

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

**MEMORANDUM OF MEETING**

**DATE:** May 2, 1995

**TIME:** 3:00 p.m.-3:30 p.m.

**MEETING WITH:** Sumter Base Defense Committee (SBDC)

**SUBJECT:** Shaw Air Force Base

**PARTICIPANTS:**

*Name/Title/Phone Number:*

**Major General Thomas R. Olsen, USAF (Ret.); Executive Director SBDC;  
(803) 773-3371  
Brigadier General John R. Allen, USAF (Ret.); Consultant; (703) 549-8960**

*Commission Staff:*

**Frank Cirillo; Air Force Team Leader  
Mark A. Pross; Senior Analyst, Air Force Team**

**MEETING PURPOSE:** The SBDC concurs with the Air Force's tiering of Shaw AFB. The SBDC submitted new information to update the base questionnaire and more accurately reflect Shaw AFB's mission value and community impact on Sumter, South Carolina. Specifically, the SBDC addressed two areas of Air Force concern in 1993 regarding (1) encroachment of land and airspace adjacent to Shaw AFB and the Poinsett Weapons Range and (2) the ability of the community to support base forces, missions, and personnel. SBDC officials discussed military value improvements (such as a Joint Compatible Land Use Study, proposed ordinance amendments, and Poinsett Weapons expansion) and community support improvements (community infrastructure, education, spousal employment, and local medical care). The SBDC also reviewed the Air Force's installation evaluation criteria and provided the Commission with corrected data concerning distances to training areas, the weapons drop range, tactical maneuver range, and air combat maneuver and intercept range; facility capacity; unique facilities; economic impact; off-base housing suitability (the definition of mobile home suitability), and violent and property crime rates. MP

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**SHAW AFB DATA SHEET**

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05-Dec-94

**MAJOR COMMAND:** ACC  
**BRAC CATEGORY:** Small AC  
**JOINT CROSS-SERVICE GROUP:**  
**STATE:** SC  
**NEAREST CITY:** Sumter  
**INSTALLATION TYPE:**  
**RESOURCES:** 54-F16, 21-A10  
**MAJOR UNITS ASSIGNED:** 20th Fighter Wing, 9th Air Force, 726th Air Control Sq  
**INSTALLATION MISSION:** Fighter Operations and Hq 9th Air Force  
**AUTHORIZED MILITARY:** 5,150  
**AUTHORIZED CIVILIAN:** 556  
**AVERAGE NUMBER OF STUDENTS:**  
**FY 93 OPERATING COSTS:**  
**NATIONAL PRIORITY LIST SITE:** No  
**TOTAL ACRES:** 3,363  
**TOTAL BUILDING SQUARE FOOTAGE:**  
**FAMILY HOUSING UNITS:** 1,710  
**UNACCOMPANIED OFFICER HOUSING UNITS:**  
**UNACCOMPANIED ENLISTED HOUSING SPACES:**  
**AREA COST FACTOR:**  
**HOSPITAL BEDS:** 40  
**IMPACT OF PREVIOUS BRAC:**  
**GOVERNOR:** Carroll A. Campbell, Jr.  
**SENATORS:** Strom Thurmond  
Ernest F. Hollings  
**REPRESENTATIVE:** John M. Spratt

# Document Separator

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

**MEMORANDUM OF MEETING**

**DATE:** August 12, 1994

**TIME:** 10:30 a.m.

**MEETING WITH:** Sumter Base Defense Committee

**SUBJECT:** Shaw AFB

**PARTICIPANTS:**

*Name/Title/Phone Number: 803/773-3371*

**Tom Olsen, Maj. Gen. USAF (Ret); Executive Director, Sumter Base Defense Committee**

**Lewis Fleming; Vice Chairman, Sumter County Council, Sumter Base Defense Committee**

**Steven K. Rust, Col. USAF (Ret.); Executive Director Sumter County Development Board**

**John R. Allen, Brig. Gen. USAF (Ret.); Consultant, Sumter Base Defense Committee**

**Honorable Phillip Leventis; State Senator South Carolina Legislature  
C.C. Goodwin, III; Goodwin Buick-Jeep-Eagle-Hyundai**

**O.J. Fink (Skip), Col. USMC (Ret.); Coordinator, Local Governments  
Ast. SC Budget Control Board**

**Mark Kalber; Congressman John Spratt (D-SC)**

*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, Congressional & Governmental Affairs**

**MEETING PURPOSE:** Mr. Olsen led the discussion on the purpose of the group. We provided a "process" briefing and responded to comments and questions. A list of 10 prepared questions is attached as is a brochure provided by the group. fc

**SUMTER BASE DEFENSE COMMITTEE  
DISCUSSION TOPICS  
BRAC COMMISSION STAFF  
AUGUST 10, 1994**

1. Will the SBDC be able to make data inputs to the Air Force Base Closure Executive Group (AFBCEG) through the BRAC Commission Staff (Aug - Nov, 1994)? Air Force Base Closure Working Group (AFBCWG)?
2. Will the SBDC be able to make data inputs to the Department of Defense, Deputy Assistant Secretary for BRAC and Economic Reinvestment through the BRAC Commission Staff (Dec 94 - Mar 94)?
3. When will FY 95 Air Force Force Structure Plan be available for review?
4. Will the SBDC be able to have dialog with the Air Force Team of the BRAC Commission Staff on a routine basis? Who will be the point of contact and telephone and Fax numbers?
5. What information will be available to the SBDC from the BRAC Commission Staff between now and March 1, 1995? After March 1, 1995?
6. When and how will the SBDC be able to make inputs to data used in the COBRA model analysis?
7. When will the SBDC be able to have full disclosure of the decisions made by the AFBCEG and AFBCWG?  
  
Will the SBDC have to request the information via the Freedom of Information Act?
8. How often will the BRAC Commission (Air Force Team) ask for clarifying or additional data from the SBDC?
9. When and how should the SBDC invite BRAC Commission Staff and Commissioners to visit Sumter and Shaw AFB?
10. How will the SBDC be informed that we will have the opportunity to make a presentation to the BRAC Commissioners prior to March 1, 1995?

After March 1, 1995?

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- ✓ Lewis Fleming; <sup>Vice Chair</sup> Sumter County Council, Sumter Base Defense Committee
- ✓ Steven K. Rust, Col. USAF (Ret.); Executive Director, Sumter County Development Board C o C
- ✓ John R. Allen, Brig. Gen. USAF (Ret.); Consultant, Sumter Base Defense Committee
- ✓ Honorable Phillip Leventis; State Senator South Carolina Legislature
- ✓ C.C. Goodwin, III; Goodwin Buick-Jeep-Eagle-Hyundai
- ✓ O.J. Fink (Skip), Col. USMC (Ret.); Coordinator, Local Governments Ast. SC Budget Control Board
- ✓ Mark Kalber; Congressman John Spratt (D-SC)

*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, Congressional & Governmental Affairs

## BIOGRAPHY

MAJOR GENERAL THOMAS R. OLSEN

USAF, RETIRED

General Thomas R. Olsen, is the Executive Director of the Sumter Base Defense Committee. He has been active in efforts to retain Shaw Air Force Base in the Sumter community since he retired in November 1991 and has been in his current position since March 1, 1994.

A native a Houston, Texas, General Olsen earned his Bachelor of Science degree in Mechanical Engineering from Texas A&M University in 1956 and a Master of Science degree in International Relations from George Washington University. He received his commission through the Air Force ROTC program, entered active duty in January 1957 and completed pilot training in April 1958. As a Command Pilot with more than 4,400 flying hours, he flew A-10s, F-4s, F-86s, F-100s, F-102s, and F-111s. General Olsen served in assignments throughout the U.S. and around the world, including Germany, Japan, Korea, Vietnam The Netherlands and the Persian Gulf.

Before retiring, he was the Vice Commander, Headquarters Ninth Air Force, and Deputy Commander, U.S. Central Command Air Forces, Shaw Air Force Base. In Operations Desert Shield and Desert Storm he served as the second in command for all U.S. and Allied Air Forces that destroyed Iraqi forces that had occupied Kuwait. His military decorations and awards include the Defense Superior Service Medal, Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal, Air Medal with 15 Oak Leaf Clusters and many others.

General Olsen currently resides at 1006 Golfcrest Road, Sumter, South Carolina with his wife Dorothy Taylor Olsen. They have two children, Major Richard Olsen, USAF, and Lisa Olsen Wesolick.

SHAW AFB

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**SHAW AFB, South Carolina Base Report**

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*10-Aug-94*

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**INSTALLATION NAME:** SHAW AFB  
**MAJOR COMMAND:** ACC  
**STATE:** SC  
**AF BRAC CATEGORY:** Small AC  
**JOINT CATEGORY:** N/A  
**INSTALLATION MISSION:** F-16 and A/OA-10 Operations and 9th AF  
Headquarters Base  
**MAJOR UNITS ASSIGNED:** Hq 9th AF, 20th Fighter Wing  
**AUTHORIZED MILITARY:** 6,000  
**AUTHORIZED CIVILIAN:** 1,100  
**AVERAGE NUMBER OF STUDENTS:**  
**NEAREST CITY:** Sumter (10 mi WNW)  
**TOTAL ACRES:** 3,363  
**NATIONAL PRIORITY LIST SITE:** No  
**GOVERNOR:** Campbell  
**SENATORS:** Thurmond  
**REPRESENTATIVE:** Spratt



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# Document Separator

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**JOHN R. ALLEN**  
BRIGADIER GENERAL, USAF, RETIRED

401 HIGH STREET  
ALEXANDRIA, VIRGINIA 22302 (703) 549-8960

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## SUMTER BASE DEFENSE COMMITTEE

**THOMAS R. OLSEN**  
EXECUTIVE DIRECTOR

P.O. BOX 1449  
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FAX (803) 778-2025  
(803) 773-3371

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*Greater Sumter  
Chamber of Commerce*

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*P.O. Drawer 1229  
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STEVE RUST  
GENERAL MANAGER  
FOR ECONOMIC DEVELOPMENT

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw AFB - ACC

#### 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	911 Support	-	-	12	12
I.1.A.2	AAFES	-	-	162	162
I.1.A.3	Burger King	-	-	33	33
I.1.A.4	Concessionaires	-	-	35	35
I.1.A.5	Credit Union	-	-	40	40
I.1.A.6	DECA	-	-	61	61
I.1.A.7	DFAS	-	-	26	26
I.1.A.8	DIS	-	-	2	2
I.1.A.9	DRMO	-	-	3	3
I.1.A.10	NAF	-	-	242	242
I.1.A.11	Red Cross(75 volunteers)	-	-	76	76
I.1.A.12	SATO travel	-	-	3	3
I.1.A.13	SCNB bank	-	-	8	8
I.1.A.14	US Army	2	-	-	2
I.1.A.15	US Navy	1	-	2	3
I.1.A.16	US Post Office	-	-	12	12
<b>TOTAL:</b>					<b>720</b>

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

- I.1.B.1 **Supported Unit:** AFROTC (Clemson)                      REM                      **GSU - Geographically Separated Unit**  
**Location:** CLEMSON UNIVERSITY, CLEMS                      **REM - Remote Unit:**  
**Support provided:** COMMAND ELEMENT, ALL BASE FACILITIES AND SERVICES,
- I.1.B.2 **Supported Unit:** AFROTC (UNC)                      REM                      **GSU - Geographically Separated Unit**  
**Location:** UNC                      **REM - Remote Unit:**  
**Support provided:** COMMAND ELEMENT, ALL BASE FACILITIES AND SERVICES,

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Shaw AFB - ACC**

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**I.1.B.3 Supported Unit:** AFROTC (USC)                      REM                      **GSU - Geographically Separated Unit**  
**Location:**                      UNIVERSITY SOUTH CAROLINA                      **REM - Remote Unit**  
**Support provided:** COMMAND ELEMENT, ALL BASE FACILITIES AND SERVICES,

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw AFB - ACC

## 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
RAPCON	3	67741	38857	28884	2978	1209	24697
Tower	3	75903	5060	70843	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 04L

37950 operations were conducted this runway during calander year 1993

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

NONE

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

### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT BRAGG distance 101 NM

Nearest major primary airdrop customer: FORT BRAGG distance 101 NM

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

Lajes AB: 2593 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw AFB - ACC

Rota AB: 3632 NM  
 Hickam AFB: 4161 NM  
 RAF Mildenhall: 3647 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MCENTIRE ANGB	17
I.2.B.4	Military airfield, runway >= 8,000ft	MCENTIRE ANGB	17
I.2.B.5	Military airfield, runway >= 10,000ft	NORTH AUX	37
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Sumter Muni	6
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	McEntire SCANG Base	17
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	North Aux	37
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Columbia Metro	33
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Douglas Int'l, Charlotte	77
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-161A,B/W-177A,B	120 NM	W-132 A,B	127 NM	W-132A,E/W-134/W-157A	150 NM
W-157A	160 NM	W-122 D	200 NM	W-122 E	200 NM
W-122 A,B,C,D,E,F,G,H,I,	223 NM	W-122 A,B,C,F,G,H,I,J	248 NM	W-158A	252 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-177A	99 NM	W-161A,B/W-177A,B	120 NM	W-132 A,B	127 NM
W-132A,B/W-134/W-157A	150 NM	W-157A	160 NM	W-122I	176 NM
W-157B	184 NM	W-122 D	200 NM	W-122 E	200 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw AFB - ACC

W-177A	99 NM	W-161A,B/W-177A,B	120 NM	W-132 A,B	127 NM
W-132A,B/W-134/W-157A	150 NM	W-157A	160 NM	W-122I	176 NM
W-157B	184 NM	W-122 D	200 NM	W-122 E	200 NM
W-122J	202 NM	W-122F	220 NM	W-122 A,B,C,D,E,F,G,H,I,	223 NM
W-157C	232 NM	W-122G	245 NM	W-122 A,B,C,F,G,H,I,J	248 NM
W-158A	252 NM	W-158B	266 NM	W-122C	284 NM
W-72A	303 NM	W-497A	330 NM	W-72 A,B	341 NM
W-72B	355 NM	W-497B	356 NM	W-470 A,B,C,D,E	357 NM
W-497 A,B	358 NM	W-151B	371 NM	W-386 A,B,C,D,E	371 NM
W-387 A,B	385 NM	W-387A	385 NM	W-151A	387 NM
W-151 A,B,C,D	390 NM	W-108 A,B	393 NM	W-108 A,B	393 NM
W-386B	399 NM	W-151D	406 NM	W-155 A,B	444 NM
W-155B	456 NM	W-107A	458 NM	W-168 A,B,C	462 NM
W-168A	465 NM	W-107 A,D,E,F	467 NM	W-107 A,D,E,F,	467 NM
W-174A	533 NM	W-174 A,B,C,D,F,G	565 NM	W-174B	581 NM
W-465 A,B,C,	585 NM	W-105A	597 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
POINSETT	9 NM	TOWNSEND	158 NM	CHERRY POINT BT-11	208 NM
GRAND BAY	225 NM	USAF DARE COUNTY	248 NM	NAVY DARE COUNTY	251 NM
PINECASTLE	297 NM	EGLIN C62	354 NM	EGLIN C52	361 NM
AVON PARK BRAVO/FO	379 NM	AVON PARK CHARLIE/E	384 NM	JEFFERSON PROVING G	385 NM
ATTERBURY	416 NM	INDIANTOWN GAP	428 NM	WARREN GROVE	451 NM
SHELBY EAST	462 NM	SHELBY WEST	467 NM	CANNON	612 NM
CLAIBORNE	648 NM	FT DRUM	658 NM	RAZORBACK	677 NM
GRAYLING	680 NM	HARDWOOD	760 NM		

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

POINSETT	9 NM
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**I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

BEAUFORT TACTS	193 NM
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**I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

FT BRAGG	92 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:**

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Shaw AFB - ACC

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	5	13	16	57	73	88
SR	1	1	3	45	88	108
VR	7	18	29	81	109	139
<b>Total Routes:</b>	<b>13</b>	<b>32</b>	<b>48</b>	<b>183</b>	<b>270</b>	<b>335</b>

## Identify Routes:

IR-036 37 NM	SR-166 48 NM	VR-087 50 NM	VR-088 64 NM	VR-1059 64 NM	IR-082 71 NM
VR-1060 81 NM	VR-1013 84 NM	IR-090 85 NM	IR-022 86 NM	VR-095 92 NM	IR-074 96 NM
VR-1041 96 NM					
VR-1049 102 NM	VR-1040 105 NM	IR-035 108 NM	VR-1069 108 NM	IR-012 111 NM	IR-023 118 NM
IR-018 122 NM	VR-097 123 NM	IR-081 126 NM	VR-1074 126 NM	VR-1003 130 NM	VR-058 137 NM
VR-1011 144 NM	VR-085 145 NM	VR-086 145 NM	IR-083 148 NM	VR-093 148 NM	IR-079 149 NM
IR-080 149 NM					
VR-1001 168 NM	VR-1046 171 NM	IR-042 173 NM	SR-102 173 NM	VR-1068 173 NM	SR-105 175 NM
VR-1043 177 NM	IR-726 185 NM	IR-743 185 NM	VR-1743 185 NM	VR-1726 185 NM	VR-1721 186 NM
VR-096 189 NM	VR-1004 191 NM	VR-073 192 NM	VR-094 195 NM		
VR-1002 201 NM	IR-016 202 NM	IR-721 203 NM	IR-075 204 NM	SR-035 209 NM	VR-1061 209 NM
SR-040 209 NM	SR-037 209 NM	SR-036 209 NM	IR-062 212 NM	VR-1055 216 NM	VR-1066 217 NM
IR-762 224 NM	VR-1756 224 NM	VR-1752 232 NM	VR-1052 234 NM	IR-033 235 NM	IR-761 235 NM
VR-1751 235 NM	VR-1006 237 NM	VR-1007 237 NM	IR-715 238 NM	IR-718 238 NM	VR-1009 240 NM
IR-002 241 NM	VR-1058 241 NM	VR-1008 243 NM	VR-1722 245 NM	IR-019 246 NM	IR-089 250 NM
IR-719 254 NM	SR-038 254 NM	SR-871 258 NM	SR-872 258 NM	SR-873 258 NM	SR-874 258 NM
VR-1065 259 NM	IR-720 261 NM	SR-039 264 NM	VR-1057 264 NM	VR-1010 265 NM	SR-867 267 NM
VR-092 267 NM	VR-1005 271 NM	IR-015 272 NM	IR-017 279 NM	VR-1017 279 NM	VR-1759 280 NM
VR-1039 288 NM	VR-1056 290 NM	IR-069 298 NM	VR-1754 298 NM	IR-760 298 NM	IR-714 298 NM
IR-077 299 NM	SR-069 299 NM	SR-070 300 NM	SR-072 300 NM	SR-071 300 NM	IR-041 303 NM
VR-1755 303 NM	VR-1753 303 NM	IR-063 303 NM	VR-1067 303 NM	IR-723 304 NM	VR-1054 309 NM
VR-1070 311 NM	SR-820 318 NM	SR-821 318 NM	SR-835 318 NM	IR-066 319 NM	VR-1758 319 NM
VR-1051 319 NM	VR-1050 319 NM	IR-067 319 NM	IR-032 323 NM	IR-608 331 NM	VR-1711 348 NM
VR-1712 348 NM	VR-1713 348 NM	VR-060 349 NM	VR-1709 349 NM	SR-802 353 NM	SR-803 353 NM
SR-804 353 NM	SR-806 353 NM	SR-808 353 NM	SR-807 353 NM	VR-1631 353 NM	VR-1082 358 NM
VR-1632 358 NM	VR-1633 358 NM	VR-1084 358 NM	VR-1085 358 NM	IR-030 366 NM	SR-735 366 NM
IR-031 366 NM	SR-732 366 NM	IR-057 367 NM	SR-734 367 NM	SR-106 367 NM	VR-1097 367 NM
IR-059 367 NM	SR-101 367 NM	SR-104 367 NM	SR-103 367 NM	SR-733 369 NM	SR-738 371 NM
IR-047 373 NM	SR-737 373 NM	IR-046 380 NM	VR-708 380 NM	IR-048 383 NM	VR-1014 383 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Shaw AFB - ACC

VR-1668	384 NM	IR-021	385 NM	SR-815	388 NM	SR-816	388 NM	SR-822	388 NM	IR-020	391 NM
IR-716	393 NM	SR-059	393 NM	SR-060	393 NM	SR-061	393 NM	SR-062	393 NM	VR-1030	393 NM
VR-1757	394 NM	SR-225	396 NM	VR-705	396 NM	VR-704	396 NM	IR-055	398 NM	IR-049	400 NM
IR-050	400 NM	VR-1098	400 NM	IR-051	400 NM						
SR-707	404 NM	SR-711	404 NM	SR-713	404 NM	SR-710	404 NM	SR-714	404 NM	SR-708	404 NM
VR-1031	406 NM	SR-844	409 NM	SR-845	409 NM	SR-846	409 NM	SR-800	412 NM	SR-817	412 NM
SR-801	412 NM	SR-805	412 NM	IR-078	413 NM	VR-1667	416 NM	VR-1016	417 NM	SR-709	420 NM
SR-715	420 NM	SR-712	420 NM	SR-818	420 NM	VR-1020	421 NM	IR-091	423 NM	SR-137	423 NM
VR-1033	427 NM	VR-1089	436 NM	IR-037	443 NM	IR-044	443 NM	IR-038	449 NM	IR-618	451 NM
VR-619	451 NM	IR-040	453 NM	VR-1021	453 NM	VR-1023	453 NM	VR-1024	453 NM	IR-157	454 NM
IR-174	454 NM	SR-847	454 NM	VR-1083	454 NM	SR-031	458 NM	SR-075	460 NM	SR-029	461 NM
VR-1617	467 NM	VR-1638	467 NM	VR-1679	468 NM	VR-1087	472 NM	VR-1088	472 NM	VR-1022	473 NM
VR-1642	473 NM	VR-1641	473 NM	VR-707	484 NM	VR-1640	487 NM	IR-068	491 NM	SR-073	494 NM
SR-074	494 NM	VR-1072	499 NM	SR-823	500 NM	SR-238	502 NM	VR-179	509 NM	IR-070	513 NM
SR-030	514 NM	VR-1032	514 NM	IR-053	525 NM	VR-615	530 NM	IR-034	532 NM	IR-592	532 NM
IR-056	532 NM	SR-701	545 NM	SR-703	545 NM	SR-702	549 NM	IR-614	555 NM	VR-1635	555 NM
VR-1624	566 NM	VR-1625	566 NM	SR-825	571 NM	SR-218	591 NM	SR-219	591 NM	SR-221	591 NM
SR-226	591 NM	SR-229	591 NM	SR-227	591 NM	SR-237	591 NM	SR-232	591 NM	SR-231	591 NM
SR-230	591 NM	SR-222	591 NM	SR-220	591 NM						
SR-901	612 NM	VR-1196	613 NM	SR-774	623 NM	IR-160	624 NM	IR-161	624 NM	IR-120	626 NM
VR-1102	626 NM	IR-121	629 NM	VR-1103	629 NM	VR-664	630 NM	SR-904	633 NM	VR-1626	633 NM
SR-900	634 NM	VR-724	638 NM	VR-725	638 NM	SR-239	640 NM	SR-905	650 NM	SR-773	658 NM
VR-1627	661 NM	VR-1628	661 NM	VR-634	671 NM	VR-1645	676 NM	SR-782	677 NM	SR-771	678 NM
SR-781	680 NM	IR-527	681 NM	VR-1647	681 NM	VR-1644	681 NM	VR-1182	681 NM	SR-223	683 NM
VR-1801	683 NM	SR-224	684 NM	VR-1546	702 NM	SR-902	706 NM	IR-164	709 NM	VR-1104	709 NM
VR-106	715 NM	VR-1130	718 NM	IR-502	721 NM	IR-504	721 NM	VR-1525	721 NM	IR-801	725 NM
VR-189	726 NM	VR-1636	732 NM	VR-1800	740 NM	IR-610	745 NM	IR-609	749 NM	SR-785	751 NM
VR-840	752 NM	VR-842	752 NM	VR-841	752 NM	SR-616	760 NM	SR-617	760 NM	SR-776	764 NM
VR-1639	769 NM	IR-129	772 NM	IR-843	773 NM	IR-843A	773 NM	IR-127	780 NM	VR-187	780 NM
VR-188	787 NM	SR-618	789 NM	SR-619	789 NM	SR-228	792 NM	VR-1650	798 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 1105 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
10	18	31



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10	18	31
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## 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-600	30 NM	AR-207NE NORTHEA	49 NM	AR-207SW SOUTHWE	71 NM	Racoon MOA	89 NM
AR-601	96 NM	AR-202S SOUTH	152 NM	AR-328	178 NM	AR-216 SOUTHWEST	184 NM
AR-202AN ALTERNA	199 NM	AR-633A	199 NM				
AR-216 NORTHEAST	231 NM	AR-627	232 NM	AR-633B	244 NM	AR-455 WEST	249 NM
AR-315 WEST	256 NM	AR-203 SOUTHWEST	267 NM	AR-200	276 NM	AR-202N NORTH	286 NM
AR-455 EAST	320 NM	AR-315 EAST	349 NM	AR-203 NORTHEAST	371 NM	AR-636	389 NM
AR-218L	399 NM	AR-620	405 NM	AR-218H	410 NM	AR-612	427 NM
AR-111 WEST	431 NM	AR-655	437 NM	AR-716	447 NM	AR-217	454 NM
AR-618	494 NM						

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

500 NM	700 NM
3150	5135

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
Racoon	89 NM	1829	AR-216	184 NM	64	AR-455	249 NM	372	AR-203	267 NM	223
AR-218	399 NM	359	AR-111	431 NM	303			0			0
AR-101	510 NM	217	AR-302	527 NM	445	AR-206H	557 NM	50	AR-206L	557 NM	20

## I.2.C.10.c The nearest concentrated receiver area (AR track with at least 500 events) is 89NM from the base."

I.2.C.10.d 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
ANDREWS	338 NM		✓		0	1
BLACKSTONE	223 NM	✓	✓	✓	0	1
CANAL	207 NM	✓	✓	✓	0	0
CARENTAN (A)	262 NM		✓	✓	0	1
CASWELL BEACH (WATER	120 NM	✓	✓		0	0
CHERRY	187 NM	✓	✓	✓	0	0

