerce
950 Pacific Avenue, Suite 300
P.O. Box 1933
Tacoma, WA 98401

Dear Mr. Brackett:

Thank you for sending Joint Land Use Study information concerning McChord Air Force Base to the Defense Base Closure and Realignment Commission. I certainly understand your interest in this important issue.

The Commission will begin its deliberations in March, 1995 when it receives the Secretary of Defense's list of recommended closures and realignments. The information you provided will be helpful to the Commission as it carries out its responsibilities to review the recommendations of the Secretary of Defense. As we discussed with Mr. David Graybill and the other members of your delegation last month, it is also important that you call any critical issues to the attention of the Department of Defense.

Thank you for providing this information to the Commission.

Sincerely,

David S. Lyles
Staff Director



TACOMA-PIERCE COUNTY CHAMBER OF COMMERCE

94 1919-2

December 15, 1994

Frank Cirillo
Air Force Team Leader
Defense Base Closure & Realignment Commission
1700 North Moore Street, Ste. 1425
Arlington, VA 22209

Dear Mr. Cirillo:

Thanks to you and the other members of the DBCRC for your courtesy in receiving our delegation and providing them with the briefing last week.

Part of the fruits of that meeting is the correction in the data base for McChord AFB contained in the supporting materials enclosed with this letter. In review of that material, one delegate noticed two summary papers for "Range and Airspace Capacity Analysis Summary" and "Airfield Encroachment." Both of these documents refer to the AICUZ and its community implementation. These recommendations were addressed in a Joint Land Use Study (JLUS).

Pierce County

Enclosed is documentation on the adoption of the Joint Land Use Study, 1992, by Pierce County, the local government with the greatest impact on McChord AFB.

Pierce County adopted the JLUS recommendations September 1, 1992. There were two important parts to the adoption:

- 1) directed use of recommendations in current land use
- 2) directed adoption of JLUS into Growth Management Act (GMA) plans

Reasons for importance:

- 1) Means JLUS is currently being used in land use decisions in Pierce County
- 2) Means, if no other jurisdiction addresses JLUS, in the fulfillment of GMA, Pierce County's planning for JLUS will prevail.

Tacoma

The Tacoma City Council has directed the City Hearings Examiner on January 21, 1992 to "adequately consider the (JLUS)... (in current land use)." This position was strengthened by the City Council in an "Issue for Decision" dated October 6, 1992, rejecting a proposed rezone in the APZ II for higher density residential development.

Tacoma has adopted planning for JLUS in its GMA. This is reflected in the General Land Use Plan excerpts attached. A letter from Councilmember Baarsma addresses timing. My belief is that, given the neighborhood and business interests in JLUS, JLUS will be incorporated into Tacoma's growth management plans. If Tacoma does not address these issues, note that they will have to reconcile JLUS with Pierce County (see above).

If there is additional information I may provide to you on this or other issues, please call on me.

Sincerely,



Gary D. Brackett, Mgr.
Business and Trade Development

encl.



Issues such as artillery noise are included in the Joint Land Use Study.

Chamber asks County to consider military in land use planning

By Bill Timnick
RANGER STAFF

The area's Joint Land Use Study (involving Pierce and Thurston counties, the Nisqually Indian Tribe and the cities of Tacoma, Steilacoom, DuPont, Roy, Yelm and Rainier), which was submitted to respective municipalities last Spring, was recently adopted by the Pierce County Council. Their decision was based in part on recommendation provided by the Tacoma/Pierce County Chamber of Commerce.

The original study, which was funded by the Office of Economic Development and Department of Defense,

brought together representatives of the local civilian communities and both McChord Air Force Base and Fort Lewis. A major goal of the study was to identify ways in which "compatible uses" of the areas that surround Fort Lewis and McChord can be developed and maintained.

The final draft of the study was submitted to the participating jurisdictions on March 9. Each jurisdiction will in turn use the JLUS in updating their respective Comprehensive Plans.

Following the period of public comment directed at the study's draft report, which was published last

Please see Land Use on page 76

Land Use

Continued from page 1

December, planners made several additions to the study. Public concerns had focused primarily on aircraft noise and safety at McChord and on artillery activity on Fort Lewis. The study also addressed questions of growth management.

Pierce county Senior Planner, Marsha Heubner, who was interviewed by The Ranger in March, said that, throughout the study development process, "there was much support for the military installations." There was, as well, a general

understanding of the need to "modify" land use in the vicinity of those installations — based on the expectation of a "continued presence" by the military.

It was originally hoped that Pierce County, along with other municipalities, would incorporate the study recommendations into their developing "Comprehensive Plans." The Tacoma Chamber, however, asked the council to incorporate the study findings into its current land use processes — and not wait until the comprehensive plan is brought on line — still, perhaps another two years away.

One reason, explains Chamber spokesperson, Gary Brackett, is because the chamber, through its Military Affairs

Committee, felt that the County should not delay in incorporating local military interests and concerns into the land use decision-making process.

Fort Lewis, for example, aside from its military population, employs some 6,000 civilians — making it the largest employer in the county. And McChord isn't far behind as an employer of local workers.

"That's a significant role to play in any community," Brackett points out. In the light of that role, the chamber reasoned, he added, the county "should be sensitive to the military . . . and should give the same consideration in land use planning that we would give any other employer."

The county council approved the chamber request earlier this month. As a result, future decisions on environmental planning, zoning changes and upgrades will include consideration of the effects of those changes on the military installations. In addition, activities which take place on the installations themselves — aircraft traffic at McChord, artillery firing on Fort Lewis, etc. will be considered in terms of the impact such activities may have on the surrounding community.

Brackett says the Chamber of Commerce is encouraging other local governments to incorporate the joint land use recommendations into their current decision making processes.



Paul Cyr, Chair
District No. 7

District No. 3
Sally W. Walker
District No. 6

A G E N D A

PIERCE COUNTY COUNCIL

SEPTEMBER 1, 1992

COUNCIL CHAMBERS
COUNTY-CITY BUILDING
930 TACOMA AVENUE SOUTH, ROOM 1045
TACOMA, WASHINGTON 98402

4:00 P.M.

- I. PLEDGE OF ALLEGIANCE TO THE FLAG
- II. ROLL CALL
- III. CONSIDERATION

Council Agenda
September 1, 1992

4. Proposal No. R92-103, A Resolution of the Pierce County Council Adopting the "Joint Land Use Study: A Study of Land Uses Compatible With or Adjacent to McChord Air Force Base and Fort Lewis, Washington", Dated February 28, 1992; and Directing that the Recommendations Therein be Integrated into Updates of Land Use and Environmental Regulations.
Sponsored by Councilmember Paul Cyr
Contact person: Joe Scorcio, 593-4050 or Dan Cardwell, 591-7039
DO PASS AS AMENDED RECOMMENDATION - PLANNING AND ENVIRONMENT COMMITTEE (Paul Cyr, Chair; Sally W. Walker, Vice-Chair; Dennis Flannigan, Member/excused)
5. Proposal No. R92-104, A Resolution of the Pierce County Council Endorsing the "Nisqually River Management Plan"; and Directing that Relevant Management Policies be Integrated into Updates of Land Use and Environmental Regulations.
Sponsored by Councilmember Barbara Skinner
Contact person: Michael Cooley, 591-7233
DO PASS RECOMMENDATION - PLANNING AND ENVIRONMENT COMMITTEE (Paul Cyr, Chair; Sally W. Walker, Vice-Chair; Dennis Flannigan, Member/excused)
6. Proposal No. R92-120, A Resolution of the Pierce County Council Confirming the Reappointment of Two Members and the Appointment of Seven Members to the Pierce County Action Advisory Board. (Rebecca Summers, Linda Singer, Rep. Wes Pruitt, [Name] M. Michal, Lynda E. Walls, Elsie Ackerman



PROPOSED ORDINANCE OR RESOLUTION DATA SHEET

TO BE NUMBERED BY THE
CLERK OF THE COUNCIL

Proposal

NO. R 92-103

Direct questions to Gerri Rainwater, Clerk of the Council, at 591-7777.

1. DATE PREPARED July 20, 1992	2. EXECUTIVE'S SIGNATURE <i>Joe Scorcio</i>	3. PRIME SPONSOR (COUNCILMEMBER SIGNATURE) <i>Quilley</i>
4. DATE RECEIVED IN COUNCIL CLERK'S OFFICE 7-27-92	5. REQUESTING DEPARTMENT County Executive	
	6. DEPARTMENT HEAD'S SIGNATURE	PHONE
		COUNCIL STAFF CONTACT
7. DRAFTED BY (NAME & DEPARTMENT) PHONE Joe Scorcio, Utilities, 593-4050 & Dan Cardwell, PALS, 591-7039		

8. ORDINANCE RESOLUTION 9. EFFECTIVE DATE DESIRED Upon Passage

10. COMPLETE TITLE OF ORDINANCE OR RESOLUTION: A Resolution of the Pierce County Council adopting the Joint Land Use Study (JLUS)

11. LIST ANY SPECIAL ADVERTISING OR POSTING REQUIREMENTS INVOLVED IN PROCESSING THIS ORDINANCE/RESOLUTION: NA
Notify participating jurisdictions of meeting schedule (List attached)

12. CODE STATUS: 1) New Chapter/Section _____ 2) Amends _____ 3) Repeals _____

13. SUMMARY AND INTENT OF THIS LEGISLATION.

- * This Resolution adopts the JLUS, completing Pierce County's agreement with the U.S. Department of Defense and the other participating jurisdictions. Final action under grant contract from D.O.D.
- * Adoption of the Resolution directs that the new Comprehensive Plan incorporate the JLUS recommendations.
- * Adoption of the Resolution directs that when other regulations (land use and environmental) are amended, that the JLUS recommendations be incorporated.
- * Adoption of the Resolution directs that when the Environmental Regulations are next amended, that the JLUS be included as 'substantive authority' pursuant to S.F.P.A.

See full text

14. SOURCE DOCUMENTS: LIST ALL MATERIALS INCLUDED AS BACKUP INFORMATION

NA

A _____

C _____

E _____



City of Tacoma

Council Member Bill Baarsma

Sept.6, 1994

Mr. Gary Brackett, Manager
Business and Trade Development
Tacoma - Pierce County Chamber of Commerce
950 Pacific Ave. Suite 300
PO Box 1933
Tacoma, Washington 98401

RECEIVED
SEP 13 1994
CHAMBER OF COMMERCE

Dear Gary,

Thank you for your continued interest in the relationship between *Tacoma's Generalized Land Use Plan* (GLUP) and McChord AFB and specifically the *Joint Land Use Study* (JLUS). Certainly I am supportive of McChord remaining as a viable contributor to our community and that proper planning be accomplished in that regard.

In response to your questions, may I submit the following:

* The strategy in the GLUP to "consider the JLUS as policy alternative(s) and further review(ing it) for implementation activities" gave direction to the Planning Commission and staff for a future work item to take an in-depth look at the need for additional policy in the GLUP to support the JLUS. That activity is anticipated to be accomplished within the next year and the results would become a part of the next annual amendment, as appropriate. A part of that work effort will be to determine if new, supplemental or replacement policy is needed.

A review of the land use intensities in the area will be most appropriately accomplished through an update to the South Tacoma Neighborhood Plan. The update could indicate the need to change land use intensities, modify the zoning in the area, develop an overlay zone or other techniques which would be directed at implementing the GLUP policies. A time frame for the neighborhood plan update has not been established.

* The term "consider" was used in the GLUP to indicate that as staff undertook further work on the GLUP or any implementing regulations thereof, the JLUS was to be utilized in that work. Such was the case when small areas of "Low Intensity" within the Accident Potential Zone II were changed to "Single Family Intensity" in the 1993 adopted GLUP.

Page 2, Gary Brackett

* The JLUS recommendations are contained in the GLUP because the primary subjects are land use related. If, through further analysis, it is determined that policy or other material needs to be included in other plans such as the *Transportation Plan*, that will be done in conjunction with the GLUP amendments.

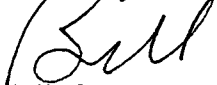
* All of the JLUS recommendations pertaining to the City of Tacoma will be discussed with the Planning Commission as a part of this work item. The specific time frame has not been established as yet, however, if you would like to be informed of these discussions, please let Bob Arleth know at 591-5385.

* Thank you for highlighting the need to use common terminology and technical references in our work.