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CORINTH	96 NM	✓			0	0
COTENTIN	95 NM	✓	✓	✓	0	0
DARLINGTON	41 NM	✓	✓	✓	0	0
DAVIS #1	148 NM	✓		✓	0	0
DAVIS #2	149 NM	✓	✓	✓	0	0
DAVIS (CIR)	149 NM				0	0
DEEP CREEK	96 NM		✓		0	0
DOVE - FT PICKETT	226 NM	✓	✓	✓	0	1
EAST FORK	204 NM	✓	✓		0	0
FARNEL BAY WATR	159 NM				0	0
FERRUZZI	206 NM	✓			0	0
FLYING DUTCHMAN	92 NM	✓			0	0
FORSYTHE	153 NM	✓	✓	✓	0	0
FRAMHART	251 NM	✓	✓	✓	0	0
FRYAR	247 NM	✓	✓	✓	4	6
GALLAHAD #1	128 NM				0	1
GELA	96 NM	✓	✓	✓	0	0
GRAHAM	271 NM	✓	✓	✓	4	6
HARD	96 NM	✓			0	0
HAT TRICK	80 NM	✓			0	1
HOLLAND	92 NM	✓	✓	✓	0	0
HUNTER	123 NM		✓		0	0
JONES	289 NM	✓	✓	✓	6	0
LAURNBERG MAXTN	73 NM	✓	✓	✓	0	0
LOWRY LAKE	260 NM	✓	✓		2	0
LUZON	80 NM	✓	✓	✓	0	1
LUZON REVERSE	80 NM	✓			0	1
MCKENNA	238 NM	✓	✓	✓	4	6
MITCHELL	293 NM	✓	✓	✓	0	0
MYITKYINA TREE	102 NM	✓	✓		0	0
NELSON - BEAUFORT	207 NM	✓	✓	✓	0	0
NETHERLANDS	92 NM	✓	✓	✓	0	0
NETHERLANDS ORI	91 NM	✓	✓	✓	0	0
NEUSE RIVER (WATER)	193 NM	✓	✓		1	1
NIJMEGEN	88 NM	✓	✓	✓	0	0
NORMANDY	95 NM	✓	✓	✓	0	0

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NORTHFIELD E-W	38 NM	✓	✓	✓	2	1
NORTHFIELD S-N	37 NM	✓	✓	✓	0	0
OLIVE	167 NM	✓	✓	✓	0	0
OPEN GROUNDS	206 NM	✓	✓		0	0
PRESTON	95 NM		✓	✓	0	0
QUICK	156 NM	✓			0	0
RETAGEN	131 NM	✓	✓	✓	1	1
RETAGEN REVERSE	131 NM	✓	✓		1	1
SALERNO	94 NM	✓	✓	✓	0	0
SEAL WATER	282 NM	✓	✓		0	0
SICILY	96 NM	✓	✓	✓	0	0
SICILY DEMO	96 NM	✓	✓	✓	0	0
STONE BAY WATER	156 NM				0	0
TAYLORS CREEK	137 NM	✓	✓	✓	1	1
THUNDERBOLT	123 NM	✓	✓		0	0
VOLTURNO	94 NM	✓	✓	✓	0	0
WEST FORK	204 NM	✓	✓		0	0
ZIPGUN-WATER	282 NM	✓	✓		0	0

I.2.C.11.a

## Drop Zone

## Servicing Instrument and Slow Routes (IRs and SRs)

ANDREWS	SR-820								
BLACKSTONE	SR-867								
CARENTAN (A)	SR-225								
DOVE - FT PICKETT	SR-867								
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								
HAT TRICK	SR-105								
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
LOWRY LAKE	IR-032	IR-033							
LUZON	SR-105								
LUZON REVERSE	SR-105								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
NEUSE RIVER (WATER)	IR-062	SR-105							

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NORTHFIELD E-W	IR-035	IR-036	SR-166						
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
TAYLORS CREEK	IR-023	SR-038							

**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:

NORTH ASSAULT 37 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
NORTHFIELD E-W	38 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 BRAGG 101 NM

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#### D. Ranges

##### Ranges (Controlled/managed by the base)

**I.2.D.1** Ranges controlled or managed by the base:

POINSETTE RANGE

Information relative to each range:

**RANGE: POINSETTE RANGE**

**I.2.D.2** Type of any associated airspace: R-6002

**I.2.D.3** Distance from the base to the range: 7 NM

**I.2.D.4** Overall size of the range: 12,485 Acres

**I.2.D.4.a** Size of the impact area(s): 905 Acres

**I.2.D.4.b** Size of the restricted area in which the range lies: 52 Sq Mi

**I.2.D.4.c** Altitude ceiling of this restricted area: 13,000 ft

**I.2.D.5** The range shape or location DOES NOT prohibit efficient training

**I.2.D.6** Other types of restrictions that exist (i.e. limited hours, exercise only, etc):

POINSETT RANGE OPERATES UNDER A WAIVER TO FAAH7110.65, PARA 8-51E.

**I.2.D.7** Regular users (20 or more times /year) of the range:

169 FG
20 FW
23 FW
MAG31 MCAS

**I.2.D.8** Published availability of the range:

MONDAY THRU THURSDAY (0800-2230); FRIDAY (0800-1300); SATURDAY & SUNDAY FOR ANG & AFRES UPON REQUEST

Range scheduling statistics (yearly average from 1990 to 93).

**I.2.D.8.a** Hours scheduled: 1,975 hrs

**I.2.D.8.b** Hours used: 1,510 hrs

**I.2.D.8.c** Percent utilized: 76.5

**I.2.D.8.d** Reasons for non-use:

WEATHER, CHANGE IN WING MISSION, DOWNSIZING 20 FW, DEACTIVATION OF THE 354 FW, DESERT SHIELD/STORM

**I.2.D.9** The range does Not have a full-scale weapons delivery capability.

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**I.2.D.10**      **The range has a special weapons delivery capability as follows:**

POINSETT RANGE HAS ONE SIMULATED LASER TARGET FOR PAVE PENNY TRAINING.

**I.2.D.10.a**    **Associated restrictions:**

**I.2.D.11**      **The range has an electronic warfare capability as follows:**

POINSETT RANGE HAS AN ELECTRONIC COMBAT RANGE THAT USES THE AN/MST-T1A RADAR SYSTEM.

**I.2.D.11.a**    **Associated restrictions:**

**I.2.D.12**      **List of Noise Sensitive Areas (NSAs) associated with the range:**

- |                   |                       |   |
|-------------------|-----------------------|---|
| <b>I.2.D.12.a</b> | <b>BURNT GIN CAMP</b> | <b>Does not affect or threaten quality of training. )</b> |
| <b>I.2.D.12.a</b> | <b>GAS STATION</b>    | <b>Does not affect or threaten quality of training. )</b> |
| <b>I.2.D.12.a</b> | <b>HORSE STABLES</b>  | <b>Does not affect or threaten quality of training. )</b> |
| <b>I.2.D.12.a</b> | <b>HOUSES</b>         | <b>Does not affect or threaten quality of training. )</b> |
| <b>I.2.D.12.a</b> | <b>TRAILERS</b>       | <b>Does not affect or threaten quality of training. )</b> |

**I.2.D.13**      **There are no commercial / civilian encroachment problems associated with the range**

**I.2.D.14**      **The range has No problems with hazardous material / waste/ ordinance disposal**

**I.2.D.15**      **There are No MOUs, MOAs or LOAs associated with the range**

**I.2.D.16**      **It is possible to expand hours and volume to increase the range utilization.**

**I.2.D.17**      **Planned range real property expansions:**

TO INCREASE THE SIZE OF THE RANGE TO 12,485 ACRES.

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- I.2.D.17.a**    **Community reaction:**    NONE  
TO INCREASE THE MAXIMUM ALTITUDE FROM 13,000 FEET TO 23,000 FEET MEAN SEA LEVEL.
- I.2.D.17.a**    **Community reaction:**    NONE  
TO CONSTRUCT A NEW TARGET COMPLEX SOUTHWEST OF THE EXISTING CONVENTIONAL TARGET COMPLEX FOR TOSS.
- I.2.D.17.a**    **Community reaction:**    NONE  
TO ESTABLISH A NEW MOA SOUTH OF R-6002 FOR HIGH SPEED, LOW ALTITUDE INGRESS INTO THE RANGE.
- I.2.D.17.a**    **Community reaction:**    NONE

**Ranges (Used by the base)**

- I.2.D.18**    The base uses other ranges on a regular basis
- I.2.D.19**    The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.

- I.2.D.20**    **MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**
- I.2.D.21**    **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**
- I.2.D.22**    **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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

AR-600	Air Refueling Track / Anc
AR-601	Air Refueling Track / Anc
BULLDOG A	MOA
BULLDOG B	MOA
BULLDOG D	MOA
GAMECOCK A	MOA
GAMECOCK B	MOA
GAMECOCK C	MOA
GAMECOCK D	MOA
GAMECOCK I	MOA
IR-002	MTA
IR-012	MTA
IR-035	MTA
IR-036	MTA
IR-074	MTA
IR-089/090	MTA
IR-721/VR-1721	MTA
IR-726/VR-1726	MTA
IR-743/VR-1743	MTA
R-3004	Restricted Area
R-6002	Restricted Area
RACCOON	Air Refueling Track / Anc
VR-058/092	MTA
VR-085	MTA
VR-086	MTA
VR-087	MTA
VR-088	MTA
VR-093	MTA
VR-094	MTA
VR-095	MTA
VR-096	MTA
VR-097	MTA
VR-1059	MTA



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VR-1060  
 VR-1061  
 W-161 A/B  
 W-177 A/B

MTA  
 MTA  
 Warning Area  
 Warning Area

**Details for airspace scheduled or managed by the base:**

**Airspace: AR-600**

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
 CURRENT
- 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:  
 HOURS OF OPERATION  
 SCHED DECONFLICTION W/AR207
- I.2.E.7** Published availability of the airspace:  
 0900-1100 LOCAL CLOSED, OTHER TIMES CONTINUOUS. AR-600 & AR-207 MUST BE DECONFLICTED (FLIP AP/1B)  
 Range scheduling statistics (yearly average from 1990 to 93).

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**I.2.E.7.a**     **Hours scheduled:**    89 hrs

**I.2.E.7.b**     **Hours used:**            89 hrs

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

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

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

ORIENTED N/S APPROX 90 NM LONG AND 65 NM ACORSS (APPROX 5,850 SNM) FL240-280. LOCATED DIRECTLY OVER SHAW AFB. SC

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

**Airspace: AR-601**

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

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

CURRENT

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

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

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

**Explanation for any lack of reports:**

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

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

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

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

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

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UNLIMITED (FLIP AP/1B) NOTE: SCHEDULED/USED--HOURS ARE INCLUDED WITH W-161A/B & W-177A/B

Range scheduling statistics (yearly average from 1990 to 93).

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

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

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

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

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

ORIENTED N/S APPROX 90 NM LONG AND 65 NM ACROSS (APPROX 5,50 SNM) (USES W-177A & W-161A LATERAL AIRSPACE) 16,000' TO FL260.

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

**Airspace: BULLDOG A**

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

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

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 STRUCTURE 3300N 8241W 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 VIDETTE GA 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**      **WADLEY GA**    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.4.a**      **3 PUBLIC USE AIRPORTS**

**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:**

OPERATING HOURS  
SUBSONIC ONLY

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

0700-2230 LOCAL

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:**    968 hrs

**I.2.E.7.b**      **Hours used:**         920 hrs

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

85% WEATHER 10% UNKNOWN 5% ATC

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

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

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

LIES SW OF AUGUSTA GA & ITS DIMENSIONS ARE APPROX 40 NM E TO W & 30 NM N TO S (APPROX 1,200 SNM) WITH AN ALT BLOCK OF 500' AGL - 10,000' MSL

**I.2.E.11**      **97.00 percent of the airspace is usable.**

**Airspace: BULLDOG B**

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

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

CURRENT

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

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- I.2.E.2.c**    **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:**
- I.2.E.3**        **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**        **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**        **Restrictions currently acting on this airspace:  
OPERATING HOURS  
SUBSONIC ONLY**
- I.2.E.7**        **Published availability of the airspace:  
0700-2230 LOCAL  
Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:    781 hrs**
- I.2.E.7.b**      **Hours used:         746 hrs**
- I.2.E.7.c**      **Reasons for non-use:  
92% WEATHER, 5% UNKNOWN, 3% ATC**
- I.2.E.8**        **Utilization of the airspace can be increased.**
- I.2.E.9**        **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:  
MOA/ATCAA SITS ON TOP OF BULLDOG A MOA WITH APPROX DIMENSIONS OF 50 NM E TO W AND 37 NM N TO S  
(APPROX 1,850 SNM), WITH AN ALTITUDE BLOCK OF 11,000 MSL TO FL 270.**
- I.2.E.11**      **100.00 percent of the airspace is usable.  
Airspace: BULLDOG D**
- 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:  
CURRENT

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

**I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:

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

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

**I.2.E.4.a** PUBLIC USE AIRPORT

**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:

SCHEDULED ONLY WITH R-3004  
SUBSONIC ONLY

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

ONLY WHEN FT GORDON RANGE R-3004 IS SCHEDULED FOR USE.

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 possible to expand hours to increase the airspace utilization, volume can Not be expanded.

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

BUTTS UP BETWEEN R-3004 & BULLDOG A/B & IS APPROX 15 NM E TO W AND 7 TO 10 NM N TO S (APPROX 105 TO 150 SNM, WITH AN ALTITUDE BLOCK OF 500' AGL TO 17,000 MSL.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- I.2.E.11** 95.00 percent of the airspace is usable.  
**Airspace: GAMECOCK A**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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:  
OPERATING HOURS  
SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
0630-2230 LOCK, MON-FRI, OTHER TIMES BY NOTAM.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 372 hrs
- I.2.E.7.b** Hours used: 326 hrs
- I.2.E.7.c** Reasons for non-use:  
90% WEATHER, 5% MAINTENANCE, 5% UNKNOWN
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.

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- I.2.E.10**      **Description of the volume or area of the Airspace:**  
MOA LIES 22 NM SSE OF FAYETTEVILLE NC WITH APPROX DIMENSIONS 36 NM E TO 2 AND 22 NM N TO S (APPROX 480 SNM) WITH AN ALTITUDE BLOCK OF 7,000' MSL TO FL 200.
- I.2.E.11**      **98.00 percent of the airspace is usable.**  
**Airspace: GAMECOCK B**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**      **Status of the environmental analysis and supplement:**  
CURRENT
- 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:**  
EXERCISES ONLY ( 4 PER YEAR)  
SUBSONIC ONLY
- I.2.E.7**      **Published availability of the airspace:**  
0800-2230 LOCAL, (EXERCISES ONLY, 4 TIMES PER YEAR)  
**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**



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- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
MOA LIES 15 MILES WEST OF THE JETPORT AT MYRTLE BEACH SC AND SITS ON TOP OF THE EASTERN PORTION OF GAMECOCK C MOA. ITS APPROX DIMENSIONS ARE 26 NM N TO S AND 12 NM E TO W (APPROX 250 SNM), WITH AN ALTITUDE BLOCK FROM 10,000' MSL TO 18,000' MSL.
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: GAMECOCK C**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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** SEE WORKSHEET 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** SEE WORKSHT 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:
- |                  |                           |
|------------------|---------------------------|
| <b>I.2.E.4.a</b> | ANDREWS MUNICIPAL AIRPORT |
| <b>I.2.E.4.a</b> | HEMINWAY-STUCKEY AIRPORT  |
- 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:**

OPERATING HOURS  
SUBSONIC ONLY

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

0800-2230 LOCAL

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:**    750 hrs

**I.2.E.7.b**      **Hours used:**            745 hrs

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

100% WEATHER

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

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

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

MOA LIES 15 MILES WEST OF THE MYRTLE BEACH SC JETPORT AND ITS APPROX DIMENSIONS ARE 33 NM E TO 2 AND 24 NM N TO S (APPROX 625 SNM), WITH AN ALTITUDE BLOCK FROM 100' AGL TO 10,000' MSL.

**I.2.E.11**      **98.00 percent of the airspace is usable.**

**Airspace: GAMECOCK D**

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

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

CURRENT

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

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

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

**Explanation for any lack of reports:**

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

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

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- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
HOURS OF OPERATIONS  
SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
0800-2230 LOCAL  
  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 359 hrs
- I.2.E.7.b** Hours used: 315 hrs
- I.2.E.7.c** Reasons for non-use:  
95% WEATHER, 5% ATC
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
MOA LIES 25 MILES WEST OF THE MYRTLE BEACH JETPORT AND SITS ON TOP OF THE WESTERN HALF OF GAMECOCK C MOA. ITS APPROX DIMENSIONS ARE 37 NM E TO 2 AND 25 NM N TO S (APPROX 985 SNM), WITH AN ALTITUDE BLOCK FROM 10,000' MSL TO FL 230.
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: GAMECOCK I**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
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:**

- |                  |   |            |
|------------------|---|------------|
| <b>I.2.E.3.a</b> | <b>DAM (WATEREE)</b>  | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>HORSE STABLE</b>   | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>HORSE TRAINING STABLE</b>                                      | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>NORTH CENTRAL HIGH SCH</b>                                     | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>SCHOOL 1</b>   | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>SCHOOL 2</b>   | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>SCHOOL 3</b>   | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>SCHOOL 8</b>   | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>SCHOOL CAUTHENS CROSS</b>                                      | Not Listed |
| <b>I.2.E.3.b</b> | No affect on or threat to the quality of training or the mission. |            |
|                  |   |            |
| <b>I.2.E.3.a</b> | <b>SCHOOL JONES CROSSROA</b>                                      | Not Listed |
| <b>I.2.E.3.b</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:**

- |                  |                           |
|------------------|---------------------------|
| <b>I.2.E.4.a</b> | BERMUDA HIGH GLIDER FIELD |
| <b>I.2.E.4.a</b> | KIRK AIR BASE             |

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                  OPERATING HOURS  
                  SUBSONIC ONLY
- I.2.E.7**      **Published availability of the airspace:**  
                  0800-2300 LOCAL  
  
                  **Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**     **Hours scheduled:    560 hrs**
- I.2.E.7.b**     **Hours used:            520 hrs**
- I.2.E.7.c**     **Reasons for non-use:**  
                  93% WEATHER, 7% UNKNOWN
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                  MOA IS ORIENTED 23 NM NNE OF SHAW AFB, SC. ITS APPROX DIMENSIONS ARE 22 NM N TO S AND 25 NM E TO W  
                  (APPROX 485 SNM), WITH AN ALTITUDE BLOCK FROM 100' AGL TO 6,000' MSL.
- I.2.E.11**     **95.00 percent of the airspace is usable.**  
**Airspace: IR-002**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**     **Status of the environmental analysis and supplement:**  
                  CURRENT
- 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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**1995 AIR FORCE BASE QUESTIONNAIRE**
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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.4.a**      1 HANGGLIDING ACTIVITY

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

**I.2.E.6**      **Restrictions currently acting on this airspace:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:**    16 hrs

**I.2.E.7.b**      **Hours used:**            16 hrs

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

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

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

EXTENDS FROM NORTHEASTERN TENNESSEE SOUTHEAST INTO WESTERN NC ENDING UNDER SNOWBIRD MOA. THE ROUTE IS APPROX 125 NM IN LENGTH & 10 NM WIDE. THE ALTITUDE BLOCK IS 100' AGL TO 9,000' MSL.

**I.2.E.11**      **99.00 percent of the airspace is usable.**

**Airspace: IR-012**

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

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

CURRENT

**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 List of Noise Sensitive Areas (NSAs) associated with the airspace:**

**I.2.E.3.a TOWNS EAST OF POINT DEL**

**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.4.a 1 NATIONAL WILDLIFE REFUGE**

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

**I.2.E.6 Restrictions currently acting on this airspace:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 43 hrs**

**I.2.E.7.b Hours used: 43 hrs**

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

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

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

EXTENDS FROM SOUTHEASTERN NC NORTHEAST TO THE RANGES IN 4-5314 B/C & R-5306A. ROUTE IS APPROX 137 NM IN LENGTH & 10 NM WIDE. THE ALTITUDE BLOCK IS 500' AGL TO 3,000' MSL

**I.2.E.11 97.00 percent of the airspace is usable.**

**Airspace: IR-035**

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

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

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**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**      **3336N 8041W**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **3339N 8027W**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **3400N 7923W**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **LAKE CITY SC**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **NORTH SOUTH CAROLINA**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **OLANTA SC**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **RESIDENCE 3350N 8022W**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **RESIDENCE 3404N 7942W**
- 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:**
- |                  |                              |
|------------------|------------------------------|
| <b>I.2.E.4.a</b> | <b>1 STUDENT FLYING AREA</b> |
|------------------|------------------------------|



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw AFB - ACC

**I.2.E.4.a** 2 WILDLIFE REFUGE AREAS

**I.2.E.4.a** 4 PUBLIC USE AIRPORTS

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

**I.2.E.6** Restrictions currently acting on this airspace:

SUBSONIC ONLY

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

0600-2200 LOCAL SCHEDULED/USED HOURS: NEW ROUTES EXPECT USE TO BEGIN 1 APR 94.

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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

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

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

EXTENDS FROM NC COAST (CRE 077/022, NORTH 25 NM THEN TURNS WEST PASSING UNDER GAMECOCK A MOA, THENCE SW PASSING JUST SOUTH OF R-6002 TO ITS END AT NORTH AUX FIELD), NORTH SC. APPROX (178 NM-10NM)  
ALT BLOCK IS 300' AGL TO 4,000' MSL

**I.2.E.11** 97.00 percent of the airspace is usable.

**Airspace: IR-036**

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

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

CURRENT

**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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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:

**I.2.E.3.a** 8116W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** 3335N 8031W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** 3339N 8027W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** GIVEHANDS SC

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** RESIDENCE 3350N 8022W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** SEE WORKSHEET

**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.4.a** 2 WILDLIFE REFUGE AREAS

**I.2.E.4.a** 3 PUBLIC USE AIRPORTS

**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:

NULL VALUE

SUBSONIC ONLY

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

0600-2200 LOCAL SCHEDULED/USED: NEW ROUTES EXPECT USE TO BEGIN 1 APR 94.

Range scheduling statistics (yearly average from 1990 to 93).

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

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

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

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

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

EXTENDS S FROM NORTH AUX FIELD TO CAE 194/038 THENCE ESE TO 20 NM E OF CHARLESTON SC. THEN NE TURNING TO NW AT VAN 077/026 JOINS IR-035 AT VAN 032/025. FOLLOWS SAME PROFILE ENDING AT NORTH AUX FIELD. APPROX (182 NM-10NM) ALT BLOCK 300' AGL-4,000' MSL

**I.2.E.11** 97.00 percent of the airspace is usable.

**Airspace: IR-074**

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

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

**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** 3411N 8225W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** WASHINGTON GA

**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.4.a** 5 PUBLIC USE AIRPORTS

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**I.2.E.6**      **Restrictions currently acting on this airspace:**

SUBSONIC ONLY

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

CONTINUOUS

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a**    **Hours scheduled:**    12 hrs

**I.2.E.7.b**    **Hours used:**        12 hrs

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

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

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

EXTENDS FROM WESTERN SC SOUTHWARD INTO CENTRAL GA, APSSING THROUGH BULLDOG MOA EN ROUTE TO TIS  
END JUST NORTH OF MODDY1 MOA. APPROX ROUTE LENGTH IS 174 NM AND ITS BASIC WIDTH IS 20 NM. ALTITUDE  
BLOCK IS 100' AGL TO 4,000' MSL

**I.2.E.11**    **98.00 percent of the airspace is usable.**

**Airspace: IR-089/090**

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

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

CURRENT

**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**    **3414N 8322W**

**I.2.E.3.b**    **No affect on or threat to the quality of training or the mission.**

# Document Separator

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

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**I.2.E.3.a**     **3437N 8406W**

**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.4.a**     **1 HANGGLIDER ACTIVITY AREA**

**I.2.E.4.a**     **3 PUBLIC USE AIRPORTS**

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

**I.2.E.6**       **Restrictions currently acting on this airspace:**

SUBSONIC

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

CONTINUOUS

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a**     **Hours scheduled:    28 hrs**

**I.2.E.7.b**     **Hours used:           28 hrs**

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

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

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

EXTENDS FROM NORTHWESTERN GA DUE EAST TO THE SC BORDER WITH AN ALTERNATE EXIST POINT IN SNOWBIRD MOA. LENGTH IS APPROX 171 NM WITH A WIDTH OF 10 NM. ALTITUDE BLOCK IS 100' AGL WITH THE TOP VARYING FROM 3,000' MSL TO 7,000' MSL.