* A copy of the City Council's position statements regarding the Oakes Project in 1992 is attached for your information. This material will be used when the staff discusses the policy needs with the Planning Commission.

I hope this letter addressed your questions and gives you a better understanding of Tacoma's approach to the JLUS. Please let me know if I can be of further assistance.

Sincerely,\



Bill Baarsma,
Tacoma City Council

Attachment

RECEIVED

DEC 20 1993

CHAMBER OF COMMERCE

Generalized Land Use Plan

This plan is an element of the *Land Use Management Plan*, Tacoma's comprehensive land use plan, and was developed in compliance with the Washington State Growth Management Act.

EXCERPTS



Planning & Development Services Department
Growth Management Services Division
Tacoma Municipal Building
747 Market Street, Room 900
Tacoma, Washington 98402
(206) 591-5364

June 1993

Tacoma and Pierce County have been coordinating their planning efforts under the Growth Management Act (GMA) including comprehensive plan development and urban growth area designation. Tacoma's proposed Urban Growth Area was approved by the City Council on September 29, 1992 by Resolution No. 31924 and forwarded to Pierce County for designation. Urban growth area designation and comprehensive plan adoption by Pierce County as required by the GMA will be occurring at a future date. Therefore, the contents of this plan including the goals, policies, implementing strategies and requisite programs, are subject to revision.

Equal Employment Opportunity - Affirmative Action Employer
Section 504/Americans With Disabilities Act
Accommodations provided upon request.
Call 591-5364 (Voice) or 591-5058 (TDD)

Implementation

- Analyze economic and fiscal impacts to the City of the proposed annexed area consistent with acceptable level of service standards prior to initiating or approving an annexation request.
- City-owned and operated utilities shall be a part of the annexation plan and program development and shall furnish information including facility inventory and condition, existing and future service areas, existing and future levels of service, capital financing and rate impact analysis for areas within such plan.
- As appropriate, develop a schedule for transition of service from current service providers to provision of service by the City of Tacoma including costs, time frame and procedures.
- Include citizens and property owners of the affected area in the development of policies and plans for their area.

Strategy: Consider the *Joint Land Use Study* as a policy alternative(s) and further review for implementation activities.

Activities:

- Review the recommendations of the McChord Air Force Base and Fort Lewis *Joint Land Use Study* with the Planning Commission and City Council to determine appropriate actions.
- Consider the 65 Ldn noise contour for an "aircraft noise sensitive" area within the City's environmental regulations.
- Coordinate the development of any proposed land use regulations that would apply to the "aircraft noise sensitive" area, if accepted, with Pierce County.
- Evaluate land use patterns and regulations within the Accident Potential Zone II (APZII) to minimize incompatibilities within the zone.
- Coordinate the development of any proposed land use regulatory changes that apply to the APZII with Pierce County.
- Provide McChord Air Force Base with environmental checklists of proposed developments within APZII for comment.

**First
Interstate
Bank**
Northwest Region

First Interstate Bank
of Washington, N.A.
Southwest Washington
1201 Pacific Avenue
P. O. Box 1997
Tacoma, WA 98401
206 593-5217 FAX 593-5611

Michael C. Worthy
Area President



December 28, 1994

Frank A. Cirillo, Jr.
Air Force Team Leader
Defense Base Closure's Realignment Commission
1700 North Moore St., Suite 1425
Arlington, VA 22209

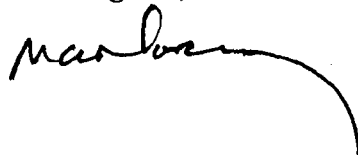
Dear Frank,

Our thanks to you for the briefing on the BRAC process and an introduction to the library. We had some knowledge of the process, but you confirmed our understanding and clarified some important issues for us.

You'll understand if we hope for little contact with you in the future. Rest assured that if we do, we know it will be professional and forthright.

Thanks again for your attention to our community's concerns.

Best Regards,



MCW/db

Michael C. Worthy
Area President

**First
Interstate
Bank**

First Interstate Bank
of Washington, N.A.
Southwest Washington
Area Administration
1201 Pacific Avenue
P.O. Box 1997
Tacoma, WA 98401
206 593-5217
Fax: 206 593-5611

Northwest Region



TACOMA-PIERCE COUNTY CHAMBER OF COMMERCE

DAVID W. GRAYBILL, CCE, CED
President & CEO

950 PACIFIC AVENUE, SUITE 300, PO BOX 1933, TACOMA, WA 98401
PHONE: 206-627-2175, FAX: 206-597-7305

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: December 12, 1994

SUBJECT: Fort Lewis and McChord AFB, WA

PARTICIPANTS:

Name/Title/Phone Number:

Tom Swarner; Publisher, Military News Publishers

Mike Worthy; Area President, First Interstate Bank of Washington, N.A., 1201
Pacific Avenue, P.O. Box 1997, Tacoma, WA 98401, (206) 593-5217

David Graybill; President & CEO, Tacoma-Pierce County Chamber of Commerce,
950 Pacific Avenue, Suite 300, P.O. Box 1933, Tacoma, WA 98401,
(206) 627-2175

Commission Staff:

David Lyles, Staff Director

Cece Carman, Director of Congressional & Intergovernmental Liaison

*Ed Brown, Army Team Leader

Frank Cirillo, Air Force Team Leader

MEETING NOTES: Ed gave the Commission process briefing. The staff told the community representatives that the Commission would not have the Services' responses to data calls until after March 1. The staff also outlined the procedures used by the 1993 Commission in its conduct of regional hearings. The community representatives toured the library and left a public relations video on Tacoma.

E. G. A. Suggest Lowry in Done



STATE OF WASHINGTON

OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (206) 753-6780

FOR IMMEDIATE RELEASE - Jan. 12, 1995

Lowry to present Governor's Quality Awards

OLYMPIA - Gov. Mike Lowry will present awards this week to three Washington organizations for excellence in quality management. The Governor's Quality Award Council has selected three companies to receive certificates of merit.

- 62nd Airlift Wing, McChord Air Force Base
- VIOX Corporation, Seattle
- Johnson Controls World Services, Bangor

"These forward looking organizations are going to be leading the way into the 21st Century," Lowry said. "They demonstrate that clear customer focus and partnerships with employees equip Washington state to compete in the global marketplace."

Public and private sector organizations located in the state are eligible for the award, which measures these companies against world class standards of quality. Certificates of merit are given for significant progress in quality management. There was no overall Quality Award winner in 1994.

The certificates of merit will be presented at a banquet hosted by Lowry and Mike Fitzgerald, the Director of the state Department of Community, Trade and Economic Development on Friday, January 20, at the Seattle Sheraton. Please call 509-324-2534 for seating availability for the event.

The award was established by the state legislature in 1994 to raise awareness about quality management and to help position Washington state to compete in the global marketplace.

===

For more information on the Washington State Quality Award, including 1995 application information, please call 206-753-4486.

McChord Air Force Base

NEWS RELEASE

62nd Airlift Wing Public Affairs Office
100 Main Street
McChord Air Force Base, WA, 98438-1109
(206) 984-5637, DSN 984-5637

For immediate release
Release: (02) 12-01-95
FAX: (206) 984-5025

MCCHORD AFB EARNS WASHINGTON STATE HONOR

MCCHORD AIR FORCE BASE, WASH. -- The Quality for Washington State Foundation will recognize McChord Air Force Base for its high performance and commitment to quality products and services during a Seattle ceremony January 20.

Brig. Gen. Richard C. Marr, 62nd Airlift Wing commander, will accept the Quality Commendation Certificate from Washington Gov. Mike Lowry for accolades earned during a November visit by the Washington State Foundation.

McChord was one of only three organizations in Washington state to receive this honor.

Each year, the foundation visits corporations state-wide to determine if there are any Quality programs deserving of the Washington State Quality Award. Commendation certificates are presented to the best-observed programs during that year.

-more-

MCCHORD EARNS HONOR 2-2-2-2

The evaluation team used the Malcolm Baldrige Quality Award criteria to see how McChord measures up against other large public-sector organizations.

The team was "very impressed" with the maturity of McChord's quality culture, according to Lt. Col. Richard Muri, 62nd Airlift Wing Quality Office at McChord.

"The Quality for Washington State Foundation evaluation team validated something we already know," General Marr said. "We know where we're going as an organization. Everyone can stand back and watch our smoke as we move with purpose and conviction into the next century -- the Team McChord way."

McChord Air Force Base

NEWS RELEASE

62nd Airlift Wing Public Affairs Office
100 Main Street
McChord Air Force Base, WA, 98438-1109
(206) 984-5637, DSN 984-5637

For immediate release
Release: (03) 12-01-95
FAX: (206) 984-5025

MCCHORD SETS UNPRECEDENTED SCORE ON IG INSPECTION

MCCHORD AIR FORCE BASE, WASH. -- The 62nd Airlift Wing at McChord Air Force Base, Wash., achieved an unprecedented high score during an inspection held Dec. 12-19 by Air Mobility Command's Inspector General team.

During this inspection, the team interviewed wing personnel, assessed documents and reviewed the multitude of products and services of the 62nd AW, according to Lt. Col. Richard Muri, 62nd Quality Office.

The 60-member team's evaluation concluded, "Our analysis of the unit's current performance indicators and key processes, along with its strong record of success, indicates that the 62nd AW is fully capable of accomplishing its mission."

-more-

MCCHORD SETS UNPRECEDENTED SCORE 2-2-2-2

The QAFA outbrief at held at the base theater Dec. 19 said it better: McChord set a whole new command standard.

McChord's score is the best ever in the command's history, and, thus, McChord is AMC's nominee for the 1994 Secretary of the Air Force Quality Award.

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950113-1

FROM: SIMPSON, ALAN K.	TO: DIXON
TITLE: U.S. SENATOR (WY)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: WARREN AFB	

OFFICE OF THE CHAIRMAN	INFO COPY	ACTION COPY	INIT	COMMISSION MEMBERS	INFO COPY	ACTION COPY	INIT
SENATOR DIXON				COMMISSIONER			
STAFF DIRECTOR	✓			COMMISSIONER			
EXECUTIVE DIRECTOR	✓			COMMISSIONER			
GENERAL COUNSEL				COMMISSIONER			
MILITARY EXECUTIVE				COMMISSIONER			
				COMMISSIONER			
DIR./CONGRESSIONAL LIAISON		①		COMMISSIONER			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			① Done
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFO SERVICES DIVISION							

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 (coordinate w/ Exec.Sec.)
	Offer Comments and/or Suggestions		FYI

Subject/Remarks:

IN SUPPORT OF WARREN AFB; "SPECIAL REPORT" ATTACHED - LOCATED IN LIBRARY.

Due Date: 950115	Routing Date: 950113	Date Originated: 950110	Mail Date:
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United States Senate

WASHINGTON, DC 20510-5002

January 10, 1995

Chairman Alan Dixon
Base Closure and Re-Alignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Chairman Dixon:

We are writing to you today to earnestly request that you give immediate consideration to the Cheyenne Chamber of Commerce Task Force Report regarding the future of Warren Air Force Base.

Each of us has visited Warren Air Force Base numerous times in the past, and we most strongly endorse the strategic mission and importance that Warren has played -- and shall continue to play -- in the nuclear triad of our national defense system.

The areas in which Warren Air Force Base has proven its military value to the nation are myriad.

It has the most favorable location in the country for its unique mission; it is one of three ICBM bases that have a common Minuteman weapon system design in support of a future force of 450-500 missiles, and it is the first base that will have all Minuteman III Launch Control Centers equipped with the Rapid Execution and Combat Targeting System (REACT).

F. E. Warren is "home" of the Peacekeeper Missile which will remain on alert through the year 2003 in accordance with START II; it is at the north-south and east-west intersection of the National System of Interstate and Defense Highways, and it has a north-south rail line (Burlington Northern) through the base with immediate similar access to major east-west (Union Pacific) rail lines.

It is served by the Cheyenne Airport through a joint use agreement among the Cheyenne Airport Board, F.E. Warren, and Wyoming Air and National Guard to provide runway, taxiway, and general airfield services; it houses the "foil pack" meal operation which provides meals to all missile wings nationwide; and Cheyenne has a "point of presence" for all three major interstate telecommunication carriers and as such, it will have a positive operational impact on various potential future base missions.