**I.2.E.11**     **95.00 percent of the airspace is usable.**

**Airspace: IR-721/VR-1721**

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

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

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**CURRENT**

- I.2.E.2.b** There are problems associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
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** 3603N 8043W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3643N 8018W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** ENDANGERED SPECIES 3620 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** SEE WORKSHEET FOR ANS
- 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:
- |                  |                                |
|------------------|--------------------------------|
| <b>I.2.E.4.a</b> | 1 GLIDER ACTIVITY AREA         |
| <b>I.2.E.4.a</b> | 1 UNCHARTED PUBLIC USE AIRPORT |
| <b>I.2.E.4.a</b> | 2 NATIONAL WILDLIFE REFUGES    |
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
CONTINUOUS

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**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 68 hrs**

**I.2.E.7.b Hours used: 68 hrs**

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

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

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

EXTENDS FROM ESTERN VA SOUTH INTO SOUTHERN NC. (194 NM BY 10 NM) ALT. BLOCK 300' AGL TO 6,000 MSL.  
VR1721 IS THE SAME ROUTE, ALTTITUDE BLOCK (300' AGL - 1,500' AGL) ROUTE IS A BACKUP & MAY BE FLOWN  
(WEATHER PERMIT) WHEN ATC DELAYS ENTRY INTO IR721

**I.2.E.11 97.00 percent of the airspace is usable.**

**Airspace: IR-726/VR-1726**

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

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

**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 DUBLIN VA**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a GLENNDAL SPRINGS NC**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a PULASKI VA**

**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**     **SEE WORKSHEET**

**I.2.E.3.b**     **No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a**     **SPARTA NC**

**I.2.E.3.b**     **No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a**     **TABLEROCK NC**

**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.4.a**     1 ACTIVE ARMY MUNITIONS PLANT

**I.2.E.4.a**     1 HANGGLIDER ACTIVITY

**I.2.E.4.a**     2 PUBLIC USE AIRPORTS

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

**I.2.E.6**       **Restrictions currently acting on this airspace:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**     **Hours scheduled:    38 hrs**

**I.2.E.7.b**     **Hours used:            38 hrs**

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

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

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

EXTENDS SOUTH FROM THE MOUNTAINOUS REGIONS OF WESTERN VA TO WESTERN NC. (162 NM - 10/20/30/ 10 NM)  
ALT BLOCK (100' AGL - 7,000' MSL) VR1726 SAME ROUTE, SMALLER ALT BLOCK (100' AGL - 1,500' AGL) BACKUP RT (WX PERMIT) IF ATC DENIES ENTRY INTO IR726

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- I.2.E.11** 98.00 percent of the airspace is usable.  
Airspace: IR-743/VR-1743
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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** FARM 3613N 8300W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** GLADE SPRINGS VA
- 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:
- |                  |                             |
|------------------|-----------------------------|
| <b>I.2.E.4.a</b> | 1 HANGGLIDER ACTIVITY       |
| <b>I.2.E.4.a</b> | 1 HEAVY HELICOPTER ACTIVITY |
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SUBSONIC
- I.2.E.7** Published availability of the airspace:  
CONTINUOUS
- Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 13 hrs

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**I.2.E.7.b**      **Hours used:**            13 hrs

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

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

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

EXTENDS SW FROM THE MOUNTAINS REGIONS OF WV TO THE MOUNTAINS REGIONS OF W NC TO SNOWBIRD MOA.  
(155NM - 10 NM) ALT BLOCK (100' AGL - 9,00' MSL) VR1743 SAME RT SMALLER ALT BLOCK (100' AGL - 1,500' AGL)  
BACKUP RT (WX PERMIT) WHEN ATC DELAYS ENTRY IR743

**I.2.E.11**          **97.00 percent of the airspace is usable.**

**Airspace: R-3004**

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

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

**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:**

LIMITED TO 17,000 FT & BELOW  
SUBSONIC ONLY

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- I.2.E.7**      **Published availability of the airspace:**  
                   BY NOTAM 24 HOURS IN ADVANCE, CONTINUOUS. RENEWED USAGE EFFECTIVE APRIL 1994.  
                   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 possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**    **Description of the volume or area of the Airspace:**  
                   12 NM SW OF AUGUSTA GA & APPROX 4 X 7 MILES (APPROX 74 SNM) ORIENTED NE TO SW, SURFACE TO 17,000' MSL
- I.2.E.11**    **96.00 percent of the airspace is usable.**  
**Airspace: R-6002**
- 
- 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:**  
                   ALL ENVIRONMENTAL ASSESSMENTS ARE 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**    **BURNT GIN CAMP NH 464479            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 STABLES NH 461462            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** HOUSE, TOWER NH 459400 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** HOUSES NH 491438 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** HOUSES, GAS STATION NH 5 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.6** Restrictions currently acting on this airspace:  
 LIMITED TO 13,000 FT & BELOW  
 SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
 MONDAY THRU THURSDAY (0800-2230); FRIDAY (0800-1300); SATURDAY & SUNDAY FOR ANG & AFRES UP  
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,315 hrs  
**I.2.E.7.b** Hours used: 1,291 hrs  
**I.2.E.7.c** Reasons for non-use:  
 WEATHER, CHANGE IN WING MISSION, DOWNSIZING 20 FW, DEACTIVATION OF THE 354 FW, DESERT SHIELD/STORM
- I.2.E.8** Utilization of the airspace can be increased.  
**I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
 VOLUME OR AREA OF THE AIRSPACE: ROUGH DIMENSIONS, 4.4 MILES BY 5 MILES SQUARE (APPROX. 52 SQ NAUTICAL MILES) AND SURFACE TO 13,000'.
- I.2.E.11** 98.00 percent of the airspace is usable.
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**Airspace: RACCOON**

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
UNLIMITED (LOA 9 AF & FAA ZJX) SCHEDULED/USED HOURS INCLUDED IN W-161A/B  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:

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ORIENTED E/W IN W-161 A/B, APPROX 66 NM LONG AND 28 NM WIDE (APPROX 1,848 SNM) 5,000' TO FL230

- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR-058/092**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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** 3442.2 N 8338.1 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3505 N 8404 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3516 N 8417 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** ATHENS TN
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** DAYTON TN
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** IVY LOG MOUNTAIN 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 MONTEAGLE TN**  
**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a PEACHTREE COMMUNITY 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 SE OF PIKEVILLE TN**  
**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:**

<b>I.2.E.4.a</b>	(5) ENVIRONMENTAL (BATS)
<b>I.2.E.4.a</b>	ATHEN TN AIRPORT
<b>I.2.E.4.a</b>	CHILHOWEE GLIDER PORT
<b>I.2.E.4.a</b>	CHLORINE GAS PLANT
<b>I.2.E.4.a</b>	EXTENSIVE SEAPLANE ACTIVITY
<b>I.2.E.4.a</b>	HANG GLIDING ACTIVITY
<b>I.2.E.4.a</b>	NUCLEAR POWER PLANT
<b>I.2.E.4.a</b>	POWER PLANT 3536.1 N 8447.5 W
<b>I.2.E.4.a</b>	STEAM PLANT 3453 N 8545 W
<b>I.2.E.4.a</b>	TELICO PLAINS TN

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

**I.2.E.6 Restrictions currently acting on this airspace:**  
 SUBSONIC ONLY

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

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 135 hrs**

**I.2.E.7.b Hours used: 135 hrs**



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- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
 THIS 2-WAY MTR IS LOCATED IN SOUTHEAST TN & NORTHEAST GA, APPROX 220 NM IN LENGTH & IS 16 TO 26 NM IN WIDTH. ALTITUDE BLOCK IS 100' AGL-5,000' MSL & 100' AGL-8,000' MSL
- I.2.E.11** 99.00 percent of the airspace is usable.  
**Airspace: VR-085**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
 CURRENT
- 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** 3540 N 7738.3 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3541.0 N 7747.3 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3554.0 N 7719.0 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3600N 7710 W 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** PHELPS LAKE DOCK AREA
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.

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

**I.2.E.4.a** 1 AIRPORT

**I.2.E.4.a** 1 STUDENT FLYING AREA

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

**I.2.E.6** Restrictions currently acting on this airspace:

SUBSONIC ONLY

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

CONTINUOUS

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a** Hours scheduled: 102 hrs

**I.2.E.7.b** Hours used: 100 hrs

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

100% UNKOWN

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

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

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

ROUTE EXTENDS FROM CENTRAL NC TO THE OUTER BANKS APPROX 135 NM IN LENGTH AND IS 10 NM IN WIDTH EXCEPT FOR A SHORT DISTANCE AT THE END WHICH IS 6 MILES IN WIDTH. THE ALTITUDE BLOCK IS 500' AGL TO 3,000' MSL

**I.2.E.11** 97.00 percent of the airspace is usable.

**Airspace: VR-086**

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

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

CURRENT

**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 List of Noise Sensitive Areas (NSAs) associated with the airspace:**

**I.2.E.3.a 3554 N 7719 W**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a FARM 3541 N 7747.3 W**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a FARM 3543 N 7918 W**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a FOUNTAIN NC**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a OSTRICH FARM 3543 N 7952**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a OSTRICH FARM 3608 N 7725 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 OSTRICH FARM 3609.7 N 7722 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.4.a 1 PUBLIC USE AIRPORT**

**I.2.E.4.a 2 STUDENT FLYING AREAS**

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

**I.2.E.6 Restrictions currently acting on this airspace:**

**SUBSONIC ONLY**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw AFB - ACC

- I.2.E.7**      **Published availability of the airspace:**  
                   CONTINUOUS  
                   Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a**     **Hours scheduled:**    17 hrs
- I.2.E.7.b**     **Hours used:**            17 hrs
- 
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                   COMMON START POINT WITH VR-085 THEN TURNS WEST INTO THEMIDDLE OF NC APPROX 207 NM IN LENGTH AND 10  
                   NM IN WIDTH, WITH AN ALTITUDE BLOCK OF 500' AGL TO 3,000' MSL
- I.2.E.11**     **98.00 percent of the airspace is usable.**  
**Airspace: VR-087**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**     **Status of the environmental analysis and supplement:**  
                   CURRENT
- 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**     **LAKE CITY SC**
- I.2.E.3.b**     **No affect on or threat to the quality of training or the mission.**
- 
- I.2.E.3.a**     **RESIDENCE**
- 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 SANDHILLS WILDLIFE REFU  
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a SOCIETY HILL SC  
 I.2.E.3.b No affect on or threat to the quality of training or the mission.
- I.2.E.3.a TEAL MILL POND  
 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.4.a | 1 FIRE TOWER          |
| I.2.E.4.a | 8 PUBLIC USE AIRPORTS |
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 Restrictions currently acting on this airspace:  
 SUBSONIC
- I.2.E.7 Published availability of the airspace:  
 CONTINUOUS
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled: 257 hrs  
 I.2.E.7.b Hours used: 257 hrs
- I.2.E.8 Utilization of the airspace can be increased.
- I.2.E.9 It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10 Description of the volume or area of the Airspace:  
 LOCATED IN NORTHEASTERN SC & SOUTHEASTERN NC. ITS LENGTH IS APPROX 224 NM AND IS 18 TO 20 NM IN WIDTH. THE ALTITUDE BLOCK IS 100' AGL TO 8,000' MSL
- I.2.E.11 98.00 percent of the airspace is usable.

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


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**Airspace: VR-088**

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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** 3307N 8113W 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** 3323 N 8100 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3325 N 8125 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3329N 8116W 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** 3339 N 8027 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3340N 8137W 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** 3347 N 8036 W
- 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** 3347N 8136W 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** 3355 N 8126 W  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3356 N 8130 W  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** 3358 N 8138 W  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- |                  |                       |
|------------------|-----------------------|
| <b>I.2.E.4.a</b> | 1 WILDLIFE REFUGE     |
| <b>I.2.E.4.a</b> | 2 UNCHARTED AIRPORTS  |
| <b>I.2.E.4.a</b> | 3 PUBLIC USE AIRPORTS |
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
CONTINUOUS
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 209 hrs  
**I.2.E.7.b** Hours used: 208 hrs  
**I.2.E.7.c** Reasons for non-use:  
UNKNOWN
- I.2.E.8** Utilization of the airspace can be increased.  
**I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.  
**I.2.E.10** Description of the volume or area of the Airspace:

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LOCATED IN CENTRAL SC. ITS LENGTH IS APPROX 180 NM AND IS 16 TO 20 NM IN WIDTH. THE ALTITUDE BLOCK OF THIS MTR IS 100' AGL TO 4,000' MSL.

- I.2.E.11** 98.00 percent of the airspace is usable.  
**Airspace: VR-093**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
 CURRENT
- 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** 3340.5 N 8137.5 W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** GLADE SPRINGS VA
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** HORSETRAINING STABLE
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** SPARTA NC
- 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:
- |                  |                         |
|------------------|-------------------------|
| <b>I.2.E.4.a</b> | 1 HEAVY HELICOPTER AREA |
| <b>I.2.E.4.a</b> | 7 PUBLIC USE AIRPORTS   |
- 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:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**    **Hours scheduled:**    48 hrs

**I.2.E.7.b**    **Hours used:**         48 hrs

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

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

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

LOCATED IN WESTERN VIRGINIA & EASTERN KENTUDY. ITS LENGTH IS APPROX 246 NM AND EXCEPT FOR A 23 NM STRETCH THAT IS 10NM WIDE, THE ROUTE WIDTH IS 26 NM ACROSS. THE ALTITUDE BLOCK IS 100' AGL TO 8,000' MSL

**I.2.E.11**    **98.00 percent of the airspace is usable.**

**Airspace: VR-094**

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

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

CURRENT

**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**    **ADRIAN GA**

**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** FIRETOWER 3250N 8118W

**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.4.a** 6 UNCHARTED AIRPORTS

**I.2.E.4.a** 7 PUBLIC USE AIRPORTS

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

**I.2.E.6** Restrictions currently acting on this airspace:

SUBSONIC ONLY

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

CONTINUOUS

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a** Hours scheduled: 14 hrs

**I.2.E.7.b** Hours used: 14 hrs

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

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

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

EXTENDS FROM SOUTH CENTRAL GEORGIA TO THE MIDDLE EASTERN SECTION OF THE STATE AND THEN PARTIALLY INTO SOUTHERN SC. ITS LENGTH IS APPROX 184 NM AND ITS WIDTH IS 20 NM. THE ALTITUDE BLOCK FOR THIS MTR IS 100' AGL TO 3,000' MSL

**I.2.E.11** 97.00 percent of the airspace is usable.

**Airspace: VR-095**

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

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

CURRENT

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- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** 3254N 8405W 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** OSTRICH FARM 3256N 8402W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** OSTRICH FARM 3411N 8225W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** WASHINGTON GA
- 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:
- |                  |                         |
|------------------|-------------------------|
| <b>I.2.E.4.a</b> | 10 PUBLIC USE AIRPORTS  |
| <b>I.2.E.4.a</b> | BALD EAGLE NESTING AREA |
| <b>I.2.E.4.a</b> | DYNAMITE NESTING AREA   |
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
CONTINUOUS  
Range scheduling statistics (yearly average from 1990 to 93).

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**I.2.E.7.a** Hours scheduled: 95 hrs

**I.2.E.7.b** Hours used: 95 hrs

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

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

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

COVERS PORTION OF SOUTHERN & EASTERN-CENTRAL GEORGIA. ITS LENGTH IS APPROX 174 NM ENROUTE TO R-3002 & BENNING MOA OR 230 NM EN ROUTE TO MODDY1 MOA & IS 20 NM IN WIDTH. THE ALTITUDE BLOCK IS FROM 100' AGL TO 4,000' MSL

**I.2.E.11** 97.00 percent of the airspace is usable.

**Airspace: VR-096**

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

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

**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** (CONG) 3708N 7834W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** 3630N 7803W 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** 3632N 7801W 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** 3705N 7828W  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** 3730N 7852W 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** 3732N 7850W  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** 3740N 7932W  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** CULLEN VIRGINIA  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** LOWESVILLE VIRGINIA  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** PAMPLIN VIRGINIA  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** PAPER MILL  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** PROSPECT VIRGINIA  
**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.4.a** 4 PRIVATE USE AIRPORTS

**I.2.E.4.a** 4 PUBLIC USE AIRPORTS

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

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**Shaw AFB - ACC**


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**I.2.E.6**      **Restrictions currently acting on this airspace:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:**      84 hrs

**I.2.E.7.b**      **Hours used:**              84 hrs

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

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

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

147NM WIDTH & 10 NM ACORSS. THE ALTITUDE BLOCK IS 500' AGL TO 6,500' MSL. THESE AREAS ARE TREATED AS CONSTANT HIGH THREAT AREAS FOR COMBAT TRAINING PURPOSES; THEREFORE, MINIMIZING THE THREAT TO THE QUALITY OF TRAINING OR MISSION ACCOMPLISHMENT.

**I.2.E.11**      **90.00 percent of the airspace is usable.**

**Airspace: VR-097**

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

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

CURRENT

**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**      3300N 8241W                      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** 3347N 8036W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** 3414N 8322W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** COMER GA

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** FARM 3317N 8216W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** FIRETOWER 3250N 8118W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** STORK FARM 3251N 8202W

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** WASHINGTON GA

**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.4.a** 1 NATIONAL WILDLIFE REFUGE

**I.2.E.4.a** 1 NUCLEAR POWER PLANT

**I.2.E.4.a** 5 PUBLIC USE AIRPORTS

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

**I.2.E.6** Restrictions currently acting on this airspace:

SUBSONIC ONLY

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

0600-2400 LOCAL

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**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 39 hrs**

**I.2.E.7.b Hours used: 39 hrs**

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

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

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

PORTIONS OF VR-058/092, IR-089/090, V1058 AND VR-088. ITS TOTAL LENGTH IS APPROX 340 NM AND IS 10 TO 20 NM IN WIDTH. THE ALTITUDE BLOCK IS 100' AGL TO 1,500', 4,000' AND 8,000' MSL.

**I.2.E.11 97.00 percent of the airspace is usable.**

**Airspace: VR-1059**

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

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

**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 3300N 8241W 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 3358N 8138W**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a FARM & POND 3317N 8216W**

**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**      **GIVEHANDS SC**  
**I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a**      **LAKE CITY SC**  
**I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a**      **LAKESWOOD PLANTATION**  
**I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a**      **STORK FARM 3252N 8202W**  
**I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a**      **WASHINGTON GA**  
**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:**

<b>I.2.E.4.a</b>	1 PRIVATE USE AIRPORT
<b>I.2.E.4.a</b>	6 PUBLIC USE AIRPORTS

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

**I.2.E.6**      **Restrictions currently acting on this airspace:**  
                  **SUBSONIC ONLY**

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

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:    265 hrs**

**I.2.E.7.b**      **Hours used:            265 hrs**

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

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- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
EASTERN SC INTO EASTERN GA & THEN BACK INTO SOUTHEASTERN SC. AT THE HALFWAY POINT THIS ROUTE PASSES UNDER BULLDOG A, B, & D MOA. LENGTH APPROX 261 NM & 20 NM WIDE FOR FIRST 180 NM & 10 NM WIDE FOR LAST 80 N. ALTITUDE BLOCK 100' AGL TO 1,500' AGL
- I.2.E.11** 95.00 percent of the airspace is usable.  
**Airspace: VR-1060**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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** 3632N 7801W 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** HORSETRAINING STABLE
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** WHITEPLAIN VIRGINIA
- 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:
- |                  |                       |
|------------------|-----------------------|
| <b>I.2.E.4.a</b> | 3 PUBLIC USE AIRPORTS |
|------------------|-----------------------|
- 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:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:**    90 hrs

**I.2.E.7.b**      **Hours used:**            90 hrs

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

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

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

EXTENDS FROM SOUTHERN NC NORTH INTO SOUTHERN VIRGINIA. IT IS APPROX 210 NM IN LENGTH AND IS 10 NM WIDE. THE ALTITUDE BLOCK IS 500' AGL TO 1,500' AGL

**I.2.E.11**     **96.00 percent of the airspace is usable.**

**Airspace: VR-1061**

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

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

CURRENT

**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**      **3523N 7926W**                      **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 FARM 3555N 7918W**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

**I.2.E.3.a OSTRICH FARM 3543N 7952W**

**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.4.a 1 STUDY FLYING AREA**

**I.2.E.4.a 3 PUBLIC USE AIRPORTS**

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

**I.2.E.6 Restrictions currently acting on this airspace:**

SUBSONIC ONLY

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

CONTINUOUS

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 24 hrs**

**I.2.E.7.b Hours used: 24 hrs**

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

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

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

STARTS IN SOTHERN VIRIGINIA AND RUNS SOUTH INTO NC. ENROUTE IT PASSES UNDER FARMVILLE MOA AND ENDS JUST NORTH OF R-5311. ROUTE IS 147 NM IN LEGNTH AND 10 NM WIDE. THE ALTITUDE BLOCK IS 500' AGL TO 1,500' AGL.

**I.2.E.11 96.00 percent of the airspace is usable.**

**Airspace: W-161 A/B**

**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:**  
CURRENT
- I.2.E.2.b**      **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**      **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
SUBSONIC BELOW 10,000'
- I.2.E.7**      **Published availability of the airspace:**  
0500-0100 LOCAL  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    909 hrs
- I.2.E.7.b**      **Hours used:**        884 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
90% WEATHER, 5% UNKNOWN, 5% ATC
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
APPROXIMATELY 30 NM N TO S AND 70 NM E TO 2 (APPROX 2,100 SNM), A-SURFACE TO FL620, B-SURFACE TO FL240.
- I.2.E.11**      **100.00 percent of the airspace is usable.**

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**Airspace: W-177 A/B**

- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
CURRENT
- 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:  
SUBSONIC BELOW 10,000'
- I.2.E.7** Published availability of the airspace:  
0500-0100  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,211 hrs
- I.2.E.7.b** Hours used: 1,139 hrs
- I.2.E.7.c** Reasons for non-use:  
94% WEATHER, 4% MAINTENANCE, 4% UNKNOWN
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:

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APPROXIMATELY 60 NM N TO S AND 50 NM E TO W (APPROX 3,000 SNM), A-SURFACE TO FL500, B-SURFACE TO FL 240.

**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:**

<b>Airfield:</b>	<b>Airfield:</b>
Columbia Downtown	Civilian
Columbia Metro	Civilian
Darlington Co.	Civilian
Florence Regional	Civilian
Hartsville Muni	Civilian
Huggins Memorial	Civilian
Lake City Muni	Civilian
Lee Co.	Civilian
Manning Apt.	Civilian
McEntire ANG	Military
North Field Aux	Civilian
Orangeburg Muni	Civilian
St Matthews	Civilian
Sumter Muni	Civilian
Williamsburg Co.	Civilian
Winnsboro Muni	Civilian
Woodward Muni	Civilian

**I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constraints 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 77.0 percent. Rationale for estimate:**  
NEW AIRSPACE PROPOSAL... R-6002 PRESENT ALTITUDE BLOCK SURFACE TO 13,000' MSL INCREASED TO SURFACE TO FL 230
- 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 JACKSON  
22 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
BEAUFORT MCAS SC  
91 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
SEYMOUR JOHNSON AFB, NC  
149 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

**Applies to missile bases only. Responses are classified.**



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**I. Technical Training (Air Education and Training Command)**

**I.2.1** No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.7	97.8	87.8	83.9	79.0

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

**I.2.J.2.a** Is at or below 15 knots 98.5 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** 4 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	ANDREWS SC ANNEX	LEASED FOR EXERCIES	1	1	
II.1.A.2	ILS		2	2	
II.1.A.3	MASIRAH ISLAND OMAN	FOREIGH LAND	3,000	3,000	
II.1.A.4	MIDDLE MARKER		1	1	
II.1.A.5	POINSETT RANGE	WEAPONS RANGE	12,500	12,500	
II.1.A.6	SEEB OMAN	FOREIGN LAND	3,000	3,000	
II.1.A.7	SHAW AFB	MAIN BASE	3,387	2,667	720
II.1.A.8	THUMRAIT OMAN	FOREIGN LAND	3,000	3,000	
II.1.A.9	WATEREE ANNEX	RECREATION	24	13	10
		<b>TOTALS:</b>	24,915	24,184	730

**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	7	7	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	18,613	43.0	56.0	1.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	157,650	100.0	0.0	0.0	0
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	48,000	60,260	100.0	0.0	0.0	12,260
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	20,000	4,900	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	8,400	8,400	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	83,164	98.0	1.0	1.0	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	7,000	8,584	100.0	0.0	0.0	1,584
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0

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II.1.B.1.d.v	171-618	Field Training Facility	SF	21,000	23,657	100.0	0.0	0.0	2,657
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	380,093	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	99,200	137,499	100.0	0.0	0.0	38,299
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	34,000	36,086	100.0	0.0	0.0	2,086
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	3,989	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	40,000	77,076	100.0	0.0	0.0	37,076
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	30,100	50,274	100.0	0.0	0.0	20,174
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	24,800	27,507	100.0	0.0	0.0	2,707
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	6,200	13,622	100.0	0.0	0.0	7,422
II.1.B.1.e.xiii	211-183	Test Cell	SF	33,000	33,000	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	9,360	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	9,425	9,360	100.0	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	82,903	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	52,380	64,499	100.0	0.0	0.0	12,119
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	2,560	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	21,160	52.0	48.0	0.0	3,660
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	6,000	6,850	85.0	15.0	0.0	850
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	89,158	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	24,000	28,482	100.0	0.0	0.0	4,482
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	13,560	18,856	100.0	0.0	0.0	5,296
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	23,184	36,110	76.0	24.0	0.0	12,926
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,135	7,065	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,520	13,296	100.0	0.0	0.0	4,776
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	84,346	87.0	2.0	11.0	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

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II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	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	14,575	37,376	0.0	100.0	0.0	22,801
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	36,435	92.0	8.0	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	14,000	17,148	83.0	17.0	0.0	3,148
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	6,318	8,207	100.0	0.0	0.0	1,889
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	2,500	10,000	100.0	0.0	0.0	7,500
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	6	100.0	0.0	0.0	6
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	306,739	68.0	28.0	4.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	6,000	6,356	93.0	7.0	0.0	356
II.1.B.1.v.ii	442-258	LOX Storage	GA	4,000	7,000	100.0	0.0	0.0	3,000
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	141,500	262,610	85.0	15.0	0.0	121,110
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	14,500	27,000	100.0	0.0	0.0	12,500
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	14,500	27,000	100.0	0.0	0.0	12,500
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	115,168	88.0	8.0	4.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,657	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	17,028	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	3,392	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	430,227	79.0	15.0	6.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	6,000	17,577	23.0	77.0	0.0	11,577
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	1,987	78.0	19.0	3.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,800	1,943	78.0	19.0	3.0	143
II.1.B.1.cc	722	Dining Hall	SF	N/A	16,599	4.0	96.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	14,493	15,847	0.0	100.0	0.0	1,354
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	97	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	100,170	52.0	28.0	20.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	402,306	94.0	6.0	0.0	N/A
II.1.B.1.gg	852-273	Act Support Equipment Storage	SY	2,389	8,811	100.0	0.0	0.0	6,422

## Notes for specific Cat Codes:

II.1.B.1.a.ii	121-122a	NONE
II.1.B.1.c.i	141-232	NONE

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II.1.B.1.c.v	141-785	NONE
II.1.B.1.d.i	171-211	NONE
II.1.B.1.d.ii	171-211a	NONE
II.1.B.1.e.iii	211-152a	NONE
II.1.B.1.e.vii	211-157a	NONE
II.1.B.1.e.ix	211-173	NONE
II.1.B.1.e.x	211-175	NONE
II.1.B.1.e.xi	211-177	NONE
II.1.B.1.f.i	212-212	NONE
II.1.B.1.f.iv	212-220	NONE
II.1.B.1.j.ii	217-712a	NONE
II.1.B.1.m	310	NONE
II.1.B.1.n	311	NONE
II.1.B.1.o	312	NONE
II.1.B.1.p	315	NONE
II.1.B.1.q	317	NONE
II.1.B.1.r	318	NONE
II.1.B.1.t.i	422-253	NONE
II.1.B.1.u	441	NONE
II.1.B.1.aa.ii	610-144a	NONE

#### 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	300,000	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	241,982	91.0	9.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	448,911	88.0	12.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	25,200	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	395,208	89.0	11.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	12,943	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	244,205	95.0	5.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	344,753	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,495	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	881,772	94.0	6.0	0.0

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II.1.B.1.k	852	Veh/Equip Parking	SY	472,879	89.0	11.0	0.0
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#### 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 26.0 percent of officer families live on base.