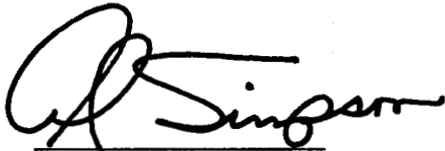
Chairman Alan Dixon
January 10, 1995
Page 2

Finally, the city is our State's Capital and the seat of two other levels of government and it is the largest Wyoming community. It is quite clear that as the National Information Infrastructure is developed and connected, Cheyenne will most assuredly be a major part of that development.

We could continue the mentioning of numerous other controlling factors such as "the availability of land, facilities, and associated airspace at both the existing and potential receiving locations," but that would be repetitive for all of these vital factors are included in the well-documented attached Task Force report, which highlights the belief that Warren Air Force Base should continue to play a most vital role in the national defense of our nation.

We do strongly support this conclusion and we urge you to give this report your most timely consideration.

A prompt reply would be deeply appreciated.



Alan K. Simpson
U.S. Senator



Craig Thomas
U.S. Senator



Barbara Cubin
Member of Congress

Attachment

950113-1

Cheyenne, Wyoming
Air Force Base

F.E. Warren

*A Base with an Important Past ...
... A Base with a Strategic Future*



A special report prepared for
21st Century Committee

1995 AIR FORCE BASE QUESTIONNAIRE

McChord AFB - AMC

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	116TH Weather, Washington ANG	3	-	-	3
I.1.A.2	9th Infantry Division	2	-	-	2
I.1.A.3	AAFES Alterations	-	-	7	7
I.1.A.4	AAFES Barber/Beauty Shops	-	-	37	37
I.1.A.5	AAFES Base Exchange	-	-	300	300
I.1.A.6	AAFES Car Care Service Center	-	-	10	10
I.1.A.7	AAFES Class Six store-Package	-	-	-	0
I.1.A.8	AAFES Dry Cleaners & Alterations	-	-	4	4
I.1.A.9	AAFES Exchange Food Deli	-	-	3	3
I.1.A.10	AAFES Exchange French Pastry Shop	-	-	2	2
I.1.A.11	AAFES Flower Shop	-	-	2	2
I.1.A.12	AAFES Furniture Store	-	-	6	6
I.1.A.13	AAFES Gas Filling Station	-	-	2	2
I.1.A.14	AAFES Image Maker Optical	-	-	2	2
I.1.A.15	AAFES Mall Food Cluster	-	-	2	2
I.1.A.16	AAFES McChord Food Office	-	-	30	30
I.1.A.17	AAFES Military Clothing/Nail & Things	-	-	2	2
I.1.A.18	AAFES One-hour Photo	-	-	2	2
I.1.A.19	AAFES Radio-TV Repair	-	-	2	2
I.1.A.20	AAFES Store & Shoppette	-	-	27	27
I.1.A.21	AAFES Watch Repair	-	-	1	1
I.1.A.22	AEIM Industrial (Gr Equip Maint)	-	-	1	1
I.1.A.23	ALPHA Maintenance (Custodial)	-	-	15	15
I.1.A.24	Allied Mgt Services (Trans Maint)	-	-	16	16
I.1.A.25	American Red Cross	-	-	9	9
I.1.A.26	Ben C Waren (Wash Rack)	-	-	10	10
I.1.A.27	Burger King	-	-	25	25

1995 AIR FORCE BASE QUESTIONNAIRE

McChord AFB - AMC

I.1.A.28	CAE Link (C-130 Simulator)	-	-	27	27
I.1.A.29	Canadian Air Force	16	-	-	16
I.1.A.30	Chapman College	-	-	3	3
I.1.A.31	DECA	1	12	162	175
I.1.A.32	DTS (Radio Maintenance)	-	-	12	12
I.1.A.33	Daven Fletcher Co. (Photo Lab)	-	-	5	5
I.1.A.34	Defense Courier Service	-	8	-	8
I.1.A.35	Defense Finance & Acct Service (DFAS)	-	17	24	41
I.1.A.36	Defense Investigative Service (DIS)	-	-	1	1
I.1.A.37	Defense Printing Service	2	-	2	4
I.1.A.38	Det 1, Washington ANG	1	1	-	2
I.1.A.39	Det 8, Civil Air Patrol	-	-	1	1
I.1.A.40	Do Well Service & Suppy (Custodial)	-	-	12	12
I.1.A.41	Embry Riddle University	-	-	3	3
I.1.A.42	Federal Aviation Administration	2	-	1	3
I.1.A.43	First Interstate Bank	-	-	10	10
I.1.A.44	Food Service INC	-	-	25	25
I.1.A.45	HUGHES (141 Simulator)	-	-	24	24
I.1.A.46	JACES Interprize INC (Custodial)	-	-	3	3
I.1.A.47	Jr Services Industry (Furniture Mgt)	-	-	1	1
I.1.A.48	Library	-	-	10	10
I.1.A.49	MARCO POLO LTD (Postal Service)	-	-	1	1
I.1.A.50	McChord Credit Union	-	-	62	62
I.1.A.51	McChord Tour & Travel	-	-	6	6
I.1.A.52	NAF Arts & Crafts Program	-	-	11	11
I.1.A.53	NAF Athletic Programs	-	-	1	1
I.1.A.54	NAF Bowling Center	-	-	38	38
I.1.A.55	NAF Child Development Center	-	-	42	42
I.1.A.56	NAF Fund Overhead	-	-	21	21
I.1.A.57	NAF Golf Facilities	-	-	32	32
I.1.A.58	NAF Lodging	-	-	48	48
I.1.A.59	NAF MWR Logistic Support	-	-	4	4
I.1.A.60	NAF Officer Club Operations	-	-	47	47

1995 AIR FORCE BASE QUESTIONNAIRE

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I.1.B.5	Supported Unit: 104 ACN Sq Location: Coos Head, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.6	Supported Unit: 104 ACN Sq O/L AA Location: Kingsley, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.7	Supported Unit: 104 ACS Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.8	Supported Unit: 111 ASOS Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.9	Supported Unit: 114 FS Location: Klamath Falls, Ore. Support provided: Civilian personnel, education, finance and accounting, supply, weather, CAMS.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.10	Supported Unit: 116 ACN Sq Location: Camp Rile, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.11	Supported Unit: 116 ACPF Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.12	Supported Unit: 116 ACS Location: Camp Rilea, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.13	Supported Unit: 119 FG Alert Det Location: Klamath Falls, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.14	Supported Unit: 12 AOP GP Location: Portland IAP, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.15	Supported Unit: 12 AOP GP O/L Location: Coos Head, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE
McChord AFB - AMC

I.1.B.16	Supported Unit: 12 AOP GP O/L AL Location: Camp Rilea, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.17	Supported Unit: 12 AOP GP O/L EA Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.18	Supported Unit: 12 AOP GP O/L E Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.19	Supported Unit: 12 AOP GP O/L EDA Location: Bellingham, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.20	Supported Unit: 123 Ftr Sq Location: Portland IAP, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.21	Supported Unit: 123 Weather Flight Location: Portland IAP, Ore. Support provided: same as above	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.22	Supported Unit: 129 ARR Location: Moffett Field, AC Support provided: shuttle,housing, lodging, compass calibrator.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.23	Supported Unit: 142 FG Location: Portland IAP, Ore. Support provided: suggestion program,disaster prep.,automated data processing/automation,civilian personnel,communication,finance and accounting,food service (MREs only),health, supply,mil. personnel,mortuary,weather, alft trng, NICAD battery storage, CAMS, PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.24	Supported Unit: 143 CCS Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.25	Supported Unit: 176 Composite Group Location: Kulis ANG, Anchorage AK Support provided: Compass Swing only.	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.26	Supported Unit: 1816 RKC Sq O/L Location: Paine, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.27	Supported Unit: 1818 RKS Sq Location: Paine, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.28	Supported Unit: 215 EIS Location: Everett, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.29	Supported Unit: 241 CES Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.30	Supported Unit: 244 CCS Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.31	Supported Unit: 252 CCG Location: Camp Murray, WA Support provided: complete base support	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.32	Supported Unit: 256 CCS Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.33	Supported Unit: 262 CCS Location: Bellingham, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.34	Supported Unit: 272 CCS Location: Portland IAP, Ore. Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.35	Supported Unit: 304 ARRS Location: Portland IAP, Ore. Support provided: same as above	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.36	Supported Unit: 361 Recruiting Sdn Location: 17 loc: WA/OR. All ISAs follow Support provided: All ISAs follow, except as noted at end. Suggestion program, admin, civilian personnel, education, finance and accounting, health, legal, military personnel, mortuary.	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.37	Supported Unit: 361 Recruiting Sqdn	GSU	GSU - Geographically Separated Unit
	Location: 9 locations in Wash. and Orego		REM - Remote Unit
	Support provided: Chapel svcs, socail actions, suggestion program, library, morale and fitness, admin., audio/visual, automated data processing, automation, civ. pers., clubs, comm., community support, education, fin. and acctg., health, housing, lodging, legal, mil pers, mortuar		
I.1.B.38	Supported Unit: 366CMN Sq O/L A	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, OR		REM - Remote Unit
	Support provided: same		
I.1.B.39	Supported Unit: 412 LST Sq	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.40	Supported Unit: 58 OPS GP	GSU	GSU - Geographically Separated Unit
	Location: Kingsley Field, OR		REM - Remote Unit
	Support provided: same as above, and no ISA for above, this one, and remainder.		
I.1.B.41	Supported Unit: 615 SMS Sq Det 1	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.42	Supported Unit: 83 APS	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: Again, these are all ISAs following, except as noted for those at end of list. same as above		
I.1.B.43	Supported Unit: 939 Rescue Wing	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: Emergency transportation, communication, health, military personnel, weather, C130 Compass Rose equip, core automated maintenance system (CAMS), PMEL.		
I.1.B.44	Supported Unit: AYM HQ O/L TS	GSU	GSU - Geographically Separated Unit
	Location: Kingsley, OR		REM - Remote Unit
	Support provided: same		
I.1.B.45	Supported Unit: CAP AP Det 8	GSU	GSU - Geographically Separated Unit
	Location: Eugene, OR		REM - Remote Unit
	Support provided: same		
I.1.B.46	Supported Unit: Canadian Air Force	GSU	GSU - Geographically Separated Unit
	Location: McChord AFB WA		REM - Remote Unit
	Support provided: Included in NWADS ISA		

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I.1.B.47	Supported Unit: Cobra Judy Program Location: Patrick AFB, FL Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.48	Supported Unit: DCIS Location: Seattle, WA Support provided: Admin, audio/vis,civ pers.,finance and accounting,supply, purchasing and contracting, traffic management.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.49	Supported Unit: DCMAO Location: Bellevue, WA Support provided: Social actions,education,finance and accounting, health,housing,lodging,legal,military personnel,traffic management.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.50	Supported Unit: DEC AG Location: Ft Lewis, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.51	Supported Unit: DIS Location: Tacoma, WA Support provided: Finance and accounting.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.52	Supported Unit: DPRO Location: Seattle, WA Support provided: Chapel, chaplain,social actions,suggestion pgm,disaster preparedness, police, safety, communications,finance and accounting,health, housing, lodging,supply, legal, military personnel,mortuary, traffic mangt, flight mangt, land survival training, PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.53	Supported Unit: Det 1, 605 TS Location: Seattle, WA Support provided: Chapel Svs, pub affairs, soc act, suggest prog, libraries, morale & fitness, police, Admin, aud vis, comm, education, motor pool, finance/accounting, health, housing, supply, legal, mil personnel, mortuary, TMO, airlift trng, PMEL.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.54	Supported Unit: Det 1, HQ WA ANG Location: Camp Murray,WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.55	Supported Unit: Det 35 Location: Mukilteo, WA Support provided: Public affairs,social actions,suggestion program,disaster prep, PMEL, environ. compliance,fire prot.,libraries,safety,admin.,civ pers.,comm.,engineering,motor pool,fac. and real prop.,fac. maint.,fin. and acctg.,health, supply,purchasing and contract	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.56	Supported Unit: Det 685, AFROTC Sr	GSU	GSU - Geographically Separated Unit
	Location: Corvallis, OR		REM - Remote Unit
	Support provided: Chapel, chaplain,public affairs,social actions,suggestions,support agreements,library,morale, fitness, police,safety,shuttle,admin,aud/vis,auto data process.,communications,educ, fin and acctg,food,health,housing,supply,legal,mil pers,trfc mgt,res mg		
I.1.B.57	Supported Unit: Det 695, AFROTC Sr	GSU	GSU - Geographically Separated Unit
	Location: Portland, OR		REM - Remote Unit
	Support provided: same as above		
I.1.B.58	Supported Unit: Det 895, AFROTC Sr	GSU	GSU - Geographically Separated Unit
	Location: Ellensburg, WA		REM - Remote Unit
	Support provided: same		
I.1.B.59	Supported Unit: Det 910, AFROTC Sr	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.60	Supported Unit: ESD CE O/L AA	GSU	GSU - Geographically Separated Unit
	Location: Seattle, WA		REM - Remote Unit
	Support provided: same		
I.1.B.61	Supported Unit: FAA	GSU	GSU - Geographically Separated Unit
	Location: Auburn, WA		REM - Remote Unit
	Support provided: PMEL, PMEL		
I.1.B.62	Supported Unit: FSA FO	GSU	GSU - Geographically Separated Unit
	Location: Renton, WA		REM - Remote Unit
	Support provided: same		
I.1.B.63	Supported Unit: HQ I Corps & Ft Lewis	GSU	GSU - Geographically Separated Unit
	Location: Ft Lewis, WA		REM - Remote Unit
	Support provided: Fire prot., communcations, education, motor pool, life support, facilities and real property, facility maint. and repair,food, health, supply, purchasing and contracting, refuse, aerial port, utilities, const equip rental.		
I.1.B.64	Supported Unit: HQ ORANG	GSU	GSU - Geographically Separated Unit
	Location: Portland IAP, Ore.		REM - Remote Unit
	Support provided: same		
I.1.B.65	Supported Unit: HQ WA ANG	GSU	GSU - Geographically Separated Unit
	Location: Camp Murray, WA		REM - Remote Unit
	Support provided: same		

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I.1.B.66	Supported Unit: JPPS-LEW-DIR Location: Ft Lewis, WA Support provided: Finance and accounting, housing, lodging, military personnel.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.67	Supported Unit: NGS DU O/L ORSA Location: Salem, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.68	Supported Unit: NGS DU O/L WACM Location: Camp Murray, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.69	Supported Unit: NWD SX O/L AG Location: Portland IAP, OR Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.70	Supported Unit: NWD SX O/L AI Location: Hector IAP, ND Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.71	Supported Unit: NWD SX O/L AK Location: Great Falls, MT Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.72	Supported Unit: Strategic Wea Fac Location: Silverdale, WA Support provided: Fire protection, police, safety, motor pool, facilities and real property, facility amintenance and repair, supply, aerial port, maint/repair of aircraft cradles, AGS.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.73	Supported Unit: US Postal Service Location: Federal Way, WA Support provided: PMEL, PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.74	Supported Unit: USA TMDE Spt Gp Location: Ft Lewis, WA Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.75	Supported Unit: USCG MLC PAC Alameda Location: WA and OR units Support provided: Supply, PMEL.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.76	Supported Unit: USPROP & Fiscal Office Location: Camp Murray, WA Support provided: Housing, lodging, NDI, Inspect/repair life preservers, fabricate/test flexible hose & rigid tubing, PMEL.	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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I.1.B.77	Supported Unit: VA Med Ctr Location: Tacoma, WA Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.78	Supported Unit: WA-083, AFROTC Jr Location: Tacoma, WA Support provided: same as above	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.79	Supported Unit: WA-931, AFROTC Jr Location: Tacoma, WA Support provided: Support agreements, shuttle, admin, audio/visual, automated data processing, finance and accounting, health, housing, lodging, supply, traffic management, reports of survey.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.80	Supported Unit: WA-941, AFROTC Jr Location: Tacoma, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.81	Supported Unit: Water Port Logistics Location: Seattle, WA Support provided: Chapel, chaplain, social actions, suggestions, police, safety, admin., audio/vis, civ pers, communication, educ., fin and acctg, health, housing, lodging, supply, legal, mil pers, purchasing and contracting.	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.82	Supported Unit: Yakima Research Location: Yakima, WA Support provided: PMEL	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.83	Supported Unit: ZDK DG Location: Ft Lewis, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.84	Supported Unit: ZDO DO O/L WA10 Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.85	Supported Unit: ZHA ME O/L TSBC Location: Ft Lewis, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit
I.1.B.86	Supported Unit: ZQU DL Det 9 Location: Seattle, WA Support provided: same	GSU	GSU - Geographically Separated Unit REM - Remote Unit

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McChord AFB - AMC

2. Operational Effectiveness

A. Air Traffic Control

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

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

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

(A.2) ATC Summary:		(A.3) Detailed traffic counts:					
Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count	
Tower	2	61512			N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 34

61512 operations were conducted this runway during calander year 1993

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

There are no known or projected airspace problems that would prevent this.

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

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT LEWIS distance 5 NM

Nearest major primary airdrop customer: FORT LEWIS distance 5 NM

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

Lajes AB: 4208 NM

Rota AB: 5203 NM

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Hickam AFB: 2310 NM

RAF Mildenhall: 4754 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	GRAY AAF	5
I.2.B.4	Military airfield, runway >= 8,000ft	WHIDBEY ISLAND NAS	73
I.2.B.5	Military airfield, runway >= 10,000ft	PORTLAND INTL	93
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Gray AAF	6
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Seattle Tacoma IAP	20
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Seattle Tacoma IAP	20
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Seattle Tacoma IAP	20
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Seattle Tacoma IAP	20

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

Gray Army Airfield, Ft Lewis

6 NM

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-570	157 NM	W-460	187 NM	W-93	267 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-237 A,B	108 NM	W-570	157 NM	W-460B	165 NM
W-460	187 NM				

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-237 A,B	108 NM	W-570	157 NM	W-460B	165 NM
W-460	187 NM	W-460A	231 NM	W-93	267 NM
OWYHEE/ PARADISE	390 NM	GABBS NORTH	492 NM	AUSTIN 1	496 NM
AUSTIN/GABBS CN	508 NM	AUSTIN/GABBS N/C	508 NM	Austin1/GABBS N&C	508 NM

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W-260	524 NM	HAYS	560 NM	UTTR	571 NM
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I.2.C.4 Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
SAYLOR CREEK	394 NM	FALLON B-19	507 NM	FALLON B-17	509 NM
EAGLE/UTTR	545 NM	KITTYCAT/UTTR	562 NM	HAG/UTTR	594 NM
NELLIS R65	697 NM	NELLIS R63	704 NM	CHINA LAKE	706 NM

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

SAYLOR CREEK	394 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

FALLON TACTS	507 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

SAYLOR CREEK	394 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	6	6	9	16	29	58
SR	2	8	11	11	18	19
VR	2	4	5	14	23	39
Total Routes:	10	18	25	41	70	116

Identify Routes:

SR-488 38 NM	SR-489 38 NM	IR-313 69 NM	IR-314 69 NM	IR-344 69 NM	IR-348 79 NM
VR-1350 79 NM	VR-1351 79 NM	IR-341 90 NM	IR-343 90 NM		
VR-1355 129 NM	SR-476 133 NM	SR-475 135 NM	SR-470 142 NM	SR-472 142 NM	SR-471 142 NM
SR-474 143 NM	VR-1354 144 NM				
SR-473 154 NM	SR-478 154 NM	SR-477 154 NM	IR-346 167 NM	VR-1352 185 NM	IR-342 189 NM
IR-340 199 NM					
VR-1302 265 NM	IR-304 272 NM	IR-307 284 NM	IR-300 291 NM	VR-1301 300 NM	VR-319 313 NM
VR-316 322 NM	IR-303 328 NM	IR-301 333 NM	VR-1254 334 NM	IR-302 375 NM	VR-1304 375 NM
VR-1300 375 NM	VR-1250 378 NM	VR-1353 383 NM	IR-271 392 NM		
IR-275 436 NM	VR-1251 447 NM	SR-311 455 NM	VR-202 473 NM	VR-1261 476 NM	IR-280 480 NM
IR-282 480 NM	SR-353 483 NM	SR-301 485 NM	SR-398 496 NM	IR-281 497 NM	IR-290 510 NM
IR-293 510 NM	IR-290A 510 NM	SR-381 519 NM	SR-359 526 NM	VR-1422 542 NM	VR-1423 542 NM
IR-498 543 NM	SR-300 548 NM	IR-264 550 NM	VR-1446 550 NM	IR-235 551 NM	VR-1445 556 NM

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IR-418	567 NM	IR-420	567 NM	VR-201	568 NM	IR-279	572 NM	VR-1205	588 NM		
IR-206	603 NM	IR-237	608 NM	VR-1260	608 NM	IR-425	609 NM	VR-1259	610 NM	VR-209	610 NM
IR-234	611 NM	IR-238	611 NM	VR-1264	613 NM	IR-310	623 NM	IR-479	623 NM	IR-479A	623 NM
IR-478A	623 NM	IR-478	623 NM	VR-208	623 NM	IR-207	637 NM	VR-1252	642 NM	IR-285	650 NM
IR-484	650 NM	VR-249	651 NM	VR-1257	668 NM	IR-485	672 NM	VR-1255	683 NM	IR-266	687 NM
VR-1262	690 NM	VR-1406	691 NM	IR-203	698 NM	IR-286	703 NM	VR-1256	704 NM	IR-431	706 NM
IR-482	706 NM	VR-1253	708 NM	IR-400	723 NM	IR-910	735 NM	SR-390	755 NM	IR-644	760 NM
VR-1265	760 NM	IR-649	760 NM	VR-1206	761 NM	VR-1293	761 NM	IR-480	767 NM	IR-481	767 NM
IR-678	769 NM	IR-200	780 NM	IR-320	788 NM	IR-211	798 NM				

I.2.C.9 IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 543 NM from the base.

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

200 NM	300 NM	500 NM
4	13	34

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-626	141 NM	AR-717B	160 NM	AR-628	161 NM	AR-654	175 NM
AR-717A	211 NM	AR-4A SOUTH	231 NM	AR-645	233 NM	AR-630	244 NM
AR-4B SOUTH	263 NM	AR-8A	267 NM	AR-009 EAST	271 NM	AR-9A EAST	271 NM
AR-4A NORTH	285 NM						
AR-4B NORTH	306 NM	AR-010 SOUTHEAST	308 NM	AR-7A	331 NM	AR-8B	353 NM
AR-9A WEST	371 NM	AR-611B	376 NM	AR-452 NORTHEAST	379 NM	AR-452 SOUTHWEST	383 NM
AR-7B	391 NM	AR-610	428 NM	AR-611A	430 NM	AR-648B	444 NM
AR-010 NORTHWEST	455 NM	AR-462	457 NM	AR-648A	474 NM	AR-224	478 NM
AR-001 EAST	489 NM	AR-009 WEST	489 NM	AR-5H WEST	493 NM	AR-5L WEST	493 NM
AR-214	500 NM						

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

500 NM	700 NM
983	1240

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-004A	231 NM	372	AR-004B	263 NM	86	AR-010	308 NM	525			0

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I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 308NM from the base."

I.2.C.10d Percentage of tanker demand in region: 6.0
 Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BANGER (WATER)	38 NM	✓	✓		0	0
BARBRA (CIR)	56 NM	✓	✓		0	0
BELLER	90 NM	✓	✓	✓	0	0
BORDEN SPRINGS	104 NM	✓	✓	✓	0	0
BRANDON	115 NM	✓	✓	✓	0	0
BUOY(CIR) (H2O)	89 NM		✓		0	0
COMMENCEMENT BAY	9 NM		✓		0	0
DESDEMONA (H2O)/JETTY	82 NM		✓		0	0
GRANT	129 NM	✓	✓		0	9
LARSON CIRCULAR	115 NM	✓	✓	✓	0	9
MICHAEL (A)	115 NM	✓	✓	✓	0	0
MICHAEL (B)	114 NM	✓	✓	✓	0	0
MOSES	129 NM	✓	✓		0	9
POINT SALINAS	7 NM	✓	✓	✓	0	0
PRECIP	7 NM	✓	✓	✓	0	0
RIO HATO - FT LEWIS	7 NM	✓	✓		0	0
ROGERS	7 NM	✓	✓	✓	0	1
ROSE	7 NM	✓	✓	✓	0	1
SELAH CREEK	92 NM	✓	✓	✓	0	0
SILICA	91 NM	✓	✓	✓	0	0
SILICA WEST	91 NM	✓	✓	✓	0	0
SOLO POINT H2O	8 NM		✓		0	0
SUNSET	87 NM		✓		0	0
ZODIAC (H2O)	91 NM		✓		0	0

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

GRANT	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
LARSON CIRCULAR	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478

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MOSES	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
ROGERS	SR-488								
ROSE	SR-488								

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

PACEMAKER 7 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
POINT SALINAS	7 NM	✓	✓	✓	0	0

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

YAKIMA FIRING CENTER 88 NM

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D. Ranges**Ranges (Controlled/managed by the base)**

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

Ranges (Used by the base)

I.2.D.18 The base uses ranges on a regular basis

I.2.D.19 The mission or training is adversely impacted by training area airspace encroachment or other conflicts.