II.1.C.3.b 43.0 percent of enlisted families live on base.

II.1.C.3.a 40.0 percent of all military families live on base.

#### 2. Airfield Characteristics

##### II.2 Runway Table:

Primary Designation	Secondary	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
		Length	Width		Number	Types
O4R		8000 ft	150 ft	No	4	BAK14 & E-5 (2 each)

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04L	Primary	10000 ft	150 ft	No	6	BAK12 & BAK9 & MA1A (2 each)
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- 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 (04L).
- II.2.C.1 Length: 10,000 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 75 ft wide.
- II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency (AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

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

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

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	133,300	6" PC OVERLAY
Taxiway	B-1B	SY	50,000	6" PC OVERLAY
Aprons	B-52	SY	241,300	10" PC OVERLAY
Taxiway	B-52	SY	50,000	10" PC OVERLAY
Runway	B-52	SY	66,700	10" PC OVERLAY
Taxiway	C-141	SY	50,000	6" PC OVERLAY

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Aprons	C-5B	SY	133,300	6" PC OVERLAY
Taxiway	C-5B	SY	50,000	6" PC OVERLAY
Aprons	KC-10	SY	133,300	6" PC OVERLAY
Taxiway	KC-10	SY	50,000	6" PC OVERLAY
Aprons	KC-135R	SY	133,300	6" PC OVERLAY
Taxiway	KC-135R	SY	50,000	6" PC OVERLAY

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

II.2.G.1 The total usable apron space for aircraft parking is 429,000 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.)	
	APRON 1	3,890 ft	300 ft	Primary Aircraft
APRON 1A	400 ft	300 ft	Transient Aircraft	TRANSIENT PARKING
APRON 2	2,740 ft	600 ft	Primary Aircraft	F16 PARKING
APRON 3	2,100 ft	500 ft	Neither	MOBILITY PARKING

II.2.G.2 Permanently assigned aircraft currently require 172,100 Sq Yds of parking space.

II.2.G.3 256,900 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

APRON 1 IS LIMITED TO PARKING FIGHTER AIRCRAFT ONLY DUE TO THE NARROW WIDTH OF THE APRON AND THE REQUIREMENT TO ALLOW LARGE AIRCRAFT TO TAXI BY THE PARKED FIGHTERS. THERE ARE NO LIMITATIONS ON APRON 2 AND 3.

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:	4.1 MG/D	MG/D - million gallons per day	54 %
II.3.A.2 Sewage:	3.6 MG/D		75 %
II.3.A.3 Electrical distribution:	42.4 MW	MW - million watts	24 %
II.3.A.4 Natural Gas:	2.40 MCF/D	MCF/D - million cubic feet per day	67 %
II.3.A.5 High temperature water/steam generation/distribution:	20.4 MBTUH	MBTUH - million British thermal units per hour	41 %

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

YES. Cathodic protection is installed on the underground metallic natural gas line. The majority of the natural gas distribution lines are plastic.

## 4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 Facility number: 611 Hanger  
Current Use: A-10 MAINTENANCE HANGAR

II.4.A.2 Size (SF): 27,514 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:	87 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	87 ft	20 ft	95 ft

II.4.A.1 Facility number: 712 Hanger  
Current Use: AIRCRAFT MAINTENANCE UNIVERSITY

II.4.A.2 Size (SF): 23,515 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:	87 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	87 ft	20 ft	95 ft

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II.4.A.1 Facility number: 1200 Hanger  
Current Use: F-16 AND A-10 MAINTENANCE HANGAR

II.4.A.2 Size (SF): 91,933 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:	350 ft	65 ft	
II.4.A.6	Largest unobstructed space inside the facility:	350 ft	65 ft	120 ft

II.4.A.1 Facility number: 1511 Hanger  
Current Use: F-16 AND A-10 MAINTENANCE HANGAR

II.4.A.2 Size (SF): 55,383 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:	89 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	89 ft	23 ft	90 ft

II.4.A.1 Facility number: 1614 Hanger  
Current Use: F-16 MAINTENANCE HANGAR

II.4.A.2 Size (SF): 41,703 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	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	40 ft	150 ft

II.4.A.1 Facility number: 1712 Hanger  
Current Use: F-16 CORROSION CONTROL FACILITY

II.4.A.2 Size (SF): 8,250 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:	48 ft	19 ft	
II.4.A.6	Largest unobstructed space inside the facility:	48 ft	19 ft	80 ft

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II.4.A.1 Facility number: 1713 Hanger  
Current Use: F-16 MAINTENANCE

II.4.A.2 Size (SF): 8,217 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:	45 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	45 ft	20 ft	80 ft

II.4.A.1 Facility number: 1720 Nose Dock  
Current Use:

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

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: 0

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

## 5. Unique Facilities

II.5.A 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	04L	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	04R	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22L	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22R	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	04L	APZ 1	18	344	3.0	Gen Compat	3.0	2.0	35.0	0.0	0.0	60.0
	04R	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	50.0	0.0	0.0	50.0
	22L	APZ 1	3	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22R	APZ 1	3	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	04L	APZ 2	30	482	0.0	Gen Compat	20.0	0.0	0.0	0.0	0.0	80.0
	04R	APZ 2	76	482	10.0	Incompat	30.0	0.0	0.0	0.0	0.0	70.0

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22L	APZ 2	154	482	14.0	Sig Incompat	14.0	7.0	0.0	0.0	0.0	79.0
22R	APZ 2	280	482	8.0	Incompat	31.0	11.0	0.0	0.0	0.0	58.0

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	3,228	6,414	11	Sig Incompat	20.0	1.0	0.0	0.0	0.0	78.0
II.6.A.5	70-75	1,994	2,743	17	Sig Incompat	36.0	1.0	3.0	0.0	0.0	59.0
II.6.A.6	75-80	442	1,116	11	Sig Incompat	11.0	2.0	22.0	2.0	0.0	62.0
II.6.A.7	80+	10	666	1	Gen Compat	1.0	1.0	12.0	0.0	0.0	86.0

#### 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	04L	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	04R	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22L	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22R	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	04L	APZ 1	18	344	3	Gen Compat	3.0	2.0	50.0	0.0	0.0	45.0
	04R	APZ 1	0	344	0	Gen Compat	0.0	0.0	70.0	0.0	0.0	30.0
	22L	APZ 1	3	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	22R	APZ 1	3	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	04L	APZ 2	33	482	0	Gen Compat	20.0	0.0	30.0	0.0	0.0	50.0
	04R	APZ 2	85	482	15	Sig Incompat	30.0	0.0	0.0	0.0	0.0	70.0
	22L	APZ 2	170	482	14	Sig Incompat	30.0	7.0	5.0	0.0	0.0	58.0
	22R	APZ 2	310	482	10	Incompat	40.0	11.0	0.0	0.0	1.0	49.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	3,551	6,414	15	Sig Incompat	36.0	3.0	0.0	0.0	0.0	62.0
II.6.B.5	70-75	2,193	2,743	18	Sig Incompat	43.0	3.0	3.0	0.0	0.0	51.0
II.6.B.6	75-80	480	1,116	14	Sig Incompat	14.0	2.0	22.0	2.0	0.0	59.0
II.6.B.7	80+	10	666	1	Gen Compat	1.0	1.0	12.0	0.0	0.0	86.0

#### II.6.C The most recent, publicly released AICUZ study is dated Dec 94

#### 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

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

II.6.E The AICUZ study was last updated on Oct 93

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

II.6.E.1 Projected Aug 1994 AICUZ release

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:
SUMTER CITY COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS (NO MOBILE HOMES)	DEC 93 CITY-COUNTY ADOPTED JCLUS DETAILING RESTRICTIONS TO DEVELOPMENT AROUND SHAW AFB. ENCROACHMENT CONTROLS LOT SIZES, BLDG CODES & NOISE LEVELS.

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
SUMTER CITY COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS (NO MOBILE HOMES)	LAND USES RETRICTED TO AICUZ RECOMMENDATIONS

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
SUMTER CITY COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS (NO MOBILE HOMES)	RESIDENTIAL LAND USES PROPOSED 1/2 ACRE LOT SIZE AND NOISE ATTENUATIONS.

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:
SUMTER CITY COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	RESIDENTIAL MINIMUM LOT SIZE 1/2 ACRE, NLR 25

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:
SUMTER CITY COUNTY	ZONING, BULDING CODES, SUBDIVISION REGULATIONS	RESIDENTIAL MINIMUM LOT SIZE 1/2 ACRE, NLR 30

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## 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:
SUMTER CITY COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	NO RESIDENTIAL UNITS

## 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:
SUMTER CITY COUNTY	ZONING, BUILDING CODES, SUBDIVISION REGULATIONS	NO RESIDENTIAL UNITS. LIMITED LAND USES.

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

No significant development currently exists in any AICUZ zone.

Significant development is projected for one or more AICUZ zone.

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

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
80+	Residential	Planned	TBD	SUMTER COUNTY	SINGLE UNITS DETACHED (15 ACRES).

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
CITY OF SUMTER	23062	24555	24890	41943	46976

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
SUMTER COUNTY	74941	79425	88243	102637	114300

## 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.

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**Air Space Encroachment**

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

**II.6.K.1** 12.0 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** PRACTICE TAK-OFFS/LANDINGS ARE NOT NORMALLY SCHEDULED BETWEEN 2230 AND 0600. OUTDOOR BASE MAINTENANCE RUN-UP ACTIVITIES ARE NOT PERFORMED BETWEEN 2200 AND 0600.

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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 Load Crews

III.1.A.1.b Current MHE: (3) 25K LOADERS, (1) 9 TON HI-LIFT, (3) WAREHOUSE TUGS, (4) 4K F/Ls, (2) 6K SB F/Ls, (2) 6K F/Ls, (1) 15K F/L, (1) 22K F/L (3) 2K ELEC F/Ls, (13) 10K F/Ls, (2) 10 KAT F/Ls, (1) 13K F/L, (1) 20 TON 40' RLLRZD TRLR

III.1.A.2 8 C-141 equivalent aircraft can be refueled at one time.

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

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

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					Parking Plan: 4 Aircraft Maximum
C-5					Parking Plan: 4 Aircraft Maximum
KC-10					Parking Plan: 4 Aircraft Maximum

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 3 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
STA2	600	2	3	0	0
STA3	600	1	3	1	0
STA4	600	3	9	3	0
MODIFIED PANERO	3600	15	15	15	4



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**III.1.C.3** 6 fuel storage tanks support the operational fuel hydrant system:

<b>III.1.C.3.a</b>	<b>Storage tank Capacity:</b>	<b>Tanks with this capacity</b>
	50000	6

**III.1.C.4** The hydrant system is 1.2 miles from the bulk storage area.

**III.1.C.5** 4 pits are certified for hot pit operations.

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

**III.1.D.3** There is no excess fuel 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 CARS AND TANK TRUCKS

Number of offload headers: 6

4 tank trucks can be simultaneously offloaded

8 tank cars can be simultaneously offloaded

**III.1.D.5** 4 refueling unit fillstands are available.

**III.1.D.5.a** 4 refuelers can be filled simultaneously.

**III.1.D.6** Current dispensing capabilities as defined in AFR 144-1

sustained:	720000
maximum:	2163000

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

**III.1.D.7.a** Supporting DFSP: CHARLESTON, SC; CONTINENTAL SERVICE COMPANY

**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:	398978	0
Square footage available (including physical capacity limit):	39088	39088
Normal installation mission storage requirement:	38000	22000

**III.1.E.2** Normal installation mission storage requirement:

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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 226,800 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 75 ft wide and has a pavement classification number (PCN) of 47.

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

L-100; C-141; C-130; KC-135; C-5 ;KC-10

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 BRAGG	101 NM
FORT GORDON	89 NM
FORT JACKSON	22 NM
FORT STEWART	137 NM

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

**Railheads within 150 NM:**

Augusta - Fort Gordon	90 NM
Charleston	77 NM
Charleston - Charbulk	79 NM
Charleston - Inness	78 NM
Charleston - NSCS	79 NM
Columbia - Fort Jackson	28 NM
Goldsboro	149 NM
Goldsboro - Seymour	149 NM
Hinesville - Walthourville	144 NM
Manchester - Fort Junction	103 NM
Sumter - Cape Savannah	7 NM
Ten City	75 NM

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Wilmington - Leland	122 NM
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**III.1.G.3** The base is proximate to a port.

**Deep water ports within 150 NM:**

Charleston	79 NM
Savannah	121 NM
Wilmington	127 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.

**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:

Air Transportable clinic x 4, decon Team, Expansion Mission (90 beds), minimal care beds (500 beds), Air Transportable hospital: Equip

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 182,464 sq ft.

**III.1.N.1** Base facilities have a total covered storage capacity of 267,510 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):	104,152 sq ft
Mobility storage:	23,244 sq ft
War Readiness Support Kits (WRSK) storage:	33,954 sq ft

**III.1.O 267 light military vehicles are on base.**

**III.1.P 875 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
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	939.00 \$sK	0.00 \$sK	939.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,624.00 \$sK	0.00 \$sK		1,624.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,464.00 \$sK	0.00 \$sK			1,464.00 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	191.00 \$sK	0.00 \$sK				191.00 \$sK
		<b>xxx56 TOTALS:</b>			939.00 \$sK	1,624.00 \$sK	1,464.00 \$sK	191.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	18,166.00 \$sK	1,049.00 \$sK	19,215.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	12,211.00 \$sK	790.00 \$sK		13,001.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	930.00 \$sK	0.00 \$sK			930.00 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	201.00 \$sK	0.00 \$sK				201.00 \$sK
		<b>xxx76 TOTALS:</b>			19,215.00 \$sK	13,001.00 \$sK	930.00 \$sK	201.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	4,288.00 \$sK	0.00 \$sK			4,288.00 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2,596.00 \$sK	0.00 \$sK				2,596.00 \$sK
		<b>xxx78 TOTALS:</b>					4,288.00 \$sK	2,596.00 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	76.10 \$sK	0.00 \$sK	76.10 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	48.00 \$sK	0.00 \$sK		48.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				

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		3400	103.00 \$sK	0.00 \$sK			103.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	49.00 \$sK	0.00 \$sK				49.00 \$sK
		xxx90 TOTALS:			76.10 \$sK	48.00 \$sK	103.00 \$sK	49.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,733.00 \$sK	1.00 \$sK	2,734.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,828.00 \$sK	1.00 \$sK		1,829.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,471.00 \$sK	0.00 \$sK			1,471.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,281.00 \$sK	0.00 \$sK				1,281.00 \$sK
		xxx95 TOTALS:			2,734.00 \$sK	1,829.00 \$sK	1,471.00 \$sK	1,281.00 \$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	6,337.00 \$sK	8.00 \$sK	6,345.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	5,353.00 \$sK	6.00 \$sK		5,359.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,436.00 \$sK	738.00 \$sK			9,174.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	7,950.00 \$sK	0.00 \$sK				7,950.00 \$sK
		xxx96 TOTALS:			6,345.00 \$sK	5,359.00 \$sK	9,174.00 \$sK	7,950.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	4,791.00 \$sK	1.00 \$sK	4,792.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,265.00 \$sK	24.00 \$sK		6,289.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	10,479.00 \$sK	34.00 \$sK			10,513.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	7,837.00 \$sK	0.00 \$sK				7,837.00 \$sK
		MFH TOTALS:			4,792.00 \$sK	6,289.00 \$sK	10,513.00 \$sK	7,837.00 \$sK

## 2. Relocation Costs

UNCLASSIFIED

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

**Total relocation costs: \$ 1,094.08 K**

UNCLASSIFIED

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 194\$M**

**Twenty year Net Present Value (513)\$M**

**Steady state savings 49\$M per year**

**Manpower savings associated with closure 1,055**

**Return on Investment (years): 4**



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**Section VI Economic Impact****Economic Area Statistics:**

Sumter, SC MSA

**Total population: 105,000 (FY 92)****Total employment: 48,222 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****9.0% / 8.8% / 7.6%****Average annual job growth: 1,153****Average annual per capita income: \$13,171****Average annual increase in per capita income: \$5.5%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>5,903</b>	
<b>Indirect Job Loss:</b>	<u><b>1,814</b></u>	
<b>Closure Impact:</b>	<b>7,717</b>	<b>( 16.0% of employment total)</b>
<b>Other BRAC Losses:</b>	<u><b>0</b></u>	
<b>Cumulative Impact:</b>	<b>7,717</b>	<b>( 16.0% of employment total)</b>

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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 available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 8.6 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: \$667

Describe the transportation systems.

- VII.1.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:  
RURAL TRANSIT AUTHORITY (RTA)
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 45 miles
- VII.1.B.2 Airport name: COLUMBIA METRO
- VII.1.B.3 Number of commercial air carriers available at the airport: 4
- VII.1.B.4 Average round trip commuting time to work: 34 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	YMCA	10	Hrs.	15	Min.
VII.1.C.2 Movie theater	CINEMA 3	8	Hrs.	12	Min.
VII.1.C.3 Public golf course	BEECH CREEK	4	Hrs.	10	Min.
VII.1.C.4 Bowling lane	GAMECOCK LANES	10	Hrs.	15	Min.
VII.1.C.5 Boating	WATEREE RIVER	12	Hrs.	15	Min.
VII.1.C.6 Fishing	WATEREE RIVER	12	Hrs.	15	Min.
VII.1.C.7 Zoo	RIVERBANKS	57	1 Hrs.		Min.
VII.1.C.8 Aquarium	RIVERBANKS	57	1 Hrs.		Min.
VII.1.C.9 Family theme park	CAROWINDS	120	2 Hrs.		Min.
VII.1.C.10 Professional sports	THE MYRIAD	30	Hrs.	45	Min.
VII.1.C.11 Collegiate sports	UNIVERSITY OF SOUTH CAROLINA	30	Hrs.	45	Min.

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VII.1.C.12	Camping facilities	POINSETT STATE PARK	15		Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	POINSETT STATE PARK	15		Hrs.	20	Min.
VII.1.C.14	Outdoor winter sports	HAWKSNEST SKI RESORT, SEVEN DEVILS, NC	225	4	Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
JESSAMINE MALL 12 min (8 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
SUMTER, SOUTH CAROLINA 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.) 1441

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.) 7972

## 2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 23 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 44.0 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:

CENTRAL CAROLINA TECHNICAL COLLEGE

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

UNIVERSITY OF SOUTH CAROLINA, SUMTER SC CAMPUS

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

UNIVERSITY OF SOUTH CAROLINA, SUMTER SC CAMPUS

## 3. Spousal Employment

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- VII.3.A 80.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 70.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 9.0 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 6.4 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: 2.3 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 6.2 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: WATEREE DISTRICT

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

**VIII.E.7 Short-term Activities**

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

**VIII.E.8 Monitoring**

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

**VIII.E.9 BACT/LAER**

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

**2. Water - Potable**

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

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#### AQUIFER

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

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

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

#### 3. Water - Ground Water

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

VIII.3.A.1 Nature of contamination. FUELS, JP-4, HEATING OIL AND TRICHLOROETHYLENE

VIII.3.A.2 The contaminated groundwater is a potable water source

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 16 water wells exist at the base.

VIII.3.D 8 wells have been abandoned for the following reasons:

3 DUE TO CAVEINS; 5 BECAUSE THEY WERE NOT CERTIFIED BY THE HEALTH DEPARTMENT.

#### 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 #1, RECREATION CENTER	7.30 Acres
	LAKE #2, GOLF COURSE	5.50 Acres
	LAKE #3, NCO CLUB	5.50 Acres
	LAKE #4, WOODLAND PARK	0.75 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:

MAIN SEWAGE TREATMENT PLANT

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:

1. WASTEWATER DISCHARGE FROM THE WASTEWATER TREATMENT PLANT.
2. STORMWATER OUTFALL.
3. STORMWATER OUTFALL.

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

The wastewater treatment plant discharges off base through an outfall located on Beech Creek.

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.

VIII.6.D.1 0 violations or enforcement actions are pending. Their status is:

VIII.6.D.2

**7. HAZARDOUS MATERIALS - Asbestos**

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 80.0 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

## Shaw 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 has a cooperative agreement for conducting a hunting and fishing program.  
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

## 9. Biological - Threatened and Endangered Species

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

Species	Kingdom	Remarks
RED COCKADED WOODPECKER	Animal Federa Listed Endangered	LOCATED AT POINSETT WEAPONS RANGE

- 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

- 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:
POINSETT WEAPONS RANGE	3140
SHAW AFB	41

- 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 Jun 94
- VIII.10.B.2 100 percent of the base was included in the survey.

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

**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):**

US FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY

**VIII.10.C No part of the base is located in a 100-year floodplain.**

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

**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:**

POINSETT 1900 METERS SOUTH OF THE BOMBING RANGE ENTRANCE GATE ON THE RANGE'S WEST PERIMETER ROAD	REQUIRES FURTHER INVESTIGATION
POINSETT 20 METERS NORTH OF THE CLEARED POWER LINE RIGHT-OF-WAY, 1720 METERS SOUTHEAST OF POWERLINE	REQUIRES FURTHER INVESTIGATION
POINSETT 2100 METERS SOUTH OF THE BOMBING RANGE'S OBSERVATION TOWER	REQUIRES FURTHER INVESTIGATION
POINSETT 2130 METERS EAST OF STATE HWY 261	REQUIRES FURTHER INVESTIGATION
POINSETT 300 METERS SOUTHWEST OF THE BOMBING RANGE OBSERVATION TOWER	NOT ELIGIBLE FOR THE NATIONAL REGISTER

UNCLASSIFIED

1995 AIR FORCE BASE QUESTIONNAIRE

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POINSETT 350 METERS SOUTH OF THE INTERSECTION OF THE SPRING AND BIG BAY IN THE SITE 2 AREA	REQUIRES FURTHER INVESTIGATION
POINSETT 4450 METERS SOUTH SOUTHEAST OF THE BOMBING RANGE OBSERVATION TOWER	REQUIRES FURTHER INVESTIGATION
POINSETT 450 METERS SOUTH SOUTHEAST OF THE BOMBING RANGE OBSERVATION TOWER	REQUIRES FURTHER INVESTIGATION
POINSETT 450 METERS WEST OF A POINT OF THE TRUCK T RAIL ROAD WHICH IS 3100 METERS SOUTH	REQUIRES FURTHER INVESTIGATION
POINSETT 50 METERS SOUTH OF THE TURN IN THE RANGE PERIMETER ROAD	REQUIRES FURTHER INVESTIGATION
POINSETT 500 METERS SOUTHEAST OF THE RANGE OBSERVATION TOWER	REQUIRES FURTHER INVESTIGATION
POINSETT 600 METERS SOUTHEAST OF THE RANGE OBSERVATION TOWER	REQUIRES FURTHER INVESTIGATION
POINSETT 700 METERS SOUTH SOUTHEAST OF THE BOMBING RANGE OBSERVATION TOWER	REQUIRES FURTHER INVESTIGATION
POINSETT 750 METERS EAST OF THE INTERSECTION OF HWY 261 AND THE MAIN ENTRANCE ROAD TO RANGE	REQUIRES FURTHER INVESTIGATION
POINSETT EASTERN PERIMETER RANGE ROAD MEETS BIG BAY AND TURNS NORTHEAST AROUND THE BAY	REQUIRES FURTHER INVESTIGATION
POINSETT SOUTH GATE	REQUIRES FURTHER INVESTIGATION

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

POINSETT SOUTH SIDE OF A SMALL BAY JUST NORTHEAST OF BIG BAY	REQUIRES FURTHER INVESTIGATION
SHAW AFB 225 METERS EAST SOUTHEAST OF PICKNEY CROSSROAD	REQUIRES FURTHER INVESTIGATION
SHAW AFB 490 METERS NORTHEAST OF CHAPEL #2	REQUIRES FURTHER INVESTIGATION
SHAW AFB NEAR HWY 441	REQUIRES FURTHER INVESTIGATION

**VIII.12.B** 4 percent of the buildings on base are over 50 years old.

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

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

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

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

**VIII.12.D.1** 7 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.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Shaw 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 31 IRP sites have been identified

VIII.13.A.2 1 IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 6526

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

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

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

VIII.13.D There 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
COMPLIANCE UNDERGROUND	\$510.000 K	\$20.000 K	\$20.000 K	\$20.000 K	\$20.000 K
COMPLIANCE WATER	\$500.000 K	\$280.000 K	\$90.000 K	\$100.000 K	\$110.000 K
Hazardous Waste Disposal/Remediation	\$602.000 K	\$350.000 K	\$350.000 K	\$350.000 K	\$350.000 K
IRP	\$4,008.000 K	\$10,972.000 K	\$10,000.000 K	\$10,000.000 K	\$10,000.000 K
Natural Resources	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K
Permits	\$32.500 K	\$39.000 K	\$45.000 K	\$55.000 K	\$65.000 K
STORAGE TANKS/POL ASBESTOS	\$10.000 K	\$15.000 K	\$20.000 K	\$25.000 K	\$30.000 K
STORAGE TANKS/POL STORM WATER	\$425.000 K	\$0.000 K	\$1,000.000 K	\$0.000 K	\$0.000 K
WASTEWATER	\$70.000 K	\$80.000 K	\$90.000 K	\$1,600.000 K	\$100.000 K

#### 15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:



UNCLASSIFIED

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Shaw AFB - ACC**

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**Section IX**



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# Document Separator



**CITY OF SUMTER  
AND  
SUMTER COUNTY**

**THE SHAW – SUMTER COMMUNITY:  
PARTNERS IN PROGRESS  
WORKING FOR QUALITY**

## INDEX

### **A. THE SHAW - SUMTER COMMUNITY: PARTNERS IN PROGRESS -WORKING FOR QUALITY**

Summary of 20th Fighter Wing Awards

Favorable Attributes of the Shaw - Sumter Community

Actions to Improve the Military Value of Shaw AFB

Fact Sheet: Shaw Air Force Base, South Carolina

### **B. RATIONALE FOR ORGANIZING THE 20TH FIGHTER WING: A COMPOSITE WING**

Fact Sheets: Proposed Additional Units

Flying Units:

EF - 111A Raven (Electronic Combat)

EC - 130H Compass Call (Electronic Combat)

C - 130 Hercules

F - 16C Fighting Falcon

A/OA -10 Thunderbolt II

F - 22A Advanced Tactical Fighter (ATF)

Non - Flying Units:

485th Equipment Installation Group (EIG)

5th Combat Communications Group (CCG)

823rd Red Horse Civil Engineering Squadron (RHCES)

### **C. SUMTER BASE DEFENSE COMMITTEE MEMBERSHIP**

**WHAT DOES SHAW AFB  
MEAN TO SUMTER?**

**MISSION**

**20TH FIGHTER WING:**

- Fighter forces for SEAD, CAS, FAC
  - 3 x F-16 Falcon Squadrons
  - 1 x OA/A-10 Thunderbolt II Squadron
- Command and Control
  - 1 x Air Control Squadron

**9TH AIR FORCE HEADQUARTER**

- US Central Command Air Forces
- fast development and employment of Air Forces to Southwest Asia

**BASE ASSETS**

**LAND:**

Shaw AFB	3400 acres
Poinsett Range	13600 acres

**AIRFIELD:**

Two Parallel Runways	150ft x 10,000ft
	150ft x 8,000ft
Parking Apron	449000 Sq. Yds

**HOUSING:**

Family Quarter	1704 units
Dormitory Quarter	2064 units

**PERSONNEL:**

Military	6000
Dependents	<u>13000</u>
	19000

Civilian Employees	1100
Total at Shaw	20100
Military Retirees	33000

**GROSS TOTAL** **53,100**

**PAYROLL**

Military	\$171 mil
Civilian	\$ 24 mil
Expenditures (Services/Contracts/Equipment)	<u>\$ 58 mil</u>
<b>TOTAL ACTIVE EXPENDITURES</b>	<b>\$253 MIL</b>

**OTHER INCOME**

Military Retire Payroll within 50 mile radius	\$472 mil
Secondary Jobs Created	3600

**TOTAL ECONOMIC IMPACT** **\$486 MIL**

---

**A**

## **THE SHAW - SUMTER COMMUNITY:**

### **PARTNERS IN PROGRESS - WORKING FOR QUALITY**

#### **FOUNDATIONS FOR PROGRESS:**

Shaw Air Force Base (AFB) has been a significant part of the City and County of Sumter, South Carolina for over fifty three years. The Base and the civilian community are proud of their tradition of working in partnership for a superior quality of life. That partnership is a symbol of excellence in supporting the Air Force mission while building civic pride in a community.

Since the formation of the Shaw - Sumter Community Council forty one years ago, the spirit of cooperation has been foremost in developing confidence, understanding, mutual respect and friendship. This spirit created an award winning base-community relationship that is nationally recognized by the International City Management Association. This spirit is reflected in the patriotic pride the people of Sumter take in supporting the military personnel and their families during periods of international crisis. Most recently during Operation Desert Storm, the people of Sumter displayed their overwhelming support for the deployed personnel while giving caring assistance to their families living on Shaw AFB and in the community. This caring spirit is on-going today for those families who have military members deployed to the Middle East and other regional crises around the world.

The base personnel return that support to the community by their unselfish work to improve the quality of education, medical care, spiritual life and humanitarian activities. The Base co-sponsored Project Save Our Schools (SOS) with the community to improve school facilities and educational programs. Sumter is especially appreciated of the disaster relief efforts by the base following Hurricane Hugo in 1989. The Air Force's ability to provide aid to many Sumterites strengthened the bonds of mutual respect and caring. The people of Sumter take a special patriotic pride in being a community partner with the Department of Defense, the United States Air Force and Shaw Air Force Base.

We are especially proud of the 20th Fighter Wing's operation and maintenance organization for being recognized as the "**BEST in the AIR FORCE**" by winning the coveted **Daedalian Award**. The Wing's excellence is acknowledged by receipt of the Air Force Outstanding Unit Award and awards for Manpower Management, Installation Excellence,, Maintenance Effectiveness, Explosive Ordinance Disposal, Civil Engineering Operations, AAFES Customer Service and four individual awards. They also won "**BEST in Air Combat Command**" awards for eleven squadrons and fifteen individuals. These awards are a point of pride for the entire Shaw-Sumter Community.

## **THE QUEST FOR QUALITY:**

In the 1993 Department of the Air Force Analyses and Recommendations to the DOD Base Closure and Realignment Commission, two areas of concern were identified **enroachment of land and airspace adjacent to Shaw AFB and the Poinsett Weapons Range** and some less than favorable comments about the ability of the community to support base forces, missions and personnel. The SBDC is working to improve the military value of the base by reducing the current/future enroachment and to improve the community support to the base and its people. By improving these areas of mutual concern, the commitment to the highest quality of life will be achieved in the entire Sumter community. The following discussions will highlight clarification and actions to improve the Shaw-Sumter community:

### **Military Value Improvement:**

Three significant efforts are underway that will improve the operational capability of Shaw AFB:

1. **Joint Compatible Land Use Study (JCLUS)**
  - goal is to protect the base mission while protecting the public safety and welfare
  - identify noise-impacted areas to the base, citizens and local governments
  - recommends compatible land use in areas impacted by noise
2. **Proposed Ordinance Amendments to the Sumter Zoning Ordinance**
  - establish compatible land use policy throughout the County but with a special focus on that land adjacent to Shaw AFB and Poinsett Weapons Range
  - implement recommendations from the 1993 JCLUS for adoption to the ordinance-June 94
3. **Poinsett Weapons Range Expansion**
  - Air Force leased range land from the State of South Carolina which limits federal funding for facility improvements
  - swap federal land on the closed Myrtle Beach AFB for State land
  - expand range from 8000 acres to 14000 acres under federal government ownership
  - allows federal funding for facility improvements
  - allows reorientation of flight patterns to reduce noise levels on residential property
  - completed on - April 5, 1994

- **Pupil to Teacher Ratio**
  - Rated low based on data showing a pupil to teacher ratio > 30:1 (Red rating)
  - S.C. max ratio allowed (avg)= 28:1
  - S.C. allows grades 6-12 = 35:1; **Sumter actually (6-12)= 26:1**
  - **Current pupil to teacher ratio for grades K-12 is 16.2:1 with the average class < 22**
  - A Green rating
- **Students that go to College**
  - Report indicated < 40% (Red rating)
  - **1993/94 data indicates that > 50% of all high school graduates entered undergraduate college courses (a Yellow rating)**
- **Sumter School District 2 voters approved a \$28.5 million bond referendum on September 25, 1993**
  - **Construct two new high schools**
  - Repair ten school buildings
  - Reduce Portable classrooms by 70%
  - Allows restructuring of the school system (Elementary K-5, Middle 5-8, High 9-12)
    - Student loading reduced
    - Course availability improved
  - **Complete in fall 1996**

3. **Spousal Employment:**

- Sumter community rated low by unknown data source on ability of spouses to find employment in < 3 months and their inability to find employment commensurate with skill/experience
- SBDC review revealed
  - Majority of spouses seek employment in administrative/clerical and service sectors
    - 60-70% fill administrative/clerical
    - 10-12% seek manufacturing/production
  - Employment responsibility/compensation and availability vary due to geographic and economic factors based on business/industrial orientation, ie; agricultural, manufacturing, distribution or service
- **Employment Referral Services at Shaw AFB Family Support Center work closely with the South Carolina Employment Security Commission**
- **1994 information suggest > 50% find jobs <3 months**
- SBDC concluded, "**military dependents(spouses), as a separate employment group, fare as well or better than many local civilian applicants.**"



**SUMMARY:**

The City of Sumter and Sumter County are privileged to be community partners with Shaw AFB and appreciate the opportunity to contribute to the missions of the Department of Defense and the United States Air Force. The Sumter community in cooperation with Shaw AFB is working to achieve the highest attainability quality of life in Shaw-Sumter community. We pledge complete support in making **PARTNERS IN PROGRESS - WORKING FOR QUALITY** a standard for success and pride into the 21st century.

**SUMMARY OF 20TH FIGHTER WING  
AWARDS**

**AIR FORCE AWARDS:**

- 1993 Daedalions Maintenance Award
- 1993 Outstanding Unit Award (1992 and 1993)
- 1993 Air Force Manpower Management Award for Professional Excellence
- 1993 Commander in Chief's Installation Excellence Award (Units)  
-20 SUPS, 20CRS, 20SG
- 1993 Air Force Maintenance Effectiveness Award (Unit)  
-20 CRS
- 1993 Outstanding Explosive Ordinance Disposal Flight of the Year  
-20 CES
- 1993 Operation Flight of the Year  
-20 CES
- 1993 AAFES Commander Extraordinary Customer Service Award, Southeastern  
Region  
- Shaw Base Exchange
- 1993 Individual Awards (4)

**AIR COMBAT COMMAND AWARDS:**

- 1993 ACC Awards to Units  
- Eleven Squadrons
- 1993 ACC Awards to Individuals  
- Fifteen Individuals

**HEADQUARTERS USAFE AWARDS:**

- 1993 Diamond Award (Individual)

## **FAVORABLE ATTRIBUTES OF THE SHAW - SUMTER COMMUNITY:**

### **SHAW AFB:**

- Strong Mission
- Excess Capability
- Excellent Infrastructure
- Excellent Facilities
- Strong Construction Program
- Favorable Community Relations

### **SUMTER COMMUNITY:**

- Good Infrastructure  
(Housing, Transportation, Shopping and  
Recreation)
- Excellent Schools
- Improving Crime Rates
- Improving Medical Care
- Expanding Job Opportunities
- Friendly Support for the Air Force  
Mission

## **ACTION TO IMPROVE RETAINABILITY**

### **Mission Value**

- Reorganize to Electronic Warfare Mission
- Expand for SEAD, Strike and Close Air Support
- Expand for Mission Support
- Collocate Guard/Reserve Units
- Improve Facility Infrastructure

### **Community Impact**

- Funding for Schools
- Improve- Expand Transportation



# Fact Sheet

# United States Air Force

20th Fighter Wing Public Affairs Office  
517 Lance Ave., Suites 106/107  
Shaw AFB, S.C. 29152-5041

(803) 668-3621  
Fax (803) 668-2276

## SHAW AIR FORCE BASE, S.C.

Shaw Air Force Base, S.C., is home of the 20th Fighter Wing, Headquarters 9th Air Force/United States Central Command Air Forces and several associate units. Shaw's units are assigned to Air Combat Command.

The base is located on more than 3,569 acres in Sumter, S.C. The base also has custodial responsibility for approximately 13,600 acres at Poinsett Weapons Range southwest of Sumter and for 23.5 leased acres at the Lake Wateree Recreational Area, 38 miles northwest of Sumter, near Camden, S.C.

Originally established as a small basic flying school, it was designated Shaw Field Aug. 7, 1941, in honor of Sumter County-native 1st Lt. Ervin David Shaw. Lieutenant Shaw was killed while flying a long-range reconnaissance mission over France during World War I. The base's first assigned aircraft was the single-engine BT-13 trainer.

Shaw's host unit from 1946 until 1951 was the 20th Fighter Wing. The base was assigned to 9th Air Force Dec. 1, 1950. The 363rd Fighter Wing arrived here April 14, 1951, and became the host unit later in the year when the 20th Fighter Wing departed for Virginia and then England. The 363rd Fighter Wing and its subordinate units inactivated Jan. 3, 1994, and were replaced by the 20th Fighter Wing that same day.

Shaw's current aircraft include C and D model versions of the Block 50 mini-D F-16 Fighting Falcon and the A/OA-10A Thunderbolt II "Warthog." The wing's 77th Fighter Squadron "Gamblers," 78th Fighter Squadron "Bushmasters" and 79th Fighter Squadron "Tigers" fly F-16s and are tasked with air-to-air, air-to-ground and suppression of enemy air defenses missions. The "Fighting Fifty-Fifth" Fighter Squadron flies A-10s with close air support and forward air control missions. The wing also operates the 726th Air Control Squadron which serves as a theater reporting center during war time or contingency operations.

Shaw is home to more than 6,000 active duty military members, 1,100 civilian employees and more than 13,000 family members. The base's annual regional economic impact exceeds \$480 million.

It's units have played significant roles in world history, participating in Operation Overlord, the invasion of Normandy; the defense of the Midway Islands; the assault on Iwo Jima; the Cuban Missile Crisis; the invasion of Grenada; Operation Just Cause; Operations Desert Shield and Desert Storm; Joint Task Force Proven Force; Operation Provide Comfort and Operation Southern Watch.



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**B**

## **RATIONALE FOR ORGANIZING THE 20TH FIGHTER WING: A COMPOSITE WING**

**1. MISSION:** The 20th Fighter Wing should become a composite air employment wing with the mission to train and equip air units to conduct joint theater air-ground operations in regional conflict areas under the command of a Regional CINC or Task Force Commander (TFC). The 20th Fighter Wing would provide units specifically trained and equipped to conduct Suppression of Enemy Air Defenses (SEAD) and to conduct Close Air Support (CAS)/Forward Air Control (FAC) in support of Joint air and ground forces. The 20th Air Control Group will be trained and equipped to provide tactical air-ground command and control systems to support deployed Air Force units and be able to provide Theater Air-Ground command and control systems in support of a Regional CINC or Joint TFC (i.e., commander USCENTAF).

**2. MISSION ENHANCEMENT:** The 20th Fighter Wing capabilities could be enhanced by improving the SEAD/Electronic Combat mission with additional units. Assign one squadron each of EF-111 Raven and EC-130 Compass Call aircraft. These added units would give the Wing the full capability to conduct SEAD/Electronic Combat operations. This would ensure that fully trained and regionally oriented EC forces to the commander 9th Air Force/US Central Command Air Force (USCENTAF). While these additional units could be geographically separated from Shaw AFB in peace time, they would be required to train with and be under the operational control of the commander 20th Fighter Wing. These units would be better supported, trained and organized if permanently assigned to Shaw AFB, South Carolina. Add one A/OA-10 squadron to increase CAS/FAC capability. Equip the 20th Air Control Group with state of the art capability to provide tactical air control. Add at least one mission support unit to enhance HQ Ninth Air Force/USCENTAF operations.

**3. ADDITIONAL FLYING MISSIONS ENHANCEMENTS:** The 20th Wing capabilities would be further increased by the assignment of up to six locally based air units with the special abilities listed below:

**a. Fighter**

- (1) Air to Ground Attack - F-16, F-15, A/OA-10
- (2) Air to Air Interceptor - F-16, F-15, F-22
- (3) Tactical Air Reconnaissance \_ F/RF-16
- \* ANG/AFRES fighter units could be collocated.

**b. Airlift**

- (1) Tactical Airlift C-130 with airlift control element

**c. Air Rescue**

- (1) Combat Rescue HC-130 and HH-60 with combat rescue control element



- (5) **Training Areas**
- **Supersonic Military Operating Area (MOA) and Warning/Restricted Areas - < 150NM**
  - **Low Altitude MOA (SAT/LOWAT) - <100NM**
  - **Ranges**
    - **Scoreable within 100NM Poinsett, SC - 10NM**
    - **Scoreable within 250NM Townsend, GA < 150NM AF Dare County, NC < 250NM Grand Bay (Moody AFB), GA <250NM**
  - **Electronic Combat**
    - Poinsett, SC - 10NM**
    - Townsend, GA < 150 NM**
    - R-5306A (Cherry Point USMA, NC) < 250NM**
    - \*\* Pinecastle, FL (USN) < 300NM**
  - **ACMI**
    - W-157/158 (Beaufort USMC, SC) < 150NM**
    - \*\* 20th Fighter Wing primary use one week/month**
  - **Full Scale Live Drop**
    - Fort Bragg, NC <150NM**
    - Fort Stewart, GA <150NM**
    - Fort Benning, GA <250NM**
    - Fort Campbell, KY<400NM**
  - **Ground Forces with Impact Area**
    - Fort Bragg, NC <150NM**
    - Fort Stewart, GA <150NM**
    - Fort Benning, GA <250NM**
    - Fort Campbell, KY<400NM**
  - **Special Use Airspace (SUA) and Training Areas**
    - **Fully Adequate**
  - **Composite Force Training Airspace**
    - **Fully adequate**
    - **SUA with Bombing Ranges <150NM**
    - **Interservice participants <250NM**
  - **VR/IR Routes**
    - **>10 within 100NM**
  - **Airspace Availability**
    - **MOA/SUA/Ranges - fully adequate**
    - **Low Level Routes - fully adequate**
  - **Airspace/Training Area Status**
    - **No charges anticipated**
    - **Fully adequate both now and in the future**
  - **Airspace Enroachment (Civil/Comm Aviation)**
    - **MOA/Restricted Area -Generally compatible with some limitations**
    - **Bombing Ranges - Compatible**

- 2) **Geographic Location (Proximity to Other Service Locations) - Adequate**
  - Army/Marine < 150 miles (Fort Bragg, Fort Stewart, Beaufort USMC)
  - Rail Transportation - on base spur to main line (< 5 miles)
  - Port Facilities within 150 miles (Charleston, SC; Savannah, GA; Wilmington, NC)

d. **Base Ability to Meet Airlift Mission:**

- 1) **Airfield**
  - Runways/Taxiways - Adequate
  - Parking Aprons - Adequate
  - POL storage, delivery, resupply - Adequate (FY 94 MCP)
  - Airspace Access for Training - Adequate
  - Airspace Enroachment - Limited
- 2) **Operational Considerations**
  - Weather - Adequate (>300'1, >90%; >3000'3, >75%)
    - No need to deploy for training
    - ATC delays - Minimal <= 5 min (actual)
      - meets requirements of < 15 min
    - Mobility/Deployability - Optimum for deployable range and utilization for airlift missions
- 3) **Training Areas**
  - DZ/LZ <200NM
    - Fort Bragg, NC; Fort Stewart, GA.
  - US Army/USMC <500NM
    - Fort Bragg, NC; Fort Stewart, GA; Fort Benning, GA; Fort Campbell, KY.
  - Full Airdrop < 500NM
    - Fort Bragg, NC; Fort Benning, GA; Fort Campbell, KY; North Field, SC.
  - Numbers of VR/IR/SR- > 3 within 200NM
  - AAR routes - 4 within 200NM
    - required for EC/MC/HC - 130 only
  - Low Level Routes - Fully adequate

e. **Base Ability to Meet Tanker Mission**

- 1) **Airfield**
  - Runway/Taxiway - Adequate
  - Parking Apron - Adequate
  - POL - Adequate storage with some limitation on delivery and resupply
    - limited Hydrant system (improved by FY 94 MCP)
    - resupply by rail

- e. **Aerial Refueling** KC-135 or KC-10 squadron to support rapid deployment and employment of the Wing's aircraft for regional crisis area operations.
  - f. **Air Reconnaissance:**F/RF-16 squadron to support joint air - ground operations in regional crisis areas.
  - g. **Air Superiority:** F-15C squadrons to support joint air-ground operation in regional Crisis areas. Upgrade to F-22 when available
- \*\*\* Preferred Recommendation - a,b and c above -Enhanced Electronic Combat, CAS/FAC, and Airlift.

7. **Recommendations (Non-flying):** Shaw AFB could accomodate and support at least one mission support unit with worldwide or major regional conflict capabilities. Three possible units are listed in priority order:

- a. **485th EIG** to support worldwide communications, electronic and automated information systems.
- b. **5th CCG** to support regional USCENTAF and JCS operations with command and control communications.
- c. **823rd RHCES** to support HQ Ninth Air Force/US CENTAF regional operations with rapidly deployable heavy construction and civil engineering services.

**Prepared By:**

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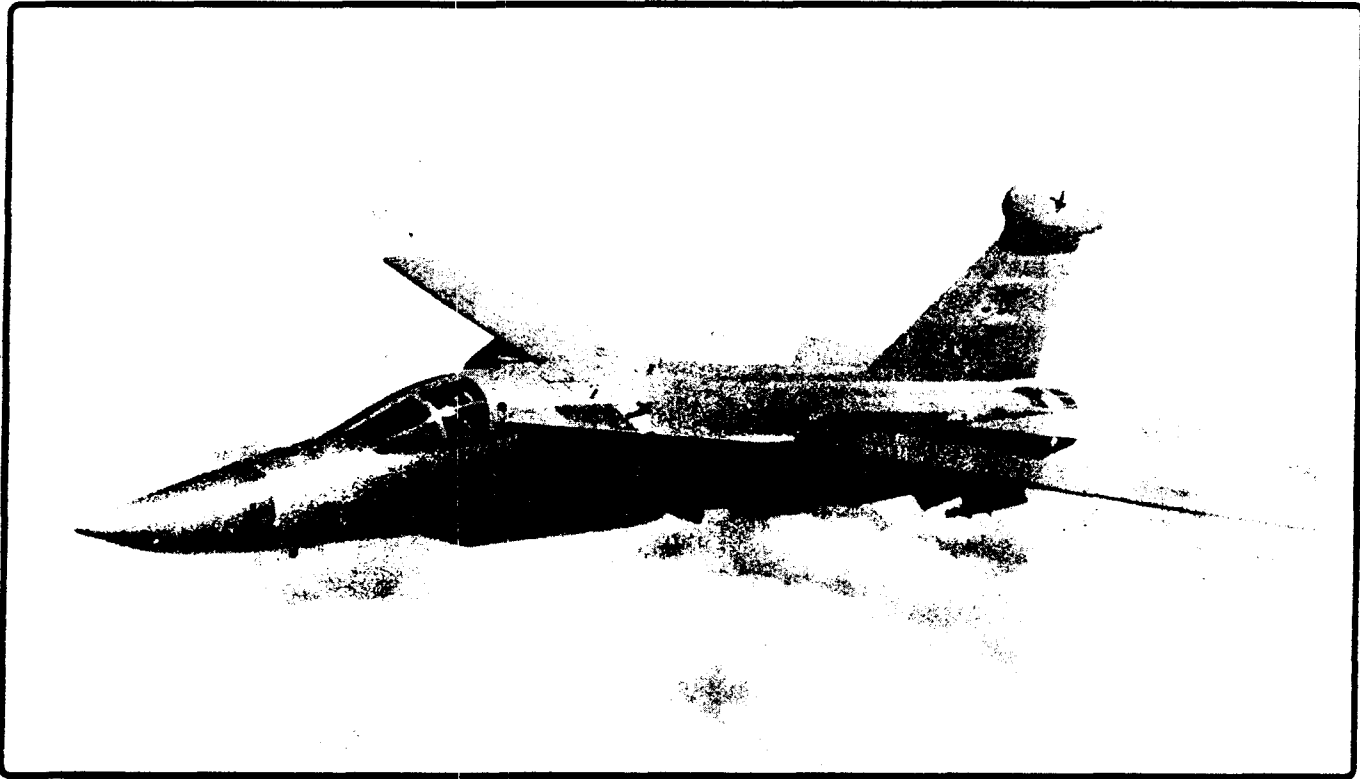
# FACT SHEET

92-24

**UNITED STATES AIR FORCE**

**Secretary of the Air Force**  
Office of Public Affairs  
Washington D.C. 20330-1690

## *EF-111A Raven*



### **Mission**

The EF-111A Raven is designed to provide electronic countermeasures support for tactical air forces. The EF-111A can detect, sort, identify and nullify different enemy radars.

### **Features**

The EF-111A is a modified F-111A. The F-111A is well-suited for modification to the role of an airborne electronic warfare platform because of its structural strength, maneuverability and performance — including the ability to penetrate enemy airspace and escape at supersonic speed. Because the aircraft is already available from the U.S. Air Force inventory, EF-111A production costs are greatly reduced.

Certain exterior modifications are required to convert the F-111A to EF-111A standards. A narrow canoe-shaped radome, about 16 feet long, is mounted on the fuselage, housing antennas for the high-powered jamming transmitters. Also, a fin-tip pod is mounted on the reinforced vertical stabilizer to house the receiving antennas and ancillary equipment, including a processor to detect hostile radar emissions. The total equipment weight is about 3.5 tons (3,150 kilograms).

Other modifications of the original F-111A structure include: general structural reinforcement, an improved environmental cooling system, and equipment for increased electrical output.

The cockpit of the Raven also has been rearranged. The right-seat crew member is an electronic warfare

**Power Plant:** Two Pratt & Whitney TF-30-P-8109 engines.

**Thrust:** 21,000 pounds (9,450 kilograms) each engine.

**Length:** 76 feet (23 meters).

**Height:** 20 feet (6 meters).

**Wingspan:** 63 feet (19.1 meters) with wings fully extended.

**Speed:** 1,650 mph (Mach 2.2).

**Ceiling:** 50,000 feet (15,152 meters).

**Maximum Takeoff Weight:** 89,000 pounds (40,050 kilograms).

**Range:** 2,000 miles (1,740 nautical miles).

**Sensors:** AN/ALQ-99E jamming subsystem.

**Unit Cost:** \$35 million.

**Crew:** Two (pilot and electronics warfare officer).

**Date Deployed:** June 1981.

**Inventory:** Active force, 40; ANG, 0; Reserve: 0.

**POINT OF CONTACT:**

**Air Combat Command; Public Affairs Office; 90 Oak Street; Langley AFB, VA 23665-2191; DSN 574-5007, or (804) 764-5007.**

**AIR FORCE INTERNAL INFORMATION**

**October 1992**

*For questions concerning this product, please call: DSN: 945-7210, or Comm: (210) 925-7210*

*AIR FORCE NEWS AGENCY 1015 Billy Mitchell Rd., Kelly Air Force Base, Texas 78241-5601*

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**AFNEWS**

*Supersedes USAF FactSheet 88-15*



## Fact Sheet

# United States Air Force

355TH WING (ACC), PUBLIC AFFAIRS OFFICE, DAVIS-MONTHAN AFB, ARIZONA 85707

(602) 750-3204 DSN 361-3204

## COMPASS CALL

Compass Call is the designation for a modified version of Lockheed Corporation's C-130 Hercules aircraft configured to perform tactical command, control and communications countermeasures or C3CM. Specifically, the modified aircraft uses noise jamming to prevent communication or degrade the transfer of information essential to command and control of weapon systems and other resources. It primarily supports tactical air operations but also can provide jamming support to ground force operations.