The mission/training is impacted by training area airspace encroachment as follows:

Two encroachments: 1) Near Merrill DZ inside the SR 489 corridor 2) Near Rogers DZ inside the 488 corridor.

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

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

Nature and extent of the conflicts: 1)FAA has given approval for a private use airpark to be built 300 meters from leading edge of Merrill DZ, which could make it unsafe to use 2) Restrictions are in place to minimize disturbances to horse ranch .5NM from leading edge of Rogers DZ.

I.2.D.20 MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:

I.2.D.20.a Rogers DZ 1) No high altitude air drop headings due to McChord AFB traffic pattern 2) Restricted run-in headings due to noise problems with nearby horse ranch and bird farm.

I.2.D.21 MOAs/bombing ranges/other training areas are projected to have scheduling restrictions/limitations as follows:

I.2.D.21.a Merrill DZ Falls inside the SR 489 corridor. FAA approved private citizen to build a private use airpark 300 meters from the leading edge of Merrill DZ

I.2.D.22 No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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

AR 606	Air Refueling Track / Anc
AR 619	Air Refueling Track / Anc
AR 628	Air Refueling Track / Anc
AR 630	Air Refueling Track / Anc
AR 717	Air Refueling Track / Anc
DEVILS LAKE EAST	MOA
DEVILS LAKE WEST	MOA
SR 470/471/472	MOA
SR 473	MOA
SR 474	Low Alt Tac Nav Area
SR 475	Low Alt Tac Nav Area
SR 476	Low Alt Tac Nav Area
SR 477	Low Alt Tac Nav Area
SR 478	Low Alt Tac Nav Area
SR 488	Other
SR 489	Low Alt Tac Nav Area
TIGER N/S	MOA
W-570	Warning Area
W-93	Warning Area

Details for airspace scheduled or managed by the base:

Airspace: AR 606

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

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

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

I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

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- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**
- I.2.E.5.b** **Primary Rationale:**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 Mil/ARTCC radar operational
- I.2.E.7** **Published availability of the airspace:**
 NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled: 58 hrs**
- I.2.E.7.b** **Hours used: 58 hrs**
- I.2.E.8** **Utilization of the airspace can Not be increased.**
- I.2.E.9** **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: AR 619
- I.2.E.2** **An environmental analysis has Not been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**

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The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
 Mil/ARTCC radar operational
- I.2.E.7** Published availability of the airspace:
 NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 15 hrs
- I.2.E.7.b** Hours used: 15 hrs
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
- I.2.E.11** 100.00 percent of the airspace is usable.
 Airspace: AR 628
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.

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- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:**
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**
- I.2.E.5.b** **Primary Rationale:**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 Mil/ARTCC radar operational
- I.2.E.7** **Published availability of the airspace:**
 NOT PUBLISHED
- I.2.E.7.a** **Hours scheduled: 51 hrs**
- I.2.E.7.b** **Hours used: 51 hrs**
- I.2.E.8** **Utilization of the airspace can Not be increased.**
- I.2.E.9** **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
- I.2.E.11** **100.00 percent of the airspace is usable.
Airspace: AR 630**
- I.2.E.2** **An environmental analysis has Not been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**

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- I.2.E.2.b **There are problems No associated with the environmental analysis.**
- I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a
- I.2.E.5.b **Primary Rationale:**
- I.2.E.6 **Restrictions currently acting on this airspace:**
 FI240/260
- I.2.E.7 **Published availability of the airspace:**
 NOT PUBLISHED
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a **Hours scheduled: 3 hrs**
- I.2.E.7.b **Hours used: 3 hrs**
- I.2.E.8 **Utilization of the airspace can Not be increased.**
- I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: AR 717

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- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
Mil/ARTCC radar operational
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 18 hrs
- I.2.E.7.b** Hours used: 18 hrs
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
- I.2.E.11** 100.00 percent of the airspace is usable.

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Airspace: DEVILS LAKE EAST

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
No supersonic ops
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 1,488 hrs
- I.2.E.7.b** Hours used: 717 hrs
- I.2.E.7.c** Reasons for non-use:
Maintenance and weather aborts
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:

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- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: DEVILS LAKE WEST
- I.2.E.2** **An environmental analysis has Not been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4** **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5** **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**
- I.2.E.5.b** **Primary Rationale:**
- I.2.E.6** **Restrictions currently acting on this airspace:**
 No supersonic ops
- I.2.E.7** **Published availability of the airspace:**
 NOT PUBLISHED
- I.2.E.7.a** **Hours scheduled:** 1,488 hrs
- I.2.E.7.b** **Hours used:** 718 hrs
- I.2.E.7.c** **Reasons for non-use:**
 Maintenance and weather aborts
- I.2.E.8** **Utilization of the airspace can be increased.**

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- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: SR 470/471/472
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
Completed in June 1993 and remain current.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
None
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Badger pocket Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Bird farm near Silver Lake Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Columbia nat Wildlife refuge Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Coulee Dam National Recreation Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Cow Creek Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Desert airport Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.

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- I.2.E.3.a** Eagle Reservoir Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Hanford Nuclear Reservation Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Horse ranch near Rogers DZ Not Listed
I.2.E.3.b Affect on or threat to the quality of training or the mission:
 Restrictions have been placed on Rogers DZ to minimize disturbance to the horse ranch.
- I.2.E.3.a** Mink Farms in Cle Elum area Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Port of Kennewick Tank Farm Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Scootney Reservoir Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Sprague Lake Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Town of Mattawa Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Winchester wasteway Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
I.2.E.5.a
 HQ AMC directed McCHord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b** **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.

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- I.2.E.6 Restrictions currently acting on this airspace:**
SR470: 2000' AGL over Coulee
- I.2.E.7 Published availability of the airspace:**
Availability not published, but all slow routes scheduled at McChord are available 24 hrs/day.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled:** 163 hrs
- I.2.E.7.b Hours used:** 77 hrs
- I.2.E.7.c Reasons for non-use:**
Aircraft and mission cancellations due to maintenance, lack of airframes, operational needs, HHQ direction, and ground and air weather aborts.
- I.2.E.8 Utilization of the airspace can be increased.**
- I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10 Description of the volume or area of the Airspace:**
The airspace within 5NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route defined in "route" section in each description. SR 476, between points F and G, has a decreased width as noted in "Route Width."
- I.2.E.11 100.00 percent of the airspace is usable.**
Airspace: SR 473
- I.2.E.2 An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a Status of the environmental analysis and supplement:**
Completed in June 1993 and remains current.
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
None
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Badger Pocket** Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**

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I.2.E.3.a	Bird farm near Silver Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Columbia Nat Wildlife Refuge	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Coulee Dam Nat Recreation Are	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse Ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Restrictions have been placed on Rogers DZ to minimize the disturbance to the horse ranch	
I.2.E.3.a	Mink farm in the Cle Elum Area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	

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- I.2.E.3.a Horse ranch near Rogers DZ Not Listed
 I.2.E.3.b Affect on or threat to the quality of training or the mission:
 Restrictions have been placed on the DZ to minimize disturbance to the horse ranch.
- I.2.E.3.a Mink farms, nr Cle Elum Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Port of Kennewick tank farm Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Scootney Reservoir Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Sprague Lake Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Town of Mattawa Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Winchester wasteway Not Listed
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.
 I.2.E.5.a
 HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 Restrictions currently acting on this airspace:
 2000' AGL over Coulee Nat Rec
- I.2.E.7 Published availability of the airspace:
 Availability not published, but all slow routes scheduled at McChord are available 24 hrs/day.
 Range scheduling statistics (yearly average from 1990 to 93).

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McChord AFB - AMC

- I.2.E.7.a** **Hours scheduled:** 24 hrs
- I.2.E.7.b** **Hours used:** 23 hrs
- I.2.E.7.c** **Reasons for non-use:**
 Aircraft and mission cancellations due to maintenance, lack of airframes, operational needs, HHQ direction, ground and weather aborts.
- I.2.E.8** **Utilization of the airspace can be increased.**
- I.2.E.9** **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10** **Description of the volume or area of the Airspace:**
 The airspace within 5 NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route defined in route section in each description.
- I.2.E.11** **100.00 percent of the airspace is usable.**
Airspace: SR 475
- I.2.E.2** **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a** **Status of the environmental analysis and supplement:**
 Completed in June 93 and still current.
- I.2.E.2.b** **There are problems No associated with the environmental analysis.**
- I.2.E.2.c** **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a** **Badger Pocket** Not Listed
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a** **Bird Farm near Silver Lake** Not Listed
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a** **Columbia Nat Wildlife Refuge** Not Listed
- I.2.E.3.b** **No affect on or threat to the quality of training or the mission.**

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I.2.E.3.a	Coolee Dam Nat Recreation area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hansford Nuclear Reservation,	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission:	
	Restrictions have been placed on Rogers DZ to minimize disturbance to the horse ranch	
I.2.E.3.a	Mink farms near Cle Elum	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Sprague Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Town of Mattawa	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	

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- I.2.E.3.a Winchester wasteway Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a
 HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 **Restrictions currently acting on this airspace:**
 2000' AGL over Columbia Refuge
- I.2.E.7 **Published availability of the airspace:**
 Availability not published, but all slow routes scheduled at McChord are available 24 hrs/day.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled:** 0 hrs
- I.2.E.7.b **Hours used:** 0 hrs
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10 **Description of the volume or area of the Airspace:**
 The airspace within 5 NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route defined in "route" section in each description.
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: SR 476
- I.2.E.2 **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a **Status of the environmental analysis and supplement:**
 Environmental analysis completed in June 1993 and is still current.
- I.2.E.2.b **There are problems No associated with the environmental analysis.**

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- I.2.E.3.a Mink farms in CLE Elum area Not Listed
- I.2.E.3.b Affect on or threat to the quality of training or the mission:
Affect on quality of training - 3000 ft AGL restriction from point D to F
- I.2.E.3.a Port of Kennewick tank farm Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Scootney Reservoir Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Sprague Lake Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Town of Mattawa Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a Winchester Wasteway Not Listed
- I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a
HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 Restrictions currently acting on this airspace:
2000' AGL over Alpine Lakes
Route width between pt F and G
- I.2.E.7 Published availability of the airspace:
The availability of each route is not published but are available 24 hours a day.
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 0 hrs
- I.2.E.7.b Hours used: 0 hrs

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- I.2.E.8 Utilization of the airspace can be increased.**
- I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10 Description of the volume or area of the Airspace:**
Airspace within 5NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route is defined in the "route" section in each description. SR 476, between points F and G does have a decreased route width as noted in "Route Width".
- I.2.E.11 100.00 percent of the airspace is usable.**
Airspace: SR 477
- I.2.E.2 An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a Status of the environmental analysis and supplement:**
Completed in June 1993 and is still current.
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Badger Pocket Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Bird farm near Silver Lake Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Columbia Nat Wildlife Refuge Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Coulee Dam Nat Recreation Are Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**

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I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission: Restrictions have been placed on Rogers DZ to minimize the disturbance to the horse ranch.	
I.2.E.3.a	Mink farm in the Cle Elum area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Sprague Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Town of Mattawa	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Winchester Wasteway	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.4	Commercial / civilian encroachment problems associated with the airspace:	

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I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.

I.2.E.5.a

HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.

I.2.E.5.b **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.

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

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

The availability of each route is not published but is available 24 hours per day.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 78 hrs

I.2.E.7.b **Hours used:** 77 hrs

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

Aircraft and mission cancellations due to maintenance, lack of airframes, operational needs, higher headquarters direction, and ground and air weather aborts.

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

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

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

The airspace within 5NM either side of centerline from 300' AGL to 1500' AGL.

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

Airspace: SR 478

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

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

Completed in June 1993 and is still current.

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

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

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

Explanation for any lack of reports:

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I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:

I.2.E.3.a Badger Pocket Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Bird farm near Silver Lake Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Columbia Nat Wildlife Refuge Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Coulee Dam Nat Recreation Are Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Cow Creek Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Desert Airport Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Eagle Reservoir Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Hanford Nuclear Reservation Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Horse ranch near Rogers DZ Not Listed

I.2.E.3.b Affect on or threat to the quality of training or the mission:

I.2.E.3.a Mink farm in the Cle Elum area Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a Port of Kennewick tank farm Not Listed

I.2.E.3.b No affect on or threat to the quality of training or the mission.

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- I.2.E.3.a **Scootney Reservoir** Not Listed
 I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a **Sprague Lake** Not Listed
 I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a **Town of Mattawa** Not Listed
 I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a **Winchester Wasteway** Not Listed
 I.2.E.3.b **No affect on or threat to the quality of training or the mission.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**
 I.2.E.5.a
 HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b **Primary Rationale:** The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6 **There are No restrictions currently acting on this airspace**
- I.2.E.7 **Published availability of the airspace:**
 The availability of each route is not published but is available 24 hours per day.
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a **Hours scheduled:** 56 hrs
 I.2.E.7.b **Hours used:** 56 hrs
- I.2.E.8 **Utilization of the airspace can be increased.**
- I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
 The airspace within 5NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route is defined in the "route" section i

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- | | | |
|------------------|--|---|
| I.2.E.3.a | Eagle Reservoir | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.3.a | Hanford Nuclear Reservation | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.3.a | Horse ranch near Rogers DZ | Not Listed |
| I.2.E.3.b | Affect on or threat to the quality of training or the mission:
Affect on quality of training | |
| I.2.E.3.a | Mink farm in the Cle Elum area | Not Listed |
| I.2.E.3.b | Affect on or threat to the quality of training or the mission:
Affect on quality of training - 3000 ft AGL restriction from point D to F | |
| I.2.E.3.a | Port of Kennewick tank farm | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.3.a | Scootney Reservoir | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.3.a | Sprague Lake | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.3.a | Town of Mattawa | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.3.a | Winchester Wasteway | Not Listed |
| I.2.E.3.b | No affect on or threat to the quality of training or the mission. | |
| I.2.E.4 | Commercial / civilian encroachment problems associated with the airspace: | |
| I.2.E.5 | There are planned expansions (including new airspace) to the base's special use airspace. | |
| I.2.E.5.a | HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes. | |
| I.2.E.5.b | Primary Rationale: | The C-17 can't use existing routes designed for other AMC aircraft. |

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I.2.E.3.a	Bird farm near Silver Lake	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Columbia Nat Wildlife Refuge	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Coulee Dam Nat Recreation Are	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Cow Creek	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Desert Airport	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Eagle Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Hanford Nuclear Reservation	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Horse ranch near Rogers DZ	Not Listed
I.2.E.3.b	Affect on or threat to the quality of training or the mission:	
I.2.E.3.a	Mink farm in the Cle Elum area	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Port of Kennewick tank farm	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	
I.2.E.3.a	Scootney Reservoir	Not Listed
I.2.E.3.b	No affect on or threat to the quality of training or the mission.	

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- I.2.E.3.a** Sprague Lake Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Town of Mattawa Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Winchester Wasteway Not Listed
I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
I.2.E.5.a
 HQ AMC directed McChord to develop MTRs to support future C-17 training and to develop and gain FAA and environmental approval for these routes.
- I.2.E.5.b** Primary Rationale: The C-17 can't use existing routes designed for other AMC aircraft.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
 Availability is not published but routes are available 24 hours per day.
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 10 hrs
I.2.E.7.b Hours used: 10 hrs
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:
 The airspace within 5NM either side of centerline from 300' AGL to 1500' AGL. Centerline for each route is defined in the "route" section in each description.
- I.2.E.11** 100.00 percent of the airspace is usable.

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Airspace: TIGER N/S

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:
No supersonic ops
- I.2.E.7** Published availability of the airspace:
NOT PUBLISHED
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 537 hrs
- I.2.E.7.b** Hours used: 258 hrs
- I.2.E.7.c** Reasons for non-use:
Maintenance and weather aborts
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:

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- I.2.E.11** 100.00 percent of the airspace is usable.
Airspace: W-570
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- Laterally realign and expand to the north and west - no written proposal yet so community reaction cannot be assessed
- I.2.E.5.b** **Primary Rationale:** Purpose is to provide needed low altitude airspace to continue flying operations in VFR conditions away from coastal weather
- I.2.E.6** **Restrictions currently acting on this airspace:**
- Supersonic >30NM coast
- I.2.E.7** **Published availability of the airspace:**
- PUBLISHED BY NOTAM
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled:** 3,261 hrs
- I.2.E.7.b** **Hours used:** 3,261 hrs
- I.2.E.8** **Utilization of the airspace can be increased.**

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- I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**
- I.2.E.10 **Description of the volume or area of the Airspace:**
 155 NM from McChord from surface to FL500
- I.2.E.11 **100.00 percent of the airspace is usable.**
Airspace: W-93
- I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**
- I.2.E.2.a **Status of the environmental analysis and supplement:**
- I.2.E.2.b **There are problems No associated with the environmental analysis.**
- I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:
- I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a **Vertically increase altitude, status is ongoing - no written proposal yet so community reaction cannot be assessed**
- I.2.E.5.b **Primary Rationale: Purpose is to establish a standard upper limit altitude which is vertically uniform with adjacent warning areas**
- I.2.E.6 **Restrictions currently acting on this airspace:**
 Supersonic >30NM coast
- I.2.E.7 **Published availability of the airspace:**
 PUBLISHED BY NOTAM
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a **Hours scheduled: 215 hrs**
- I.2.E.7.b **Hours used: 215 hrs**

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- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10 Description of the volume or area of the Airspace:
277 NM from McChord from surface to FL 180
- I.2.E.11 100.00 percent of the airspace is usable.

Commercial Aviation Impact

- I.2.E.12 The base is Not joint-use (military/civilian).
- I.2.E.13 List of all airfields within a 50 mile radius of the base:

Airfield:	Airfield:
Aero Plaza	Uncontrolled
American Lake	Uncontrolled
Apex	Uncontrolled
Asplund	Uncontrolled
Auburn Academy	Uncontrolled
Auburn Muni	Civilian
Bandera State	Uncontrolled
Bear Canyon	Uncontrolled
Bear Valley	Uncontrolled
Bergseth	Uncontrolled
Boeing Field	Commercial
Bremerton	Civilian
Burnt Ridge	Uncontrolled
Campbell	Uncontrolled
Cawley St Prairie	General Aviation
Chehalis/Centralia	Civilian
Cougar Mtn	Uncontrolled
Crest	General Aviation
Curtis	Uncontrolled
D&B	Uncontrolled
Dwight	Uncontrolled
Elma	General Aviation

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Enumclaw	General Aviation
Evergreen	Uncontrolled
Firstair	General Aviation
Flying B	Uncontrolled
Flying Carpet	Uncontrolled
Fort Lawton	Military
Gower	Uncontrolled
Gray Army Airfield	Military
Harris	Uncontrolled
Harvey	General Aviation
Kadwell	Uncontrolled
Kapowsin	General Aviation
Kenmore	Civilian
Kimbrel Farms	Uncontrolled
Kishman	General Aviation
Lake Union	Civilian
Martha Lake	Civilian
My Arpt	Uncontrolled
Olympia	Civilian
Packwood	Uncontrolled
Paine Field	General Aviation
Pierce County	Civilian
Port of Poulsbo	Civilian
Port Orchard	Uncontrolled
R&K	General Aviation
Randle-Kiona	Uncontrolled
Renton	General Aviation
Sanderson	Civilian
Sea-Tac Int'l	Commercial
Shady Acres	Uncontrolled
Skatter Creek	Uncontrolled
Spanaway	Civilian
Strom	Uncontrolled
Swanson	General Aviation

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Tacoma Narrows	Civilian
Tate	Uncontrolled
Taylor	Uncontrolled
Toledo-Win.	General Aviation
Vashon Muni	Uncontrolled
Wax Orchards	Uncontrolled
Western	Uncontrolled
Wissler	Uncontrolled

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

I.2.E.14.a Description of impacts: Operational constraints. Civilian and commercial traffic in our training airspace and in the vicinity of McChord is steadily increasing. This, in conjunction with the McChord MTRs, has made flying in the local area and training area more difficult.

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Appleton Gwen Site	Communications Site	11	11	
II.1.A.2	Grant Trng Annex	Hangar			
II.1.A.3	McChord AFB, WA	Main Base	4,616	4,333	180
II.1.A.4	McChord Train. Anx	Drop Zone-Train Anne	1,129		
II.1.A.5	Mukilteo DFP	Fuel Storage	21	20	1
		TOTALS:	5,777	4,364	181

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	30	83.0	17.0	0.0	30
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	34,910	61.0	39.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	597,411	71.0	15.0	14.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	76,400	74,675	100.0	0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	100,410	100,426	66.0	25.0	9.0	16
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	172,729	172,729	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	34,915	30,629	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	8,815	8,815	100.0	0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	167,086	61.0	14.0	25.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	27,206	27,206	46.0	54.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	26,351	18,480	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	712,018	31.0	68.6	0.4	N/A
II.1.B.1.e.i	211-111	Maintenance Hangar	SF	39,000	318,629	6.0	94.0	0.0	279,629
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	72,000	93,180	80.0	20.0	0.0	0

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II.1.B.1.e.iii	211-152a	DASH 21	SF	24,000	21,559	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,983	0.0	100.0	0.0	983
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	27,705	91,673	49.0	51.0	0.0	63,968
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	12,130	56,996	93.0	7.0	0.0	44,866
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	77,471	49,159	8.0	92.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	44,839	63,555	29.0	71.0	0.0	18,566
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	43,940	25,391	76.0	24.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	5,445	7,793	59.0	0.0	41.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	240	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	68,221	74.0	0.0	26.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	47,500	42,796	79.0	0.0	21.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	6,512	6,512	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	14,580	20,421	100.0	0.0	0.0	5,841
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	21,967	27,555	100.0	0.0	0.0	5,588
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	19,882	59.0	19.0	22.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	24,436	11,714	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	23,233	27,501	100.0	0.0	0.0	4,268
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,448	9,448	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,600	8,539	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	88,084	19.0	0.0	81.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
	312			N/A	0				

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F. Potential for Growth in Training Airspace (Area)

- I.2.F.1** **Expansion of training airspace is possible.**
- I.2.F.1.a** **Estimated expansion potential is 100.0 percent. Rationale for estimate:**
 The number of slow routes could be doubled in eastern Wash. state, since the primary drop zone there is circular and can be approached from almost any direction. Expansion not possible in western Wash.
- I.2.F.2** **Current access will remain the same.**
- I.2.F.3** **No reductions in training airspace are expected.**
- I.2.F.4** **Current special use airspace and training areas do Not meet all training requirements.**
- I.2.F.4.a** **Some of training requirements ONLY be met by deployed, off-station training.**
- I.2.F.4.b** **Degradation experienced:**

G. Composite / Integrated Force Training

- I.2.G.1** **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**
 FORT LEWIS
 5 NM from the base.
- I.2.G.2** **DELETED**
- I.2.G.3** **Nearest Naval unit where joint training can be accomplished:**
 Whidbey Island NAS
 90 mi from the base.
- I.2.G.4** **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**
 McChord, 39th Aeromed Sqdn
 1 mi from the base.
- I.2.G.5** **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
97.3	96.1	88.8	78.2	75.9

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

I.2.J.2.a Is at or below 15 knots 98.6 percent of the time

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

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

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3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	4.3 MG/D	MG/D - million gallons per day	48 %
II.3.A.2 Sewage:	4.5 MG/D		32 %
II.3.A.3 Electrical distribution:	19.44 MW	MW - million watts	94 %
II.3.A.4 Natural Gas:	4.93 MCF/D	MCF/D - million cubic feet per day	33 %
II.3.A.5 High temperature water/steam generation/distribution:	250.0 MBTUH	MBTUH - million British thermal units per hour	16 %

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

Adequate water supply exists. Electricity inexpensive; 10% increase in elect. requirements possible. Natural gas fuels steam gen. plant; service adequate. Steam plant has significant additional capacity. Waste treated at adjacent Ft Lewis...