Modifications to the aircraft include an electronic countermeasures system (Rivet Fire), an air refueling capability and associated navigation and communications systems. Rivet Fire has demonstrated its powerful effect on enemy command and control networks in Panama and Iraq.

In the world of Electronic Combat, the major players are the EF-111 Ravens, the F-4G Wild Weasels, F-16 Fighting Falcons and the EC-130H Compass Call. Forming the EC triad, these forces:

- Jam targets ;
- Insert deception to confuse;
- Destroy critical targets.

Compass Call integrates into tactical air operation at any level. Although Compass Call primarily supports interdiction and offensive counter-air campaigns, the truly versatile and flexible nature of the aircraft and its crew enable the power of EC to be brought to bear on virtually any combat situation.

The EC-130H aircraft carries a combat crew of 13 people. Four members are responsible for aircraft flight and navigation, while nine members operate and maintain the Rivet Fire equipment. The mission crew consists of an electronic warfare officer, who is the mission crew commander (MCC), an experienced cryptologic linguist is the mission crew supervisor (MCS), six analysis operators and an airborne maintenance technician (AMT).

(Current as of January 1994)

Aided by the automated system, the crew analyzes the signal environment, designate targets and ensure the system is operating effectively. Targets can be designated before the mission takes off, required in flight or the MCC/MCS can receive additional tasking at any time from outside agencies (i.e. Airborne Warning and Control System, KC-135 and Airborne Command and Control System.)

Compass Call is tasked by all the united commands and therefore subject to worldwide deployment in support of tactical air/ground forces on very short notice.

The Compass Call EC-130H is flown by the 355th Wing's 41st and 43rd Electronic Combat Squadrons, at Davis-Monthan Air Force Base Ariz

Both squadrons are self-contained with complete command, operations and maintenance functions, totaling 300 people and 13 aircraft.



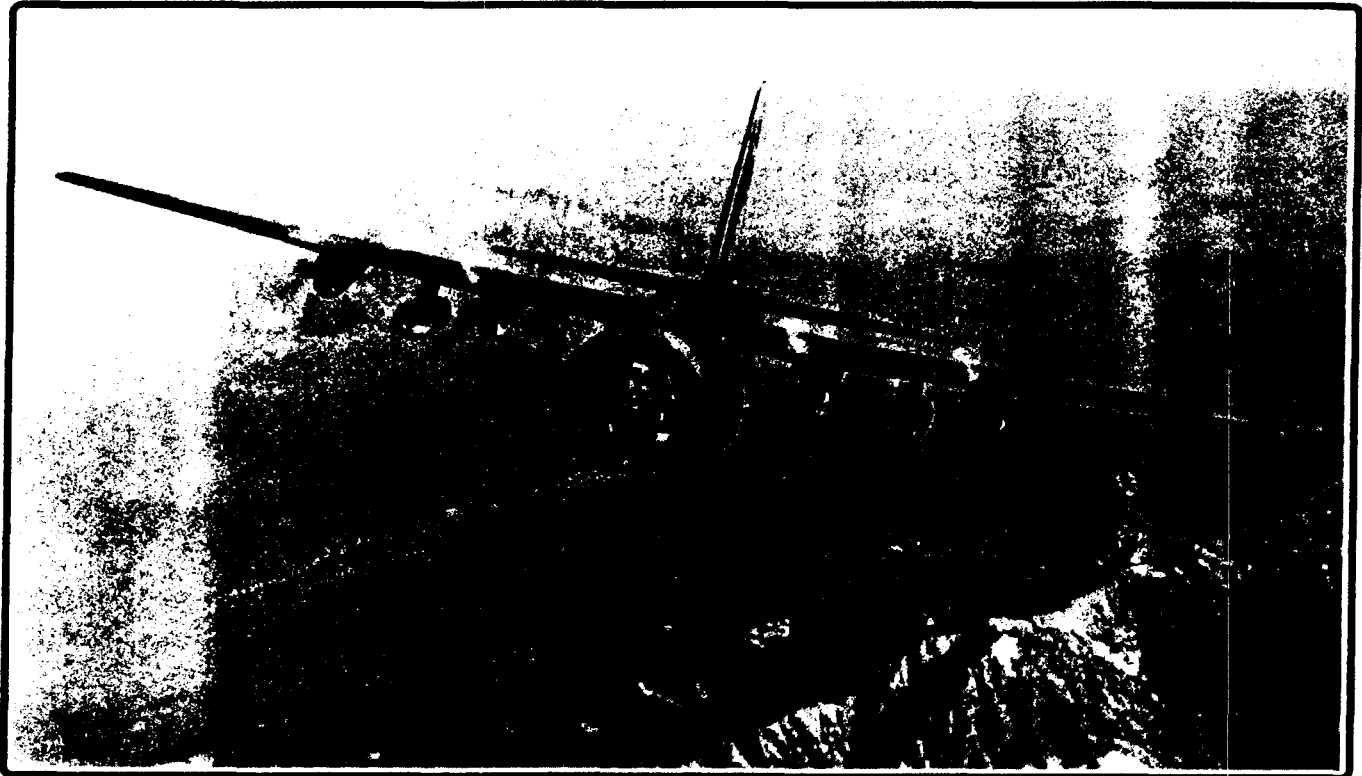
# FACT SHEET

92-34

**UNITED STATES AIR FORCE**

**Secretary of the Air Force**  
Office of Public Affairs  
Washington D.C. 20330-1690

## *C-130 HERCULES*



### **Mission**

The C-130 Hercules primarily performs the intratheater portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for paratropping troops and equipment into hostile areas.

### **Background**

Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. Two DC-130A's (originally GC-130A's) were built as drone launchers/directors, carrying up to four drones on

underwing pylons. All special equipment was removable, permitting the aircraft to be used as freighters, assault transports, or ambulances. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in April 1959. C-130B's are used in aerial fire fighting missions by Air National Guard and Air Force Reserve units. Six C-130B's were modified in 1961 for snatch recovery of classified U.S. Air Force satellites by the 6593rd Test Squadron at Hickam Air Force Base, Hawaii.

### **Features**

In its personnel carrier role, the C-130 can accommodate 92 combat troops or 64 fully equipped paratroops on side-facing seats. For medical evacuations, it carries 74 litter patients and two medical attendants. Paratroopers exit the aircraft through two doors on





# FACT SHEET

92-48

**Secretary of the Air Force**  
Office of Public Affairs  
Washington D.C. 20330-1690

## *F-16 Fighting Falcon*



### **Mission**

The F-16 Fighting Falcon is a compact, multirole fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. It provides a relatively low-cost, high-performance weapon system for the air forces of the United States and allied nations.

### **Features**

In an air combat role, the F-16's maneuverability and combat radius (distance it can fly to enter air combat, stay, fight, and return) exceed that of all potential threat fighter aircraft. It can locate targets in all weather conditions and detect low flying aircraft in radar ground clutter. In an air-to-surface role, the F-16 can fly more than 500 miles (860 kilometers), deliver its weapons with superior accuracy, defend itself against enemy aircraft, and return to its starting point. An all-weather

capability allows it to accurately deliver ordnance during non-visual bombing conditions.

In designing the F-16, advanced aerospace science and proven reliable systems from other aircraft such as the F-15 and F-111 were selected. These were combined to simplify the airplane and reduce its size, purchase price, maintenance costs and weight. The light weight of the fuselage is achieved without reducing its strength. The F-16 can withstand up to nine G's — nine times the force of gravity — with internal fuel tanks filled greater than any other current fighter aircraft.

The cockpit and its bubble canopy give the pilot unobstructed forward and upward vision, and greatly improved vision over the side and to the rear. The seat-back angle was expanded from the usual 13 degrees to 30 degrees, increasing pilot comfort and gravity force tolerance.

The pilot has excellent flight control of the F-16 through its "fly-by-wire" system. Electrical wires relay

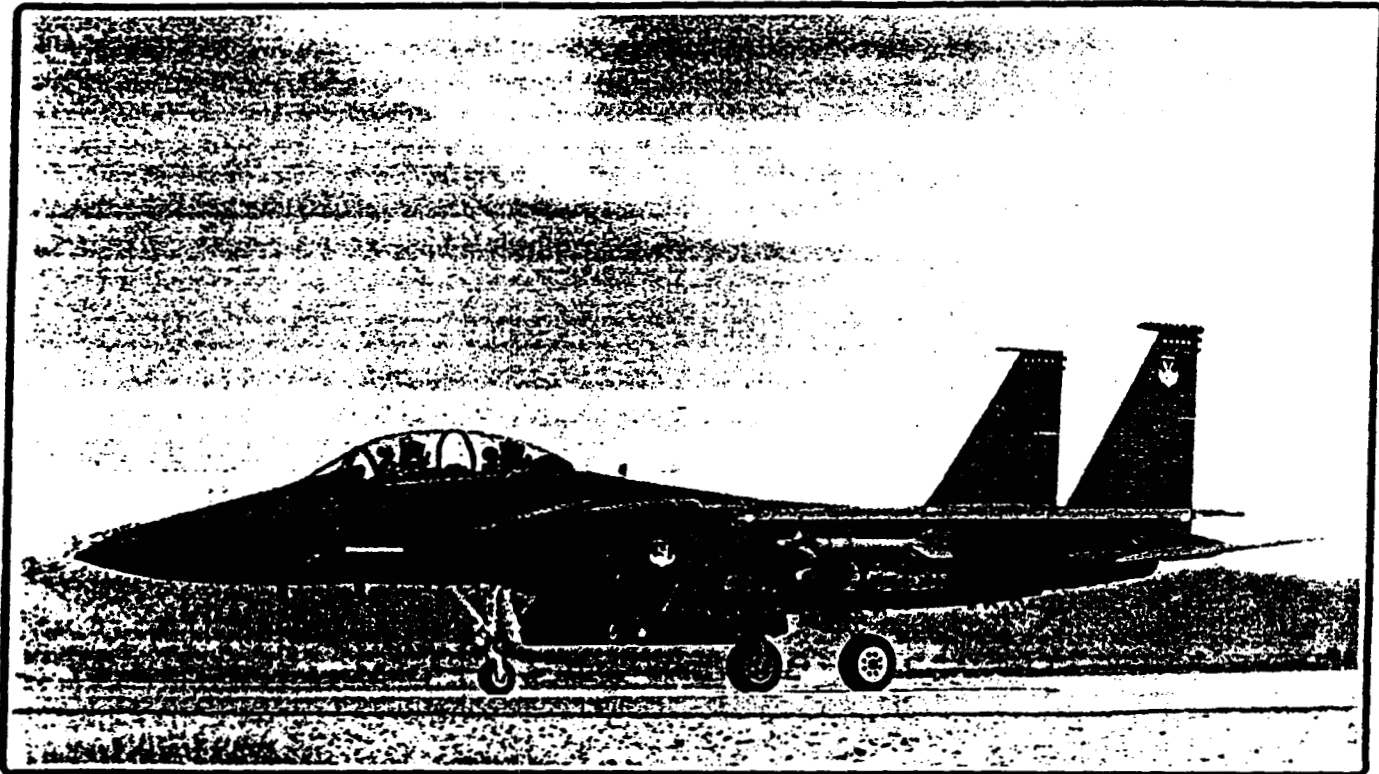


# FACT SHEET

92-61

Secretary of the Air Force  
Office of Public Affairs  
Washington D.C. 20330-1690

## F-15 Eagle



### Mission

The F-15 Eagle is an all-weather, extremely maneuverable, tactical fighter designed to gain and maintain air superiority in aerial combat.

### Features

The Eagle's air superiority is achieved through a mixture of unprecedented maneuverability and acceleration, range, weapons and avionics. It can penetrate enemy defenses and outperform and outfight any current or projected enemy aircraft. The F-15 has electronic systems and weaponry to detect, acquire, track and attack enemy aircraft while operating in friendly or enemy-controlled airspace. Its weapons and flight-control systems are designed so one person can safely and effectively perform air-to-air combat.

The F-15's superior maneuverability and acceleration are achieved through high engine thrust-to-weight ratio and low wing-loading. Low wing-loading (the ratio of aircraft weight to its wing area) is a vital factor in maneuverability and, combined with the high thrust-to-weight ratio, enables the aircraft to turn tightly without losing airspeed.

A multimission avionics system sets the F-15 apart from other fighter aircraft. It includes a head-up display, advanced radar, inertial navigation system, flight instruments, UHF communications, tactical navigation system and instrument landing system. It also has an internally mounted, tactical electronic-warfare system, "identification friend or foe" system, electronic countermeasures set and a central digital computer.

Through an on-going multistage improvement program, the F-15 is receiving extensive upgrade involving the installation or modification of new and

existing avionics equipment to enhance the tactical capabilities of the F-15.

The head-up display projects on the windscreen all essential flight information gathered by the integrated avionics system. This display, visible in any light condition, provides the pilot information necessary to track and destroy an enemy aircraft without having to look down at cockpit instruments.

The F-15's versatile pulse-Doppler radar system can look up at high-flying targets and down at low-flying targets without being confused by ground clutter. It can detect and track aircraft and small high-speed targets at distances beyond visual range, down to close range and at altitudes down to tree-top level. The radar feeds target information into the central computer for effective weapons delivery. For close-in dog fights, the radar automatically acquires enemy aircraft, and this information is projected on the head-up display.

An inertial navigation system enables the Eagle to navigate anywhere in the world. It gives aircraft position at all times as well as pitch, roll, heading, acceleration and speed information.

The F-15's electronic warfare system provides both threat warning and automatic countermeasures against selected threats. The "identification friend or foe" system informs the pilot if an aircraft seen visually or on radar is friendly. It also informs U.S. or allied ground stations and other suitably equipped aircraft that the F-15 is a friendly aircraft.

A variety of air-to-air weaponry can be carried by the F-15. An automated weapon system enables the pilot to perform aerial combat safely and effectively, using the head-up display and the avionics and weapons controls located on the engine throttles or control stick. When the pilot changes from one weapon system to another, visual guidance for the required weapon automatically appears on the head-up display.

The Eagle can be armed with combinations of four different air-to-air weapons: AIM-7F/M Sparrow missiles or AIM-120 Advanced Medium Range Air-to-Air Missiles on its lower fuselage corners, AIM-9L/M Sidewinder or AIM-120 missiles on two pylons under the wings, and an internal 20mm Gatling gun (with 940 rounds of ammunition) in the right wing root.

Low-drag, conformal fuel tanks were especially developed for the F-15C and D models. Conformal fuel tanks can be attached to the sides of the engine air intake trunks under each wing and are designed to the same load factors and airspeed limits as the basic aircraft. Each conformal fuel tank contains about 114 cubic feet of usable space. These tanks reduce the need for in-flight refueling on global missions and increase time in

the combat area. All external stations for munitions remain available with the tanks in use. AIM-7F/M Sparrow and AIM-120 missiles, moreover, can be attached to the corners of the conformal fuel tanks.

## Background

The first F-15A flight was made in July 1972, and the first flight of the two-seat F-15B (formerly TF-15A) trainer was made in July 1973. The first Eagle (F-15B) was delivered in November 1974 to the 58th Tactical Training Wing, Luke Air Force Base, Ariz., where pilot training was accomplished in both F-15A and B aircraft. In January 1976, the first Eagle destined for a combat squadron was delivered to the 1st Tactical Fighter Wing at Langley Air Force Base, Va.

Other units equipped with F-15s include the 36th Fighter Wing, Bitburg Air Base, Germany; 325th Fighter Wing at Tyndall Air Force Base, Fla.; 33d Fighter Wing, Eglin Air Force Base, Fla.; 32d Fighter Squadron, Soesterberg AB, Netherlands; and the 3d Fighter Wing, Elmendorf Air Force Base, Alaska. In January 1982, the 48th Fighter-Interceptor Squadron at Langley Air Force Base became the first Air Force air defense squadron to transition to the F-15.

The single-seat F-15C and two-seat F-15D models entered the Air Force inventory beginning in 1979. Kadena Air Base, Japan, received the first F-15C in September 1979. These new models have Production Eagle Package (PEP 2000) improvements, including 2,000 pounds (900 kilograms) of additional internal fuel, provision for carrying exterior conformal fuel tanks and increased maximum takeoff weight of up to 68,000 pounds (30,600 kilograms).

F-15C's, D's and E's were deployed to the Persian Gulf in 1991 in support of Operation Desert Storm where they proved their superior combat capability with a confirmed 26:0 kill ratio.

## General Characteristics

**Primary Function:** Tactical fighter.

**Contractor:** McDonnell Douglas Corp.

**Power Plant:** Two Pratt & Whitney F100-PW-100 turbofan engines with afterburners.

**Thrust:** C/D models:— 25,000 pounds each engine (11,250 kilograms).

**Length:** 63 feet, 9 inches (19.43 meters).

**Height:** 18 feet, 8 inches (5.69 meters).

**Wingspan:** 42 feet, 10 inches (13.06 meters).

**Speed:** 1,875 mph (Mach 2.5-plus at sea level).

**Ceiling:** 65,000 feet (19,697 meters).

**Maximum Takeoff Weight:** C/D models: - 68,000 pounds (30,600 kilograms).

**Range:** 3,450 miles (3,000 nautical miles) ferry range with conformal fuel tanks and three external fuel tanks.

**Armament:** One M-61A1 20mm multibarrel gun mounted internally with 940 rounds of ammunition; four AIM-9L/M Sidewinder and four AIM-7F/M Sparrow missiles, or a combination of AIM-9L/M, AIM-7-F/M and AIM-120 missiles.

**Crew:** F-15A/C: one. F-15B/D: two.

**Unit cost:** \$15 million.

**Date Deployed:** July 1972

**Inventory:** Active force, 403; ANG, 126; Reserve, 0.

**POINT OF CONTACT:**

**Air Combat Command; Public Affairs Office; 90 Oak St.; Langley Air Force Base, Va. 23665-5000. DSN: 574-5007. Commercial: (804) 764-5007.**

**AIR FORCE INTERNAL INFORMATION**

**October 1992**

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*Supersedes USAF Fact Sheet 89-14*



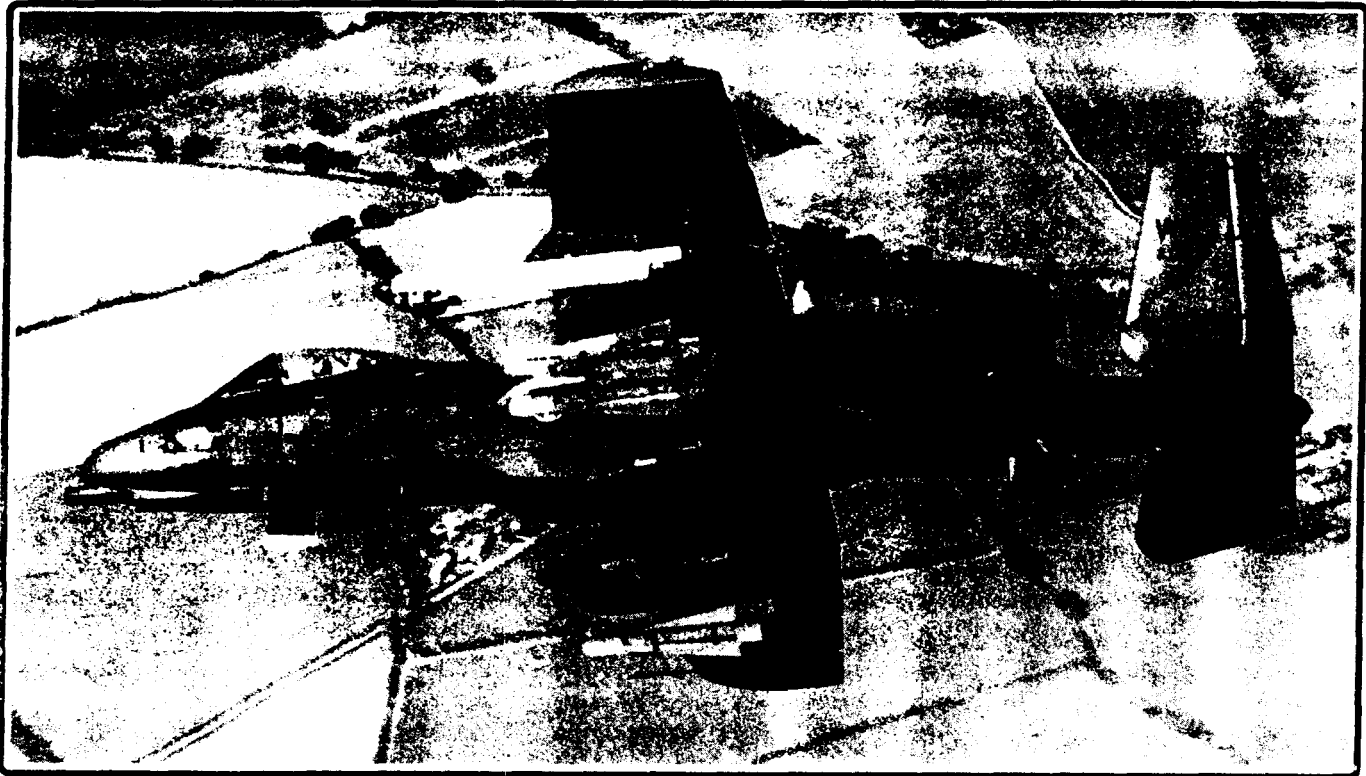
# FACT SHEET

92-40

UNITED STATES AIR FORCE

**Secretary of the Air Force**  
Office of Public Affairs  
Washington D.C. 20330-1690

## *A-10/O A-10 Thunderbolt II*



### **Mission**

The A-10 and OA-10 Thunderbolt IIs are the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against all ground targets, including tanks and other armored vehicles.

### **Features**

The A-10 and OA-10 have excellent maneuverability at low air speeds and altitude, and are highly accurate weapons-delivery platforms. They can loiter near battle areas for extended periods of time and operate under 1,000-foot ceilings (303.3 meters) with 1.5-mile (2.4 kilometers) visibility. Their wide combat radius and

short takeoff and landing capability permit operations in and out of locations near front lines.

Thunderbolt IIs have single-seat cockpits forward of their wings, and a large bubble canopy which provides pilots all-around vision. The pilots are encircled by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than did previous aircraft. The aircraft can survive direct hits from armor-piercing and high-explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Their redundant hydraulic flight-control systems are backed up by manual systems. This permits pilots to fly and land when hydraulic power is lost.

## F-22 Advanced Tactical Fighter

### ***Mission***

The F-22 Advanced Tactical Fighter (ATF) is an air-superiority fighter with improved capability over current U.S. Air Force aircraft. From the inception of the battle, the F-22's primary objective will be to establish air superiority through the conduct of counter-air operations. The F-22 also has an inherent air-to-surface capability.

The F-22 will fly and fight in the advanced radar network and dense surface-to-air missile environments of combat throughout the world. It will use a first-look, first-shot, first-kill capability to detect and destroy enemy fighters of today -- and tomorrow.

### ***Design Goals***

The F-22 is being developed to counter the increasing sophistication and threat of hostile air superiority forces around the world. Its predecessor, the F-15, entered the Air Force inventory in 1975. Threats which the F-15 can no longer counter will be defeated by the lethal and survivable F-22, with its balance of increased speed and range, enhanced offensive and defensive avionics, and reduced observability. Emphasis on reliability, maintainability and other effectiveness factors will keep the fighter flying in the harshest combat conditions with quick combat servicing. The increased logistics supportability engineered into the F-22 means fewer resources will be required for each F-22 squadron at forward locations.

### ***Program Management***

The Air Force manages the program through the F-22 System Program Office at Air Force Materiel Command's Aeronautical Systems Center, Wright-Patterson AFB, Ohio.

The key ingredient of quality weapons systems is advanced technology, and the Air Force laboratories have a legacy of inserting technology into new aerospace systems. The Air Force has been preeminent for decades in performing research for aero propulsion and power, armament, avionics, solid state electronics, flight dynamics and materials. The Wright Laboratory (WL), part of Aeronautical Systems Center at Wright-Patterson, is the Air Force lead agency in this effort.

Because of WL's work, the F-22 will feature new technologies never seen before on one weapon system. Its four S's -- stealth, survivability, supersonic cruise and supportability -- are ensured because of the pioneering work of the laboratories. Development of the ATF prototypes proved the ability of new technologies to enable the Air Force to satisfy operational requirements of Air Combat Command -- thus maintaining our technological edge in air superiority.

Beginning in 1986, the F-22 program has been structured along the lines of the 1985 Packard Commission recommendations for improving the acquisition process. The F-22 program incorporated the prototyping concept, streamlined the acquisition process and conducted a competition between both airframe and engine teams prior to the selection of the contract winners in April 1991. The Air

Force and contractor F-22 team is setting the standard for future weapons acquisition.

The prime weapon system contractor team for the F-22 is headed by Lockheed Aeronautical Systems Co., Marietta, Ga. Lockheed is teamed with Boeing Defense and Space Group, Military Airplanes Division, Seattle, Wash., and Lockheed Fort Worth Co., Fort Worth, Texas. Pratt & Whitney Government Engines & Space Propulsion in West Palm Beach, Fla., is developing the F119 engine.

### ***Prime Contractors***

The F-22 will have greater cruise efficiency and superior handling characteristics compared to most of today's fighters. Advances in low-observable technologies provide significantly improved survivability and lethality against air-to-air and surface-to-air threats. Fiber optics, advanced aerodynamic designs, and digital flight controls contribute to increased flight capabilities. The airframe will be lighter weight because of extensive use of high-strength, low-weight composite materials. Similar in size to the F-15, the F-22 will be 62 feet, 1 inch long, have a wingspan of 44 feet, 6 inches and measure 16 feet, 5 inches tall.