4. Aircraft Maintenance Hangar Facilities

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

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

Current Use:

II.4.A.2 Size (SF): 90,422 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	212 ft	92 ft	220 ft

II.4.A.1 Facility number: 2 Hanger

Current Use:

II.4.A.2 Size (SF): 90,422 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	216 ft	92 ft	220 ft

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II.4.A.1 Facility number: 3 Hanger

Current Use:

II.4.A.2 Size (SF): 90,694 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	214 ft	92 ft	245 ft

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

Current Use:

II.4.A.2 Size (SF): 100,209 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	230 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	214 ft	92 ft	245 ft

II.4.A.1 Facility number: 300 Hanger

Current Use: Hangar-warehouse

II.4.A.2 Size (SF): 43,394 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	64 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	69 ft	30 ft	66 ft

II.4.A.1 Facility number: 304 Hanger

Current Use: Hangar

II.4.A.2 Size (SF): 28,347 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	172 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	161 ft	30 ft	119 ft

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II.4.A.1 Facility number: 342 Hanger

Current Use: Fuel Cell

II.4.A.2 Size (SF): 6,180 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	68 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	68 ft	24 ft	60 ft

II.4.A.1 Facility number: 1164 Nose Dock

Current Use:

II.4.A.2 Size (SF): 18,566 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	35 ft	86 ft

II.4.A.1 Facility number: 1165 Nose Dock

Current Use:

II.4.A.2 Size (SF): 26,378 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	179 ft	35 ft	88 ft

II.4.A.1 Facility number: 1166 Nose Dock

Current Use:

II.4.A.2 Size (SF): 26,378 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	35 ft	88 ft

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II.4.A.1 Facility number: 1167 Nose Dock

Current Use:

II.4.A.2 Size (SF): 21,571 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	35 ft	88 ft

II.4.A.1 Facility number: 1169 Nose Dock

Current Use: Supply Warehouse

II.4.A.2 Size (SF): 11,600 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	166 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	152 ft	26 ft	68 ft

II.4.A.1 Facility number: 1170 Nose Dock

Current Use: Supply Warehouse

II.4.A.2 Size (SF): 12,275 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	166 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	152 ft	26 ft	68 ft

II.4.A.1 Facility number: 1175 Hanger

Current Use: Fuel Cell

II.4.A.2 Size (SF): 19,194 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	201 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	203 ft	35 ft	85 ft

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II.4.A.1 Facility number: 1178 Hanger
 Current Use: Wash Rack

II.4.A.2 Size (SF): 33,431 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	200 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	220 ft	35 ft	134 ft

5. Unique Facilities

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

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

Local/Regional Land Encroachment

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	16	CZ	42	207	60.0	Sig Incompat	18.0	18.0	24.0	9.0	0.0	31.0
	34	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	16	APZ 1	1,727	344	25.0	Sig Incompat	23.0	20.0	27.0	18.0	0.0	12.0
	34	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.3	16	APZ 2	3,448	482	82.0	Sig Incompat	81.0	8.0	1.0	2.0	0.0	8.0
	34	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	17,097	5,183	44	Sig Incompat	44.0	23.0	7.0	15.0	0.0	11.0
II.6.A.5	70-75	6,489	732	51	Sig Incompat	50.0	11.0	12.0	7.0	0.0	20.0
II.6.A.6	75-80	278	200	54	Sig Incompat	50.0	4.0	15.0	18.0	0.0	13.0
II.6.A.7	80+	0	16	0	Gen Compat	0.0	0.0	25.0	20.0	0.0	55.0

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	16	CZ	42	207	60.0	Sig Incompat	18.0	18.0	24.0	9.0	0.0	31.0

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II.6.B.1	16	CZ	42	207	0	Sig Incompat	20.0	20.0	45.0	9.0	0.0	0.0
	34	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	16	APZ 1	1,727	344	25	Sig Incompat	23.0	20.0	36.0	18.0	0.0	3.0
	34	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.3	16	APZ 2	3,789	482	90	Sig Incompat	89.0	7.0	1.0	2.0	0.0	1.0
	34	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	19,283	5,183	51	Sig Incompat	51.0	23.0	7.0	14.0	0.0	5.0
II.6.B.5	70-75	7,323	732	56	Sig Incompat	55.0	15.0	14.0	2.0	0.0	14.0
II.6.B.6	75-80	314	200	54	Sig Incompat	50.0	4.0	30.0	16.0	0.0	0.0
II.6.B.7	80+	0	16	0	Gen Compat	0.0	0.0	80.0	20.0	0.0	0.0

II.6.C The most recent, publicly released AICUZ study is dated Aug 93

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft
 Current AICUZ study's flight track figure/map reflects current flight tracks.

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

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

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

Significant development currently exists in one or more AICUZ zone.

No significant development is projected for any AICUZ zone.

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

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
CZ	Industrial/Resi den	Existing	TBD	City of Tacoma	The 33 acres of existing devel consist of 13acres industrial,10acres commercial,10 acres single family residential.

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APZ 1	Residential	Existing	TBD	City of Tacoma	Total of 344 acres. Single family and multi-family units with density of some exceeding the 1 to 2 dwelling units per acre criteria constitute 25% incompatible land use. Further development expected for industrial uses within existing open areas.
APZ 2	Residential	Existing	TBD	City of Tacoma	Total of 482 acres. Single family and some multi-family units with density of some exceeding the 1 to 2 dwelling units per acre criteria. Incompatible land use: 82%. Foresee further increases in incompatible uses due to residential construction.
65-70	Residential	Existing	TBD	City of Tacoma	The 44 to 54 percent incompatible land uses within the DNL contours north of the base are predominantly single family dwelling units and some multi-family units with inadequate noise attenuation. Expect added attenuation as older homes are replaced

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

II.6.H Population figures and projections:

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Tacoma PMSA	322000	412000	486000	586000	656085
Pierce County/City of Tacoma	321600	412344	485643	586203	656085

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Pierce County/ City of Tacoma	321600	412344	485643	586203	656085

II.6.I Clear zone acquisition has Not been completed.

II.6.I.1

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
16	44 acres	Oct 1997	\$ 27 M

II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatibility is necessary
2 Wind socks	0	CZ	Permanent waiver issued.
8-bay fighter aircraft alert hangar.	10	CZ	Became incompatible when CZ was expanded. Permanent waiver issued.

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AMU facility	35	75-80	AMU must be "ramp side" to provide maintenance to the supported aircraft. FY96 MILCON project programmed to replace this building.
Air Freight Terminal	100	CZ	Facility became incompatible when CZ was expanded.
Army Deployment	0	65-70	MILCON project will allow for demolition of this building o/a April 1997.
Army deployment facilities	50	70-75	Incompatibility came after construction
Base Billeting Office	12	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY98 MILCON program.
Base Chapel	240	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Base Chapel	240	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Base Chaplain Admin building	15	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Base Education Center	108	70-75	Incompatibility caused by a past runway extension. Approval and funding of an FY97 consolidated Support Center MILCON project will allow demolition of this facility.
CCT Squadron facilities	30	75-80	A past, major airfield extension placed these buildings in incompatible noise zone. An FY98 MILCON project programmed to replace the buildings.
Fighter aircraft hush house.	5	CZ	Permanent waiver to airfield criteria was issued.
MFH	60	65-70	Incompatibility caused by a past runway extension. Replacement facilities programmed in the FY96 MFH project.
MFH facilities	9	70-75	Incompatibility created by increased flying operations since construction. Continued use of these facilities is required due to a housing shortage at McChord AFB.
Medical Clinic Facilities	146	70-75	It is necessary for these facilities to be in the immediate vicinity of the permanent, masonry clinic building. Approval and funding of an FY2000 composite medical clinic will allow demolition of these facilities.
OSI	20	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 Mission Support Center MILCON project.
Religious Ed Facility (B609)	80	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.

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Religious Ed facility	40	65-70	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
Security Police fox hole	2	CZ	Permanent waiver has been issued for this facility.
Security Police squadron facilities	30	70-75	A past R/W extension caused incompatibility. Approval and funding of an FY99 MILCON project for a Mission Support Center will allow demolition of these facilities.
VAQ	26	70-75	Incompatibility caused by a past runway extension. Replacement facility programmed in the FY99 MILCON program.
VORTAC	0	CZ	Permanent waiver issued.
Weapons release shop.	18	CZ	A permanent waiver was issued.
light pole--40ft. Penetrates the 7:1 transitional plane	0	APZ 1	Required for lighting of L ramp during nighttime munitions loading. Waiver granted.
water well	0	CZ	Uninhabited facility that has been granted a permanent waiver.

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

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary	Anticipated completion date
3000 SF control tower will penetrate 7:1 transitional plane.	11	APZ 1	Only available site that satisfies requirement to provide controllers an unobstructed view of entire runway, approach zones, and taxiways.	Jan 96

Air Space Encroachment

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

II.6.K.1 5.0 noise complaints per month (average) are received from off base residents.

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

II.6.L.1 1. Local base regulation specifies noise abatement procedures for flight and maintenance operations between 2300L and 0600L hrs ("quiet hours). 2. A large flight planning chart on display in Base Ops shows "no fly" areas for flight crews.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 12 C-141 equivalent aircraft can be loaded or unloaded at one time.

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

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

III.1.A.1.b Current MHE: Assigned: seven 40K, eleven 25K, nine 25K TAC loaders; three Cochran loaders; two TA-40s; and these forklifts: 16-4Ks, 35-10Ks (std), 30-10Ks (AT), 3-13Ks (AT).

III.1.A.2 18 C-141 equivalent aircraft can be refueled at one time.

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

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

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

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

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

III.1.C.2 4 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
Panero-I	2400	4	4	4	4
Pritchard-II	1800	4	12	4	4
Phillips-III	1200	0	2	2	2
III Modified	2400	0	7	5	5

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III.1.C.3 13 fuel storage tanks support the operational fuel hydrant system:

III.1.C.3.a Storage tank Capacity:	Tanks with this capacity
49980	10
105000	1
420000	2

III.1.C.4 The hydrant system is 0.7 miles from the bulk storage area.

III.1.C.5 No pits are certified for hot pit operations.

III.1.D The base bulk storage facility is serviced by a pipeline.

III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.

III.1.D.2 There are No limitations to continuous service from the primary source.

III.1.D.3 -491,862 gallon shortfall

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

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

Number of offload headers: 6

3 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 6 refueling unit fillstands are available.

III.1.D.5.a 6 refuelers can be filled simultaneously.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1

sustained:	705600
maximum:	3450310

III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).

III.1.D.7.a Supporting DFSP: Buckeye Pipeline

III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:
 Square footage available (including physical capacity limit):

III.1.E.2 Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	1016000	0
Square footage available (including physical capacity limit):	43266	0
Normal installation mission storage requirement:	499729	18872

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- III.1.F The base has a dedicated hot cargo pad.**
- III.1.F.1 Hot cargo pad access limitations:**
Not accessible to wide-bodied aircraft..
- III.1.F.2 The size of the hot cargo pad is 70,000 sq feet.**
- III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000**
- III.1.F.4 The hot pad access is turn around.**
- III.1.F.5 The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 60.**
- III.1.F.6 Aircraft using pad over the last 5 years:**
C-141,C-9, C-5, FH-227, KC-10, KC-135, DC-8, C-130, A-10, F-16, A-7.Also, various small contract aircraft.
- III.1.G Proximity (within 150 NM) to mobilization elements.**
- III.1.G.1 The base is proximate to a ground force installation.**
Active ground force installations within 150 NM:
- | | |
|------------|------|
| FORT LEWIS | 5 NM |
|------------|------|
- III.1.G.2 The base is proximate to a railhead.**
Railheads within 150 NM:
- | | |
|---------------------|-------|
| Bangor | 34 NM |
| Bremerton | 26 NM |
| Lakeview - Mobase | 1 NM |
| Seattle | 29 NM |
| Tacoma - Fort Lewis | 7 NM |
- III.1.G.3 The base is proximate to a port.**
Deep water ports within 150 NM:
- | | |
|----------------|-------|
| Seattle/Tacoma | 83 NM |
|----------------|-------|
- III.1.H The base has a dedicated passenger terminal.**
- III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.**
- III.1.J The base medical treatment facility does Not routinely receive referral patients.**

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- III.1.K** No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.
- III.1.L** Unique missions performed by the base medical facility:
A 250-bed aeromedical staging facility, second echelon patient retrieval team, second echelon decontamination team, second echelon medic
Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,
- III.1.M** Base medical facilities project planned to begin before to 1999:
1) Install AC/Split Svc/Modify Temp control in numerous buildings 2) Replace flight medicine 3) Construct Mental health Clinic 4) Renov
Facilities projects include military construction program (MCP) or Operations and Maintenance (O&M) alterations.
- III.1.M.1** The project has been approved.
- III.1.M.2** No major MCP has been completed since 1989.
- III.1.N** Base facilities have a total excess storage capacity of 12,258 sq ft.
- III.1.N.1** Base facilities have a total covered storage capacity of 256,240 sq ft.
- III.1.N.2** Breakout of the total covered storage capacity:
- | | |
|--|---------------|
| Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store): | 209,801 sq ft |
| Mobility storage: | 44,215 sq ft |
| War Readiness Support Kits (WRSK) storage: | 23,876 sq ft |
- III.1.O** 220 light military vehicles are on base.
- III.1.P** 395 heavy military and special vehicles are on base.