### ***Airframe Design***

**Legacy:** Research on early, electrical fly-by-wire systems which are basic to modern flight control began in the early 1960s. By 1966 flight dynamicists conducted an in-house electrical flight control program on the B-47 and six years later began flight testing a fly-by-wire system on a YF-4E. This was the first program within the U.S. Air Force to explore the advantages of "commanding" an aircraft totally through a system of electrical wires rather than conventional, complex mechanical systems with pulleys, linkages and pushrods.

### ***Flight Dynamics***

The first aircraft designed as a fly-by-wire aircraft was the YF-16, and the first operational aircraft to incorporate fly-by-wire was the F-16. Current Air Force aircraft that use the fly-by-wire system are the B-2, C-17, F-16, F-117A and the ATF prototype, the YF-22A.

**Current efforts:** Other research involving systems integration which will be implemented in the F-22 includes:

- Two-dimensional engine exhaust nozzles that evolved via a program called the F-15 Short Takeoff and Landing/Maneuver Technology Demonstrator. The nozzles improve aircraft performance, maneuverability, control and safety during high angle of attack flight.

- Development of structures and manufacturing qualification inspection and repair methods for composite materials.

- The NC-131 flight simulation aircraft which refined ATF prototype flight control system and flight characteristics.

WL's Flight Dynamics Directorate continues to conduct advances in aerodynamic designs.

**Legacy:** Lightweight but strong composite materials were studied and developed by materials researchers beginning in the mid 1960s. During the past 25 years, work on advanced composites has led to some of the strongest, lightest

### ***Materials***

and stiffest, corrosion-resistant materials known to man. These properties make fiber-reinforced, composite materials valuable in design and construction of missiles, space vehicles and propulsion systems, as well as aircraft.

Organic matrix composites are used on the B-1B, F-15, F-16 and the EF-111. F-16 composite parts, for example, include the horizontal stabilizer skin, dorsal access panels and leading edge fairing, and the vertical tail fin skins, lower fin leading edge and rudder. Composites will account for more than 26 percent of the structure on the F-22.

**Current efforts:** Materials research impacts a wide variety of new technologies for the F-22 including:

- Improved materials for engine components which allow temperature tolerance increases from 1,600 to 2,500 degrees Fahrenheit.
- New forgings for bladed disks, called "blisks," that are lighter and stronger than conventional disks.
- Metal matrix composites and ceramic materials and coatings, as well as extremely high-temperature lubricants.
- New composites, such as thermoplastics and bismaleimides, that are lighter, stronger and more resistant to damage.

Breakthroughs in materials research continue in WL's Materials Directorate.

## **Propulsion**

F-22 engines will propel at supersonic cruise speeds without using afterburners -- a capability known as "supercruise." This capability greatly expands the F-22's operating envelope in both speed and range over current fighters which must use afterburner to operate at supersonic speeds. F-22 engines will have two-dimensional, convergent/divergent exhaust nozzles for unprecedented aircraft maneuverability. Advanced composite materials contribute great strength and durability to the engines, with a minimal weight penalty -- a factor crucial to the high thrust-to-weight ratio needed for supercruise.

**Legacy:** WL traditionally has led industry in propulsion research. For example, in the 1950s the laboratory sought a high bypass ratio engine. As a direct result of those efforts, the high bypass ratio TF-39 powers the C-5 airlifter with great efficiency.

**Current efforts:** Researchers in WL have developed new propulsion system technologies and evaluated future power needs of the Air Force, as well as other services. Their efforts include:

- Advanced compressors, combustors, fans and nozzles to make supersonic cruise possible.
- Support of technology demonstrators, which create a research data base, such as in the Joint Technology Demonstrator Engines, Advanced Propulsion Subsystem Integration, and Advanced Turbine Engine Gas Generator programs.

Research in engine technologies is conducted in WL's Aero Propulsion and Power Directorate.

## **Armament**

The F-22 will carry a full complement of medium- and short-range air-to-air armament, including the AIM-120 Advanced Medium Range Air-to-Air Missile (AMRAAM) and the AIM-9 Sidewinder. These weapons will be carried internally and may be launched from revolutionary weapons racks that are



hydraulically operated. The F-22 also will be equipped with a proven design internal 20mm Gatling-type gun capable of firing 4,000 rounds per minute. The F-22 has a secondary role to attack surface targets. The aircraft will be capable of carrying two 1,000-pound Joint Direct Attack Munitions (JDAMs) internally and will use on-board avionics for navigation and weapons delivery support.

**Legacy:** The roots of munitions research can be traced to air armament efforts at Eglin Field, Fla., during the early stages of World War II when an aircraft and its armament were first regarded as an integral weapon system. Over the years, armament specialists there have focused on nonnuclear weaponry that makes a dramatic impact on the outcome of any given strike mission. These systems have included the Paveway laser-guided bomb, GBU-15 precision-guided missiles, and combined effects munition (CBU-87), the largest munitions project ever undertaken by the Air Force.

**Current efforts:** Work on armaments at Eglin AFB, Fla., is providing technologies for weapons system integration on the F-22, including:

- Computer modeling of internal carriage of weapons and their separation from the airframe.
- Advanced missile ejector technology.
- Advanced armament and gun technology.

WL's Armament Directorate develops munitions for use on new weapons systems. Because of WL's legacy of technology leadership and direct nurturing of the U.S. aircraft industrial base, it has been a key member of the team responsible for the F-22.

The F-22 possesses a sophisticated sensor suite that allows the pilot to track, identify and shoot the threat before it detects the F-22. Significant effort is being placed on cockpit design and avionics fusion to improve the pilot's situational awareness. Advanced avionics technologies allow the F-22 sensors to gather, integrate and display essential information in the most useful format to the pilot.

Designers of F-22 avionics are using technologies such as Very High Speed Integrated Circuits (VHSIC) in the development of advanced data processors. These advanced data processors will be assembled in highly integrated common modules linked by high-speed data buses to maximize aircraft performance and minimize pilot workload. The F-22 avionics system will make traditional "black box" systems obsolete.

F-22 avionics are augmented by technologies such as the Integrated Electronic Warfare System (IEWS), integrated Communications/Navigation/Identification (CNI) avionics, shared antennae for several avionics systems, and cockpit displays that show integrated data from not one, but several sensor systems. F-22 avionics software is being designed and written in the Department of Defense standard computer language, Ada.

**Legacy:** In 1958 the Air Force recognized a need and funded the private-sector breakthrough that moved microchip technology from the workbench to the Minuteman II guidance computer in just five years. Air Force labs also initiated the Digital Avionics Information System (DAIS) program to standardize avionics architectures and promote integration of computers, sensors and data links.

## ***Avionics***

**Current efforts:** Because of the increased complexity of future battlefields, the F-22 requires better avionics than current fighters. The laboratory has introduced the revolutionary concept of integrated avionics using Very High Speed Integrated Circuits and common modules. This paved the way for:

- Pave Pillar avionics architecture using common modules throughout the weapon system, isolating faults down to the module level and reconfiguring around them.

- A modular system with built-in-test and software control requiring a minimum of external diagnostic equipment and capable of being repaired on the flight line.

- Integrated electronic warfare system, an electronic warfare capability integrated with the avionics suite.

- Supporting hardware like VHSIC modular processors, common signal processors and video data distribution.

- A sophisticated Communication, Navigation and Identification capability integrated with the avionics suite.

All these developments will increase the reliability and maintainability of the avionics system for the F-22. Additionally, since combat pilots with a first-look, first-shot, first-kill opportunity have an obvious advantage over competitors, avionics engineers addressed how to provide that technological "edge." Another part of the solution was a technology base for the Ultra Reliable Radar, which included:

- Solid-state, phased-array radar, using signal processors common to other sensors within the avionics suite.

- Electronically scanned array radar, thus eliminating the mechanical parts in older radars.

Further advancements in avionics like these are researched in WL's Avionics and Solid State Electronics directorates.

### ***Reliability, Maintainability and Supportability***

To ensure operational flexibility, the F-22 has better reliability and maintainability than any military fighter in history. Increased F-22 reliability and maintainability pays off in less manpower required to fix the aircraft and consequently less airlift required to support a deployed squadron. Additionally, reduced maintenance support provides the benefit of reduced life-cycle cost and the ability to operate more efficiently from prepared or dispersed operating locations. The F-22 exceeds current fighter sortie surge rates with a reduced support structure.

### ***Increased Lethality and Survivability***

The above characteristics provide a synergistic effect that ensures F-22 lethality against an advanced air threat. The combination of reduced observability and supercruise drastically shrinks surface-to-air engagement envelopes and minimizes threat capability to engage and shoot the F-22.

### ***Schedule***

The F-22 completed Demonstration/Validation (Dem/Val) in August 1991 when it entered Engineering and Manufacturing Development (EMD), formerly called Full-Scale Development. Dem/Val demonstrated the feasibility and capability of the technology, thus reducing the risk and maturing the technology

for the next phase. During EMD, detailed design and specifications are finalized, engineering drawings are prepared and pre-production aircraft are fabricated and tested. The EMD contract will procure nine aircraft for flight testing (seven single-seat and two dual-seat aircraft), two aircraft for stress testing and 27 engines. Flight testing of the EMD aircraft will begin in 1997.

### **General Characteristics**

**Primary Function:** Fighter, air-superiority

**Airframe Builder:** Lockheed Aeronautical Systems Co., Boeing Military Airplanes Division, and Lockheed Fort Worth Co.

**Power Plant:** Two Pratt & Whitney F119-PW-100 turbofan engines with afterburners and two-dimensional thrust vectoring nozzles

**Thrust (each engine):** 35,000 pound class (approximately 155,000 Newtons)

**Length:** 62 feet, 1 inch (18.9 meters)

**Height:** 16 feet, 5 inches (5.0 meters)

**Wingspan:** 44 feet, 6 inches (13.6 meters)

**Speed:** Mach 2 class (approximately 1,500 miles per hour or 2,400 kilometers per hour sea level)

**Ceiling:** Above 50,000 feet (approximately 15 kilometers)

**Empty Weight:** 40,000 pound class (approximately 18,000 kilograms)

**Range:** More than 2,000 miles (approximately 3,200 kilometers)

**Armament:** One M61A2 20-millimeter multibarrel cannon; internal stations can carry AIM-9 infrared (heat-seeking) air-to-air missiles and AIM-120 radar-guided air-to-air missiles or 1,000-pound Joint Direct Attack Munitions; external stations can carry additional stores

**Crew:** F-22A: one. F-22B: two

**Initial Operational Capability:** 2004

**Projected Inventory:** Active: 442

(Source: Fact Sheets from Aeronautical Systems Center Public Affairs Office, July 1992, and Air Combat Command Public Affairs Office, November 1993)

# United States Air Force

## FACT SHEET

PUBLIC AFFAIRS, 416TH BOMB WING (ACC)  
GRIFFISS AFB NY 13441 TEL (315) 330-305

### 485TH ENGINEERING INSTALLATION GROUP

The 485th Engineering Installation Group (EIG) is one of ten active duty units under the command of the Communications Systems Center, Air Force Communications Command, located at Tinker AFB, OK. Approximately 900 people are assigned to the 485th.

The 485th EIG was activated in 1966 as the 485th Ground Electronics Engineering Installation Agency. In 1970, it was redesignated the 485th Electronics Installation Squadron (EIS), and in 1972 the unit was relocated to Griffiss AFB, NY. Because of the record it had compiled in Southeast Asia, the 485th was the surviving unit when it combined with the 2019th Communications Squadron in 1977 to form the 485th Communications Installation Group. On 1 July 1981, it was again redesignated, this time as the 485th Engineering Installation Group.

The 485th's mission is unique within the Air Force. They provide the engineering and installation products and services during peace and war that satisfy Air Force and other customer requirements for communications, electronics, and automated information systems, facilities and equipment; and assist in defining those requirements.

The 485th has won several honors and distinctions including 6 Outstanding Unit Awards, 12 Vietnam Battle Streamers, 3 AFCC Commanders Achievement Awards and the Maj Gen Harold M. McClellan Award for outstanding communications and electronics work. These awards establish them as a recognized leader in satisfying customers' needs for quality information systems and services while providing for their people—a vision which will carry them into the 21st century.

# United States Air Force

## FACT SHEET

Office of Public Affairs, 5th Combat Communications Group, Robins AFB, Ga. 31098 (912) 926-2338 DSN 468-2338, FAX Ext. 3900

### 5th Combat Communications Group

The 5th Combat Communications Group, Robins Air Force Base, Ga., provides mobile and transportable command and control communications and air traffic control systems worldwide.

The group's four combat communications squadrons deploy in support of joint task force, combatant command and Air Force flying wing operations and exercises. The 5th CCG is an Air Combat Command unit reporting to 9th Air Force at Shaw AFB, S.C.

The 5th CCG supports United States Central Command Air Forces and Joint Chiefs of Staff operations and exercises in Southwest Asia, Central and South America and the Pacific theater. The group also responds to contingencies, emergencies and natural disasters both overseas and throughout the United States. During local training exercises, the 5th CCG deploys to a variety of sites around the Southeastern United States.

Over the past several years, the unit has participated in more than 500 deployments including Iceland, Egypt, Ecuador, Panama, Virgin Islands, Wake Island, Somalia, Kenya and Honduras.

During OPERATION DESERT STORM, the 5th CCG deployed more than 600 people to a dozen locations. As the first communications unit in theater, the squadrons provided air traffic control and communications support to six deployed wings and USCENTAF Headquarters. Group personnel have remained continuously deployed to Southwest Asia for more than three years, supporting the Cease Fire Campaign and United Nations resolutions.



The 5th CCG has been based at Robins AFB since its activation July 1, 1964. It was originally called the 5th Mobile Communications Group and is still affectionately referred to as the 5th MOB. Today, the unit has approximately 900 people and can be a self-supporting combat unit. The group can provide its own site security, electrical power and vehicle maintenance.

On Sept. 8, 1988, the group activated three combat communications

squadrons: the 51st CCS, 52nd CCS and 53rd CCS.

The 51st CCS consists of approximately 250 people and provides communications and air traffic control support to an Air Force Headquarters, usually USCENTAF Headquarters. The 52nd and 53rd CCS, both with 200 people, provide deployed fighter bases with communications and air traffic control systems.

In spring of 1993, the group added the 5th Combat Communications Support Squadron and on June 18, 1993, the 54th Combat Communications Squadron. The support squadron provides assistance to the combat communications squadrons for deployments. The 54th CCS's mission mirrors its sister squadrons, the 52nd and 53rd CCS, providing communications and air traffic control systems to deployed fighter bases.

In addition, the group supports Headquarters Air Force and major air commands with temporary communication facilities and advises three Air National Guard Combat Communications Groups composed of more than 2,300 people in units throughout the Eastern U.S. from Maine to the Virgin Islands.

THE 823D RED HORSE CIVIL ENGINEERING SQUADRON  
The Air Force Combat Engineers

The 823 RED HORSE Civil Engineering Squadron (Rapid Engineer Deployable - Heavy Operational Repair Squadron, Engineer) was established in July 1966 at Forbes AFB, Kansas. In October 1966 the unit deployed to Bien Hoa AB Vietnam, and from there they set up detachments throughout the country and performed heavy construction for the Air Force. In 1971 the squadron was deactivated for a year, and in June 1972 was reactivated as a Ninth Air Force unit and located at Eglin AFB Auxiliary Field 2. Today, the 823d, stationed at Hurlburt Field, Florida, has 404 personnel and over 200 vehicles and equipment items and is trained to conduct heavy engineering operations as an independent, self-sufficient unit in remote, hostile locations. The unit's engineers, services, supply, medical, logistics, and vehicle maintenance forces remain ready to launch a first response force (RH-1) within 12 hours of notification; a second 94-person working force with equipment, (RH-2) within 48 hours; and the remainder of the squadron with equipment, (RH-3) within 6 days.

RED HORSE's wartime missions include construction of cratered runways, expedient engineering methods, aircraft arresting barrier installation, revetment erection, demolition, concrete, asphalt operations, and automated systems. In peacetime, RED HORSE provides a response force support for disaster recovery operations, and various Joint Chiefs of Staff.

The 823d's record of accomplishment is impressive. In September 1989, with only 22 hours notice, the squadron deployed to Saudi Arabia and in only 17 days recovered the base from damage caused by a sandstorm. In August 1991, the squadron deployed to Saudi Arabia for DESERT SHIELD/DESERT STORM operations. The squadron provided 36 revetted hardstands and a runway for the theater of operations. In August 1992, 30 people deployed to Saudi Arabia in just 60 days they constructed two 800-foot runways, a range tower. Concurrent with this deployment, the squadron was inspected by the Unit Effectiveness Inspection Team. The squadron's performance was rated as "Excellent" and the squadron was awarded the Homestead Award on 24 November 1992. The squadron's field hospital, rest area, and clothing closet were also inspected. The squadron responded to a disaster with three teams. In November 1992, 11 people were deployed to Mogadishu Airport in Somalia. On 17 December 1992, 76 squadron members were deployed to Mogadishu Airport. Air Force personnel at the airport and embassy were evacuated. In Mogadishu, the squadron constructed tent cities and operating a field kitchen they removed debris, reestablished base perimeter and treated over 400,000 gallons of salt water for their use. On 26 September 1993, 19 people were deployed to Mogadishu Airport with less than 18 hours notice to build personnel bunkers and erect revetments to protect critical resources for both the Air Force and Army. Our 18 personnel came under fire numerous times during this deployment but all returned home safely and proud of a job well done. The summer of 1993 found 64 Horsemen back in Southwest Asia for Eastern Castle 93. At one location concrete berms were constructed to house six each 50,000 gallon fuel bladders. The second site involved construction of two each 12,000 SF K-Spans and a 3/4 mile road. Both Eastern Castle 92 and 93 were conducted in 120 degree Fahrenheit temperatures and severely stressed personnel and equipment. All projects were finished on or ahead of schedule and below budget.

In December 1993, the squadron was presented the Air Force Outstanding Unit Award for outstanding service to the United States from 16 March 1991 to 15 March 1993. Individuals were also recognized for excellence as Ninth Air Force Senior NCO of the Year and Airman of the Year, Air Force Military Manager of the Year and SAME Goddard Medal. The Horsemen and women of the 823d meet all challenges in keeping with their motto "CAN DO - WILL DO - HAVE DONE."



17 2 2



**SUMTER BASE DEFENSE COMMITTEE**

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>
JIM ALEXANDER *	P.O. DRAWER 1229	775-1231
TOM ALEXANDER	DRAWER 527, BISHOPVILLE- 29010.	484-5434
PHIL BALLENGER	P.O. DRAWER 1229, SUMTER	775-1231
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JOE DAVIS *	P.O. BOX 1272, SUMTER	775-6361
FRANK EDWARDS	P.O. BOX 1145, SUMTER	775-1201
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WILLIAM S. RANDOLPH	21 WRIGHT STREET, SUMTER	773-4211
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JOHN STOCKBRIDGE	P.O. BOX 1449, SUMTER	773-1555
C.J. TROYER	P.O. BOX 2847, SUMTER	778-1669
TALMADGE TOBIAS	P.O. BOX 1449, SUMTER	773-3371
DAVID WEEKS	RT. 5 BOX 328, SUMTER	775-4228
* EXECUTIVE COUNCIL		



# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Scott 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	102d US Army Res Aviation Spt Facility	-	-	48	48
I.1.A.2	158 Aviation Reg, 7th Battalion (USAR)	4	11	3	18
I.1.A.3	159 Aviation Regiment (USAR)	5	14	3	22
I.1.A.4	5th Resident Trng Det (USA)	3	5	3	11
I.1.A.5	AAFES Including Concessions	-	-	456	456
I.1.A.6	ASMRO AF	1	3	4	8
I.1.A.7	ASMRO ARMY	1	2	-	3
I.1.A.8	ASMRO NAVY	1	3	-	4
I.1.A.9	Administrative	-	-	2	2
I.1.A.10	Aero Club	-	-	3	3
I.1.A.11	American Red Cross	-	-	3	3
I.1.A.12	Anesthesia	-	-	5	5
I.1.A.13	BASI (C-12)	-	-	-	0
I.1.A.14	Belleveille Area College	-	-	2	2
I.1.A.15	Bowling Ctr	-	-	26	26
I.1.A.16	COPARS	-	-	3	3
I.1.A.17	Child Development Ctr	-	-	66	66
I.1.A.18	Civil Air Patrol	20	30	-	50
I.1.A.19	Commissary Shelf Stocking	-	-	20	20
I.1.A.20	Community Activities	-	-	34	34
I.1.A.21	Contract Service Unlimited Inc	-	-	18	18
I.1.A.22	Corps of Engineers	-	-	7	7
I.1.A.23	DECA (Commissary)	-	-	104	104
I.1.A.24	DECA (Gateway District)	1	2	3	6
I.1.A.25	DECA (Satellite Personnel Office)	-	-	4	4
I.1.A.26	DECCO	8	28	322	358
I.1.A.27	DFAS	1	28	41	70

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Scott AFB - AMC**

I.1.A.28	DRMO	-	-	15	15
I.1.A.29	Defense Printing Service (USAF)	-	1	-	1
I.1.A.30	Defense Printing Service (USN)	-	-	23	23
I.1.A.31	Enlisted Club	-	-	74	74
I.1.A.32	Fitness Center	-	-	2	2
I.1.A.33	Food Services	-	-	26	26
I.1.A.34	GLASCO (C-21)	-	-	13	13
I.1.A.35	Golf Facilities	-	-	45	45
I.1.A.36	HRO	-	-	2	2
I.1.A.37	Housekeeping Services	-	-	18	18
I.1.A.38	Joint Intel Ctr AF	2	2	23	27
I.1.A.39	Joint Intel Ctr Army	3	2	-	5
I.1.A.40	Joint Intel Ctr Navy	1	1	-	2
I.1.A.41	Laundry & Dry Cleaning	-	-	12	12
I.1.A.42	Linen Exchange	-	-	3	3
I.1.A.43	Lodging	-	-	75	75
I.1.A.44	MFH Maintenance	-	-	40	40
I.1.A.45	Magna Bank	-	-	9	9
I.1.A.46	Marketing	-	-	3	3
I.1.A.47	McKendree College	-	-	2	2
I.1.A.48	Medical Logistics	-	-	7	7
I.1.A.49	NAFFMO	-	-	12	12
I.1.A.50	Officers' Club	-	-	62	62
I.1.A.51	Operation Room Nurses	-	-	3	3
I.1.A.52	Outdoor Maintenance	-	-	5	5
I.1.A.53	Outdoor Recreation	-	-	7	7
I.1.A.54	Parks College	-	-	2	2
I.1.A.55	Pool	-	-	31	31
I.1.A.56	Postal Service Center	-	-	4	4
I.1.A.57	RRRP Program	-	-	6	6
I.1.A.58	Refuse Collection	-	-	12	12
I.1.A.59	Retiree Affairs Office	28	2	-	30
I.1.A.60	SABER, EVCO, Landscape/Bricks, Custodial	-	-	153	153



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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Scott AFB - AMC**


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- |         |  |     |  |
|---------|--|-----|--|
| I.1.B.4 | <b>Supported Unit:</b> 345 Recruiting Service  | GSU | <b>GSU - Geographically Separated Unit</b><br><b>REM - Remote Unit</b> |
|         | <b>Location:</b> St. Louis, MO   |     |  |
|         | <b>Support provided:</b> Chaplin, Social Actions, Suggestion Program, Public Affairs, Library, MWR, Police, Admin, Audio Visual, ADP, Civilian Personnel, Clubs, Communications, Community Support, Detention, Finance, Food Svs, Health Svs, Housing, Information Svs, Supply |     |  |
| I.1.B.5 | <b>Supported Unit:</b> Defense Mapping Agency  | GSU | <b>GSU - Geographically Separated Unit</b><br><b>REM - Remote Unit</b> |
|         | <b>Location:</b> St Louis, MO  |     |  |
|         | <b>Support provided:</b> Police, Safety, Admin, ADP, PMEL, Facilities Maint., Health, Housing, Supply, Legal, Military Personnel, Mortuary, Training, Transportation   |     |  |
| I.1.B.6 | <b>Supported Unit:</b> Junior and Senior ROTC Units  | GSU | <b>GSU - Geographically Separated Unit</b><br><b>REM - Remote Unit</b> |
|         | <b>Location:</b> IL, IN, Ken, MO   |     |  |
|         | <b>Support provided:</b> MWR, Admin, Audio Visual, ADP, Communication, Education, Finance and accounting, Food Svs, Legal, Military Personnel, Mortuary, Purchasing, Transportation  |     |  |

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Scott 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
RAPCON	2	58462	21007	37455	7856	4353	0
Tower	2	73329	20213	53116	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 32

49108 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 projected airspace problems that may prevent accomplishing the airlift mission.