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Section IV**1. Base Budget****IV.1 Non-payroll portion of the base budget for prior years:**

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,210.00 \$sK	0.00 \$sK	1,210.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,966.00 \$sK	0.00 \$sK		1,966.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,930.00 \$sK	0.00 \$sK			1,930.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	998.00 \$sK	0.00 \$sK				998.00 \$sK
		xxx56 TOTALS:			1,210.00 \$sK	1,966.00 \$sK	1,930.00 \$sK	998.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	9,825.00 \$sK	2,582.00 \$sK	12,407.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,234.00 \$sK	2,275.00 \$sK		6,509.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	268.00 \$sK	0.00 \$sK			268.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	955.00 \$sK	0.00 \$sK				955.00 \$sK
		xxx76 TOTALS:			12,407.00 \$sK	6,509.00 \$sK	268.00 \$sK	955.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,656.00 \$sK	1,093.00 \$sK			9,749.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,994.00 \$sK	788.00 \$sK				2,782.00 \$sK
		xxx78 TOTALS:			0.00 \$sK	0.00 \$sK	9,749.00 \$sK	2,782.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	243.00 \$sK	0.00 \$sK	243.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	228.00 \$sK	0.00 \$sK		228.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	285.00 \$sK	0.00 \$sK			285.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	256.00 \$sK	0.00 \$sK				256.00 \$sK
		xxx90 TOTALS:			243.00 \$sK	228.00 \$sK	285.00 \$sK	256.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,086.00 \$sK	6.00 \$sK	1,092.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	488.00 \$sK	20.00 \$sK		508.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	474.00 \$sK	43.00 \$sK			517.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	372.00 \$sK	43.00 \$sK				415.00 \$sK
		xxx95 TOTALS:			1,092.00 \$sK	508.00 \$sK	517.00 \$sK	415.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	8,881.00 \$sK	223.00 \$sK	9,104.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,671.00 \$sK	581.00 \$sK		7,252.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,502.00 \$sK	1,972.00 \$sK			11,474.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,644.00 \$sK	2,095.00 \$sK				8,739.00 \$sK
		xxx96 TOTALS:			9,104.00 \$sK	7,252.00 \$sK	11,474.00 \$sK	8,739.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	4,388.00 \$sK	0.00 \$sK	4,388.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	3,516.00 \$sK	0.00 \$sK		3,516.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	5,477.00 \$sK	0.00 \$sK			5,477.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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7045	3,108.00 \$sK	10.00 \$sK				3,118.00 \$sK
MFH TOTALS:		4,388.00 \$sK	3,516.00 \$sK	5,477.00 \$sK		3,118.00 \$sK

2. Relocation Costs

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

Total relocation costs: \$ 0.00 K

UNCLASSIFIED

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Unemployment Rates (FY93/3 Year Average/10 Year Average)

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Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 18.0 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$778

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:
Pierce County Transit Service. Route 204: 37 busses Mon-Fri, 27 busses Sat & Sun. Route 300: 62 busses Mon-Fri, 50 busses Sat, 32 busses Sun.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 28 miles
- VII.1.B.2 Airport name: Sea-Tac IAP
- VII.1.B.3 Number of commercial air carriers available at the airport: 22
- VII.1.B.4 Average round trip commuting time to work: 42 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	Lakewood YMCA	3	0 Hrs.	08	Min.
VII.1.C.2 Movie theater	Lakewood Mall Cineplex	3	0 Hrs.	07	Min.
VII.1.C.3 Public golf course	Meadow Park	5	0 Hrs.	10	Min.
VII.1.C.4 Bowling lane	Bowlero Lanes	3	0 Hrs.	08	Min.
VII.1.C.5 Boating	American Lake	4	0 Hrs.	10	Min.
VII.1.C.6 Fishing	American Lake	4	0 Hrs.	10	Min.
VII.1.C.7 Zoo	Point Defiance Zoo	16	0 Hrs.	30	Min.
VII.1.C.8 Aquarium	Point Defiance Zoo/Aquarium	16	0 Hrs.	30	Min.
VII.1.C.9 Family theme park	Wild Waves/Enchanted Park	16	0 Hrs.	30	Min.
VII.1.C.10 Professional sports	Tacoma Dome	10	0 Hrs.	15	Min.

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VII.1.C.11	Collegiate sports	Pacific Lutheran University	8	0 Hrs.	17	Min.
VII.1.C.12	Camping facilities	Nisqually	14	0 Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Steilacom	8	0 Hrs.	17	Min.
VII.1.C.14	Outdoor winter sports	Crystal Mountain	70	1 Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):
Lakewood Mall 0 hrs 7 min (3 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):
Tacoma, WA 0 hrs 15 min (10 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 920

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 5833

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 38.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Bates Technical, Clover Park Technical, Green River Community College, Pierce College, Puget Sound Community Col, Tacoma Community Col., Capitol Business College, Auburn Flight Svcs., Teller Training Institute, Kent Beauty School, BJs Beauty and Barber School

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

City Univ., Evergreen State, Green River CC, Highline CC, Pacific Lutheran Univ, Pierce Col., St Martin's Col., Tacoma CC, Univ of Puget Sound, Univ of Washington (Tacoma).

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

City Univ., Evergreen State, Pacific Lutheran Univ., St Martin's College, Univ of Puget Sound, Univ of Washington (Tacoma)

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3. Spousal Employment

- VII.3.A 84.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 69.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 7.5 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 4.9 percentage rate of job growth in the local area (Department of Labor Stastics)

4. Local Medical Care

- VII.4.A Current ratio of active, non-federal physicians in the community: 1.7 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 3.5 beds/1000 people

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Section VIII**1. Air Quality - Clean Air Act**

VIII.1.A Air Quality Management District for the base: Puget Sound Air Pollution Control Agency

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 No pollutants in maintenance

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Moderate
Ozone	Marginal
PM-10	Moderate

VIII.1.C There are critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

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E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a The state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b The state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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VIII.2.A The base potable water supply is On-base and the source is:

Aquifers

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. TCE, jet fuel and diesel in some of the groundwater.

VIII.3.A.2 The contaminated groundwater is Not a potable water source.

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 9 water wells exist at the base.

VIII.3.D No wells have been abandoned.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	Carter Lake	2.00 Acres
	Clover Creek	0.00 Acres
	Morey Pond	3.00 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

VIII.4.B Special permits are Not required

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(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is No known contamination to the base or local community surface water

5. Wastewater

VIII.5.A Base wastewater is treated by On-Base facilities.

VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:

McChord's wastewater treated at a plant on adjacent Ft Lewis

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

Storm water discharges to Clover Creek must meet oil, grease and pH criteria.

VIII.6.B

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 35.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

VIII.8.A Ecological or wildlife management areas ON the base: **There are No ecological or wildlife management areas ADJACENT TO the base.**

Clover Creek, Morey Creek, Morey Pond, Carter Lake.
Mountain View, Porter Hills, Westcott Hills, Gasking Park,

VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.

Oregon White Oak woodland
Ponderosa Pine savanna

VIII.8.B The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.

oak woodland
pine woodland
wetlands

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D The presence of these resources does not constrain CURRENT construction activities/operations.

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A Threatened and/or endangered species identified on the base:

Species	Kingdom			Remarks	
Aster curtus (White top aster)	Plant	Federa	Candidate	Threatened	
Aster curtus	Plant	State	Candidate	Threatened	
Bald Eagle	Animal	State	Listed	Threatened	Not resident at McChord but "flies over" on occasion
Bald Eagle	Animal	Federa	Listed	Threatened	Not resident at McChord but "flies over" on occasion
Sciurus griseus (Western gray squirrel)	Animal	State	Listed	Threatened	Squirrels found in five locations in 1993 survey.
Sialia mexicana (Western blue bird)	Animal	State	Candidate	Threatened	Successful nest box and banding program over last three years: 58 nest boxes placed and 20 fledgling birds banded.

VIII.9.B Special Concern species identified on the base:

Species	Kingdom			Remarks	
Great blue heron (Ardea herodias)	Animal	State		Special Concern	Seen feeding at a lake and creek but no nest sites have been noted.

VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

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10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1 Identification and type of wetland: Approximate acreage:

Study underway to identify our "types" of wetlands	123
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VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A Historic, prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites: Significant status:

Cultural resources survey now underway.	Survey to be completed by Dec 95.
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VIII.12.B 20 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

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VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 Native Americans or others use/identified sacred areas or burial sites on or near base:

Native American sacred areas located at adjacent US Army fort, Ft Lewis

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 65 IRP sites have been identified

VIII.13.A.2 3 IRP sites extend off base.

VIII.13.A.3 4All on-site remediation is estimated to be in place in 7484

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Analysis and Testing	\$152.000 K	\$160.000 K	\$165.000 K	\$170.000 K	\$175.000 K
Clean Oil/Water Separators	\$406.000 K	\$428.000 K	\$450.000 K	\$475.000 K	\$500.000 K
Hazardous Waste Disposal/Remediation	\$371.000 K	\$400.000 K	\$450.000 K	\$500.000 K	\$550.000 K
IRP	\$3,302.000 K	\$1,342.000 K	\$300.000 K	\$200.000 K	\$200.000 K
JP Fuel Transportation	\$5.000 K	\$6.000 K	\$7.000 K	\$8.000 K	\$9.000 K
Natural Resources	\$280.000 K	\$500.000 K	\$250.000 K	\$250.000 K	\$250.000 K
Permits	\$26.300 K	\$27.000 K	\$28.000 K	\$29.000 K	\$30.000 K
Survey Industrial Waste Water System	\$70.000 K	\$80.000 K	\$90.000 K	\$100.000 K	\$110.000 K

15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: Local gov't proposal to construct "cross-base highway" with corridor crossing McChord and Ft Lewis along base's south boundary. F

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oposal will be closely monitored at all levels to ensure minimal adverse impact on current and future base operations.

16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:

Puget Sound Air Pollution Control Agency Area, Pierce County

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Puget Sound Air Pollution Control Agency

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

Margaret Corbin

206-689-4057

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Non-Attainment for Ozone

VIII.16.C.2 In Non-Attainment for Carbon Monoxide

VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.12 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 9.0 ppm

VIII.16.D.3 Ozone Design value is 100.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS

VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Marginal

VIII.16.E.2 Puget Sound Air Pollution Control Agency Area, Pierce County

VIII.16.E.3

VIII.16.E.4 The base is Not in a rural transport area

VIII.16.E.5 The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated

VIII.16.E.5. The EPA has proposed a designation of attainment both in the Federal Register

VIII.16.F.1 The EPA has not requested an extension to the ozone attainment deadline

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- VIII.16.F.2** The AQCA expects EPA to conclude that the AQCA has fulfilled the 15 Nov 93 attainment date
- VIII.16.F.3** The AQCA does Not expect the EPA to redesignate the area to a worse classification of ozone nonattainment
- VIII.16.F.3a**
- VIII.16.H** The EPA-designated severity of nonattainment for Carbon monoxide is MODERATE
- VIII.16.I** The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.
Measures include quantitative limits, projections, restrictions, or emissions budgets.
- VIII.16.J** The AQCA does not have VMT forecasts or they can not be obtained.

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Section IX