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

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT CAMPBELL distance 159 NM

Nearest major primary airdrop customer: FORT CAMPBELL distance 159 NM

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

Lajes AB: 2941 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Scott AFB - AMC

Rota AB: 3971 NM  
 Hickam AFB: 3649 NM  
 RAF Mildenhall: 3845 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	LAMBERT-ST LOUIS INTL	27
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	LAMBERT-ST LOUIS INTL	27
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	LAMBERT-ST LOUIS INTL	27
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	St Louis Downtown	14
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	St Louis Regional	23
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	St Louis Lambert	27
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations		
		St Louis Regional	23
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations		
		St Louis Lambert	27

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

St Louis Downtown-Parks Airport 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 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
O'NEILL	439 NM	W-151A	543 NM	W-155 A,B	556 NM
W-155B	573 NM	W-151 A,B,C,D	579 NM	W-151B	581 NM

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Scott AFB - AMC

Area Name	Distance	Area Name	Distance	Area Name	Distance
CANNON	124 NM	ATTERBURY	182 NM	JEFFERSON PROVING G	209 NM
RAZORBACK	283 NM	HARDWOOD	342 NM	SMOKEY HILL	375 NM
GRAYLING	447 NM	SHELBY EAST	447 NM	SHELBY WEST	448 NM
CLAIBORNE	455 NM	FALCON	486 NM	EGLIN C62	506 NM
EGLIN C52	509 NM	POINSETT	534 NM	GRAND BAY	562 NM
TOWNSEND	586 NM	INDIANTOWN GAP	621 NM	CHERRY POINT BT-11	678 NM
NAVY DARE COUNTY	690 NM	USAF DARE COUNTY	690 NM	PINECASTLE	694 NM
AIRBURST	705 NM	MELROSE	720 NM	WARREN GROVE	726 NM
FT DRUM	730 NM	McMULLEN	763 NM	AVON PARK BRAVO/FO	778 NM
AVON PARK CHARLIE/E	786 NM				

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

JEFFERSON PROVIN	209 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

VOLK FIELD MDS	324 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

CANNON	124 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	2	5	7	34	94	148
SR	0	5	5	64	107	142
VR	2	4	7	59	152	203
<b>Total Routes:</b>	<b>4</b>	<b>14</b>	<b>19</b>	<b>157</b>	<b>353</b>	<b>493</b>

## Identify Routes:

VR-615	54 NM	IR-592	70 NM	IR-614	92 NM	VR-1635	92 NM		
IR-157	109 NM	IR-174	109 NM	VR-1679	110 NM	IR-618	134 NM	VR-619	134 NM
SR-059	144 NM	SR-061	144 NM	SR-062	144 NM	SR-060	144 NM		
IR-527	151 NM	VR-1667	182 NM	VR-1641	191 NM	VR-1642	191 NM	IR-078	194 NM
VR-1525	203 NM	VR-1668	209 NM	SR-774	212 NM	IR-502	220 NM	IR-504	220 NM
SR-073	224 NM	SR-074	224 NM	SR-218	227 NM	SR-237	227 NM	SR-232	227 NM
SR-230	227 NM	SR-221	227 NM	SR-222	227 NM	SR-226	227 NM	SR-229	227 NM
SR-220	227 NM	SR-219	227 NM	SR-238	230 NM	VR-1640	230 NM	SR-773	230 NM
SR-617	231 NM	IR-120	233 NM	VR-1102	233 NM	SR-239	239 NM	VR-1546	246 NM
								VR-1016	248 NM



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## 1995 AIR FORCE BASE QUESTIONNAIRE Scott AFB - AMC

SR-618	262 NM	SR-619	262 NM	VR-1182	268 NM	VR-1130	271 NM	SR-771	274 NM	SR-223	287 NM
SR-224	287 NM	IR-002	289 NM	IR-068	293 NM	VR-092	295 NM	IR-091	298 NM	VR-541	300 NM
SR-137	305 NM	VR-511	306 NM	IR-066	312 NM	IR-067	312 NM	VR-1050	312 NM	VR-1051	312 NM
VR-1617	313 NM	VR-1638	313 NM	VR-1055	314 NM	VR-1014	316 NM	IR-069	320 NM	IR-089	322 NM
SR-785	324 NM	SR-734	325 NM	IR-075	326 NM	SR-735	326 NM	SR-732	326 NM	SR-776	327 NM
VR-533	329 NM	IR-077	330 NM	VR-1052	330 NM	SR-733	330 NM	VR-1632	331 NM	VR-1633	331 NM
IR-121	332 NM	VR-1103	332 NM	VR-1631	332 NM	VR-512	334 NM	SR-709	341 NM	SR-712	341 NM
SR-715	341 NM	SR-737	343 NM	SR-738	343 NM	VR-534	346 NM	VR-535	346 NM	IR-070	347 NM
VR-1032	348 NM	VR-1031	349 NM	SR-707	350 NM	SR-708	350 NM	SR-713	350 NM	SR-711	350 NM
SR-714	350 NM	SR-710	350 NM	IR-164	352 NM	VR-531	352 NM	VR-1104	352 NM	IR-505	354 NM
SR-105	356 NM	IR-044	357 NM	VR-1054	357 NM	VR-1616	359 NM	VR-1033	364 NM	IR-608	365 NM
VR-1650	365 NM	IR-042	366 NM	VR-1068	366 NM	VR-189	367 NM	VR-510	367 NM	IR-517	369 NM
VR-1520	369 NM	VR-1515	369 NM	VR-545	370 NM	SR-102	371 NM	VR-119	372 NM	SR-035	373 NM
SR-037	373 NM	VR-540	373 NM	SR-036	373 NM	SR-040	373 NM	VR-544	375 NM	IR-723	377 NM
VR-138	379 NM	IR-079	381 NM	IR-080	381 NM	VR-532	382 NM	VR-552	383 NM	VR-1030	389 NM
IR-083	390 NM	VR-1072	390 NM	SR-728	391 NM	SR-729	391 NM	VR-152	392 NM	VR-634	394 NM
VR-058	395 NM	IR-041	397 NM	VR-1067	397 NM	IR-063	397 NM	IR-524	398 NM	SR-703	398 NM
SR-701	398 NM	SR-871	399 NM	SR-872	399 NM	SR-874	399 NM	SR-873	399 NM	SR-702	400 NM
IR-506	401 NM	VR-1522	401 NM	SR-069	402 NM	SR-070	402 NM	SR-072	402 NM	SR-071	402 NM
IR-117	406 NM	VR-1128	406 NM	VR-1113	406 NM	VR-1137	406 NM	SR-727	407 NM	VR-1626	407 NM
VR-1056	407 NM	VR-097	408 NM	IR-609	410 NM	VR-060	410 NM	VR-664	412 NM	IR-129	413 NM
IR-743	414 NM	VR-1743	414 NM	IR-145	416 NM	IR-146	416 NM	IR-081	418 NM	IR-185	418 NM
SR-730	419 NM	SR-731	419 NM	IR-726	421 NM	VR-1726	421 NM	SR-296	423 NM	IR-181	426 NM
IR-183	426 NM	IR-518	426 NM	IR-508	427 NM	IR-509	427 NM	VR-1070	428 NM	IR-171	429 NM
VR-1625	429 NM	VR-1624	429 NM	IR-182	429 NM	IR-175	429 NM	SR-038	430 NM	SR-039	430 NM
VR-1523	433 NM	IR-074	435 NM	SR-815	436 NM	SR-822	436 NM	SR-816	436 NM	IR-017	437 NM
VR-1017	437 NM	SR-294	438 NM	SR-295	438 NM	VR-095	439 NM	IR-160	441 NM	IR-161	441 NM
VR-1521	442 NM	VR-1645	442 NM	SR-031	443 NM	VR-536	445 NM	VR-1644	447 NM	VR-1647	447 NM
VR-093	448 NM	VR-1636	450 NM	IR-507	451 NM	IR-090	452 NM	VR-1196	455 NM	VR-607	456 NM
VR-1083	457 NM	VR-1020	462 NM	VR-1574	462 NM	SR-817	466 NM	IR-721	468 NM	VR-088	468 NM
SR-228	472 NM	SR-818	473 NM	VR-1721	473 NM	SR-781	474 NM	VR-1059	475 NM	VR-1140	475 NM
IR-037	476 NM	VR-1005	478 NM	VR-1648	478 NM	VR-1082	479 NM	VR-1084	479 NM	VR-1085	479 NM
SR-029	480 NM	VR-188	482 NM	VR-1146	483 NM	VR-106	485 NM	VR-1627	485 NM	VR-1628	485 NM
VR-1666	486 NM	IR-059	488 NM	IR-021	489 NM	SR-103	489 NM	SR-106	489 NM	SR-104	489 NM
IR-057	489 NM	SR-101	489 NM	SR-782	490 NM	VR-104	491 NM	VR-1722	491 NM	VR-1629	493 NM
IR-038	495 NM	IR-503	495 NM	IR-040	496 NM	VR-1021	496 NM	VR-1758	496 NM	VR-1023	496 NM

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VR-1024	496 NM	SR-205	497 NM	VR-1141	500 NM	VR-1022	501 NM	VR-1145	502 NM	VR-179	502 NM
SR-030	503 NM	VR-1049	505 NM	IR-082	507 NM	IR-103	509 NM	IR-105	509 NM	VR-1139	509 NM
VR-163	510 NM	VR-158	511 NM	VR-087	513 NM	IR-761	514 NM	VR-1751	514 NM	VR-162	517 NM
VR-159	518 NM	IR-036	519 NM	VR-1756	519 NM	VR-1639	519 NM	IR-762	519 NM	IR-514	519 NM
IR-030	522 NM	VR-1144	522 NM	IR-031	522 NM	IR-606	522 NM	IR-127	523 NM	VR-1142	523 NM
VR-187	523 NM	IR-016	524 NM	VR-1143	524 NM	VR-1138	524 NM	SR-166	524 NM	SR-206	527 NM
IR-022	531 NM	IR-023	532 NM	VR-1110	532 NM	SR-270	532 NM	SR-217	532 NM	SR-208	533 NM
VR-094	539 NM	SR-823	541 NM	IR-139	545 NM	SR-802	549 NM	SR-808	549 NM	SR-807	549 NM
SR-803	549 NM	SR-804	549 NM	SR-806	549 NM	VR-604	553 NM	VR-1065	557 NM	VR-118	557 NM
SR-216	558 NM	IR-015	561 NM	IR-500	567 NM	IR-501	567 NM	VR-073	568 NM	VR-1066	568 NM
VR-1124	571 NM	VR-1001	572 NM	VR-1757	573 NM	IR-172	576 NM	IR-173	576 NM	VR-1061	577 NM
SR-261	580 NM	VR-096	580 NM	VR-1759	582 NM	VR-708	582 NM	IR-605	584 NM	VR-1060	585 NM
VR-1003	586 NM	VR-085	589 NM	VR-086	589 NM	VR-704	591 NM	VR-705	591 NM	IR-430	592 NM
IR-490	592 NM	IR-492	592 NM	VR-1041	592 NM	VR-1011	595 NM	IR-720	596 NM	VR-1002	597 NM
IR-018	598 NM	IR-613	598 NM	IR-719	600 NM	SR-825	600 NM				
SR-820	602 NM	SR-821	602 NM	SR-835	602 NM	IR-409	604 NM	VR-1004	605 NM	SR-290	606 NM
SR-292	606 NM	IR-142	608 NM	IR-012	612 NM	SR-245	612 NM	SR-244	612 NM	SR-273	612 NM
SR-267	612 NM	SR-258	612 NM	SR-255	612 NM	SR-251	612 NM	SR-250	612 NM	SR-249	612 NM
SR-234	612 NM	SR-240	612 NM	SR-242	612 NM	SR-243	612 NM	SR-236	612 NM	SR-233	612 NM
SR-867	614 NM	VR-1013	614 NM	IR-032	615 NM	IR-019	620 NM	VR-1116	620 NM	VR-1040	621 NM
IR-429	622 NM	IR-473	622 NM	IR-476A	622 NM	IR-499	622 NM	VR-1008	622 NM	IR-476	622 NM
IR-035	624 NM	VR-1069	624 NM	IR-715	625 NM	IR-718	625 NM	IR-155	628 NM	VR-1711	628 NM
VR-1712	628 NM	VR-1713	628 NM	VR-101	628 NM	IR-154	632 NM	SR-280	634 NM	VR-1174	635 NM
SR-286	636 NM	VR-1006	636 NM	VR-1007	636 NM	VR-143	640 NM	VR-1074	641 NM	VR-1752	642 NM
VR-1120	643 NM	VR-1709	643 NM	IR-123	645 NM	VR-707	645 NM	SR-800	650 NM	SR-801	650 NM
SR-805	650 NM	VR-1010	650 NM	VR-1046	651 NM	VR-1043	653 NM	IR-414	654 NM	VR-1122	657 NM
IR-610	658 NM	IR-714	659 NM	IR-760	659 NM	VR-1754	659 NM	SR-293	661 NM	IR-124	663 NM
VR-186	663 NM	IR-062	665 NM	IR-128	666 NM	IR-177	669 NM	IR-033	670 NM	VR-1753	670 NM
VR-114	670 NM	VR-1755	670 NM	IR-107	671 NM	VR-108	671 NM	IR-415	671 NM	VR-1009	674 NM
SR-844	675 NM	SR-846	675 NM	SR-845	675 NM	VR-1039	685 NM	VR-151	688 NM	IR-150	695 NM
IR-180	698 NM	IR-716	699 NM	IR-046	702 NM	VR-125	704 NM	VR-1058	705 NM	VR-412	705 NM
VR-413	705 NM	SR-540	706 NM	SR-541	706 NM	SR-542	706 NM	IR-149	709 NM	VR-1097	712 NM
IR-113	714 NM	VR-1057	716 NM	VR-1105	717 NM	VR-1152	717 NM	VR-156	717 NM	SR-847	718 NM
IR-148	721 NM	VR-100	723 NM	IR-416	727 NM	VR-168	730 NM	IR-136	732 NM	IR-020	739 NM
IR-047	740 NM	IR-147	744 NM	IR-110	750 NM	IR-169	760 NM	VR-1106	760 NM	IR-049	761 NM
IR-051	761 NM	VR-1098	761 NM	IR-050	761 NM	VR-1121	762 NM	VR-1123	764 NM	IR-170	775 NM

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IR-166	776 NM	VR-724	776 NM	VR-725	776 NM	IR-048	779 NM	IR-111	780 NM	VR-1117	781 NM
IR-925	784 NM	IR-135	789 NM	IR-480	792 NM	IR-481	792 NM	IR-644	796 NM	VR-1195	796 NM
IR-649	796 NM	SR-214	800 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 592 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
10	19	55

**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-110 WEST	54 NM	AR-111 EAST	104 NM	AR-016 SOUTHWEST	109 NM	AR-111 WEST	114 NM
AR-637	141 NM	AR-016 NORTHEAST	144 NM	AR-110 EAST	158 NM	AR-318 WEST	176 NM
AR-203 NORTHEAST	181 NM	AR-315 EAST	185 NM				
AR-455 EAST	229 NM	AR-318 EAST	231 NM	AR-112 WEST	268 NM	AR-330 WEST	274 NM
AR-203 SOUTHWEST	282 NM	AR-101 SOUTH	286 NM	AR-633B	286 NM	AR-315 WEST	287 NM
AR-309 WEST	299 NM						
AR-640B	318 NM	AR-313 SOUTH	328 NM	AR-455 WEST	330 NM	AR-640A	330 NM
AR-633A	334 NM	AR-216 SOUTHWEST	346 NM	AR-216 NORTHEAST	348 NM	AR-313 NORTH	359 NM
AR-112 EAST	363 NM	AR-116 WEST	366 NM	AR-321	368 NM	AR-105 EAST	374 NM
AR-105 WEST	374 NM	AR-328	394 NM	AR-653	396 NM	AR-330 EAST	418 NM
AR-632B	427 NM	AR-217	437 NM	AR-107	439 NM	AR-109H EAST	439 NM
AR-109L EAST	439 NM	AR-109H WEST	443 NM	AR-109L WEST	443 NM	AR-302 EAST	453 NM
AR-302 WEST	454 NM	AR-615	454 NM	AR-607	458 NM	AR-632A	459 NM
AR-218L	476 NM	AR-116 EAST	480 NM	AR-461	480 NM	AR-309 EAST	490 NM
AR-019 NORTH	491 NM	AR-024 NORTH	491 NM	AR-200	491 NM	AR-218H	492 NM

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

500 NM	700 NM
4422	8597

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-110	54 NM	596	AR-111	104 NM	303	AR-016	109 NM	157	AR-203	181 NM	223
AR-455	229 NM	372	AR-112	268 NM	360	AR-101	286 NM	217	AR-309	299 NM	138

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AR-216	346 NM	64	AR-116	366 NM	541	AR-105	374 NM	285	AR-109	439 NM	213
AR-302	453 NM	445	AR-218	476 NM	359	AR-024	491 NM	149			0
AR-017	512 NM	186	AR-102	521 NM	10	AR-013	549 NM	329	Racoon	613 NM	1829
AR-206H	615 NM	50	AR-206L	615 NM	20	AR-113	617 NM	27	AR-104	625 NM	123
AR-108	632 NM	140	AR-106	650 NM	483	AR-011	654 NM	87	AR-014	654 NM	635

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 54NM from the base."

I.2.C.10d Percentage of tanker demand in region: 5.0  
 Percentage of tankers based in region: 15.0

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
ALL AMERICAN	248 NM	✓	✓	✓	0	0
ARROWHEAD	287 NM	✓	✓	✓	3	2
BADGER	327 NM	✓	✓	✓	0	4
BASTOGNE	158 NM	✓	✓	✓	0	0
BIG SANDY (WTR)	153 NM	✓	✓		0	0
BLACKJACK R+CIR	226 NM	✓	✓	✓	0	0
CARENTAN (A)	269 NM		✓	✓	0	1
CENTRAL CITY NO	148 NM	✓			0	0
CENTRAL CITY SO	148 NM	✓			0	0
CORREGIDOR	156 NM		✓	✓	0	0
GRAHAM	347 NM	✓	✓	✓	4	6
JD (CIR, water)	288 NM				0	1
LOS BANOS	159 NM	✓	✓	✓	0	0
RATTLESNAKE	285 NM		✓	✓	3	2
SHAW, JOHN	217 NM	✓	✓		0	0
TOMAH	328 NM	✓	✓	✓	0	4
TUNNEL	327 NM	✓	✓	✓	0	4
WESTERN KENTUCK	148 NM	✓	✓	✓	0	0

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

ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
BADGER	SR-771	SR-773	SR-776	SR-785					
CARENTAN (A)	SR-225								

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GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
JD (CIR, water)	SR-224								
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				
TOMAH	SR-771	SR-773	SR-776	SR-785					
TUNNEL	SR-771	SR-773	SR-776	SR-785					

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:

GOLDEN EAGLE 162 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
WESTERN KENTUCK	148 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 CAMPBELL 159 NM

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**D. Ranges**

**Ranges (Controlled/managed by the base)**

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

**Ranges (Used by the base)**

**I.2.D.18**      **The base 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** Airspace used for local training:  
Class D and E airspace

**Airspace: Class D and E airspace**

**I.2.E.2** An environmental analysis has Not been conducted for this airspace.

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

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

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

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

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

Range scheduling statistics (yearly average from 1990 to 93.

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

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

- 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

**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:
Aero Estates	Uncontrolled
Alton	General Aviation
Arrowhead	Uncontrolled
Beckmeyer Memorial	Uncontrolled
Ben Emge (Flying Dutchman)	Uncontrolled
Brammeier	Uncontrolled
Carlyle Airpark	Uncontrolled
Centralia Municipal	Uncontrolled
Columbia Airpark	Uncontrolled
Creve Coeur	Uncontrolled
Festus Memorial	Uncontrolled
Fischer	Uncontrolled
Flying L (Leberts)	Uncontrolled
Greenville	Uncontrolled
Hammet Airport	Uncontrolled
Highland - Winet	Uncontrolled
Jacobs Airport	Uncontrolled
King	Uncontrolled
Lindlauer	Uncontrolled
Litchfield	Uncontrolled



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Loveless Airport	Uncontrolled
Mathis	Uncontrolled
Moders	Uncontrolled
Mt Vernon	Commercial
Nichols	Uncontrolled
Our Lady Immaculata	Uncontrolled
Perryville	Uncontrolled
Rakers	Uncontrolled
Redpath	Uncontrolled
Saint Rose	Uncontrolled
Schaller	Uncontrolled
Selem-Leckrone	General Aviation
Shafer Metro East	Uncontrolled
Shell	Uncontrolled
Shubert	Uncontrolled
Sies Farms	Uncontrolled
Sies Landing Area	Uncontrolled
Smart Field, St Charles County	Uncontrolled
Smith RLA	Uncontrolled
Sontimer	Uncontrolled
Sparta Commercial, Hunter Field	Uncontrolled
Spirit of St. Louis	General Aviation
St Louis Downtown, Bi-States Parks	General Aviation
St Louis Regional	General Aviation
St. Charles	General Aviation
St. Louis International, Lambert	Commercial
Vandalia Municipal	Uncontrolled
Voges Airstrip	Uncontrolled
Weiss	Uncontrolled
Wildly Field	Uncontrolled
Willhott	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 30.0 percent. Rationale for estimate:  
Expansion is possible up to 45 DME East of Scott AFB which would add an additional 20 miles (30%) of usable airspace.
- 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 LEONARD WOOD  
118 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:  
MAG 24, Memphis NAS, TN  
191 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:  
131st Fighter Wing, St Louis  
27 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:
99.1	98.3	88.7	81.5	76.4

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

**I.2.J.2.a** Is at or below 15 knots 98.0 percent of the time

**I.2.J.2.b** Is at or below 25 knots 99.8 percent of the time

**I.2.J.3** 33 Days have freezing participation (mean per year).

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## Section II

## 1. Installation Capacity &amp; Condition

## A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Belleville Test Anx	Communications Fac	1	1	
II.1.A.2	Chanute AFB	Main Base	2,125	2,125	
II.1.A.3	Chanute FHG Anx	Housing Area	49	49	
II.1.A.4	Defense Mapping Agcy	Aerospace Center	25	25	
II.1.A.5	Scott AFB IL	Main Base	3,230	3,214	16
II.1.A.6	Scott Comm Annex	Plum Hill	9	9	
II.1.A.7	Scott OM	Outer Marker	2	2	
II.1.A.8	Scott Radio Relay	Communications	29	29	
II.1.A.9	St Louis AFS	Storage Annex	40	40	
II.1.A.10	St Louis	Airport Services			
II.1.A.11	St Louis AFS	Housing Area	2	2	
II.1.A.12	St Louis Com	Antenna			
<b>TOTALS:</b>			5,512	5,496	16

## 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	60,577	91.0	9.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	91,560	71.0	19.0	10.0	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	22,050	22,050	35.0	65.0	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	11,425	11,733	48.0	0.0	52.0	308
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	3,161	3,161	0.0	0.0	100.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	149,697	44.0	53.0	3.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	9,135	8,441	100.0	0.0	0.0	0

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II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	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	251,262	82.0	18.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	136,410	122,940	82.0	17.0	1.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	64,500	78,606	91.0	9.0	0.0	14,106
II.1.B.1.e.iii	211-152a	DASH 21	SF	576	576	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,224	100.0	0.0	0.0	224
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	17,075	7,500	55.0	45.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	40,000	1,920	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	N/A	3,445	65.0	35.0	0.0	N/A
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	13,200	7,680	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	15,000	10,344	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.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	0	45,270	100.0	0.0	0.0	0
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	33,000	30,506	100.0	0.0	0.0	2,494
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	2,721	100.0	0.0	0.0	2,494
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	0	0		0.0	0.0	0
	217-212a			0	0		0.0	0.0	0
II.1.B.1.j.i	217-712	Avionics Shop	SF	10,000	1,728	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	11,250	0		0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	3,582	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	7,470	100.0	0.0	0.0	270
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	0	127,912	45.0	20.0	35.0	0
II.1.B.1.m	310	Science Labs	SF	0	0		0.0	0.0	0

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II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	0	0		0.0	0.0	0
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	0	0		0.0	0.0	0
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	0	0		0.0	0.0	0
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	0	0		0.0	0.0	0
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	0	0		0.0	0.0	0
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	12,791	13,685	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	0	410	0.0	0.0	100.0	0
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	4,641	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	0	4,000	100.0	0.0	0.0	0
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	0	160,870	15.0	35.0	50.0	0
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	0	0		0.0	0.0	N/A
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	114,221	99,494	1.0	50.0	49.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	10,000	10,000	0.0	0.0	100.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	3,264	3,264	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	338,711	19.0	73.0	8.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	5,155	90.0	10.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	25,493	98.0	2.0	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	1,613,164	69.0	27.0	4.0	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	1,209	54.0	24.0	22.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,036	864	67.0	33.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	18,700	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	13,724	18,700	100.0	0.0	0.0	4,976
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	221	41.0	59.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	98,066	79.0	8.0	13.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	499,212	86.0	7.0	7.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

## Notes for specific Cat Codes:

II.1.B.1.e.ii 211-152 Constructing new General Purpose Aircraft Maintenance Facility, 77,500 SF total. Current facility committed to congress for demol

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- ition and have condition code of 5. New Square footage for this cat Code is +61,372 (additional to Real estate records)
- II.1.B.1.e.iii  Constructing new General Purpose Aircraft Maintenance Facility, 77,500 SF total. Current facility committed to congress for demolition and has condition code of 5. New square footage for this CAT Code is +576 SF (additional to Real Estate Records).
- II.1.B.1.e.iv  Constructing new General Purpose Aircraft Maintenance Facility, 77,500 SF total. Current facility committed to congress for demolition and has condition code of 5. New square footage for this CAT Code is +4,224 SF (additional to Real Estate Records).
- II.1.B.1.e.vi  Constructing new General Purpose Aircraft Maintenance Facility, 77,500 SF total. Current facility committed to Congress for demolition and has condition code of 5. New square footage for this CAT Code is +1,920 (additional to Real Estate Records).
- II.1.B.1.e.viii  Constructing new General Purpose Aircraft Maintenance Facility, 77,500 SF total. Current facility committed to Congress for demolition and has condition code of 5. New square footage for this CAT Code is +7,680 SF (additional to Real Estate Records).
- II.1.B.1.bb.i  Two dormitories currently under constructin, 576 PN (288 per dorm), has been added into this CAT Code. Also, an AF form 123 has been approved to change the use of two dorms (142 pn/50,136 SF) to CAT Code 610-284, HQ Major Comd.
- II.1.B.1.cc.i  A new Dining Hall has been constructed and picked up on the Real Estate Records. The old Dining Hall (13,724 SF) will become part of the Global Reach Planning Center. This square footage is reported under 610-284, HQ Major Comd.

#### 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	117,283	60.0	40.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	265,315	60.0	30.0	10.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	215,591	70.0	20.0	10.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	838,433	33.0	31.0	36.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	109,106	35.0	15.0	50.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	309,645	25.0	35.0	40.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	462,473	20.0	30.0	50.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	725	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	876,493	62.0	30.0	8.0
II.1.B.1.k	852	Veh/Equip Parking	SY	735,704	71.0	20.0	9.0

#### 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)

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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 16.0 percent of officer families live on base.

II.1.C.3.b 44.0 percent of enlisted families live on base.

II.1.C.3.a 34.0 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
32 Primary	7061 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 (32).

II.2.C.1 Length: 7,061 ft

II.2.C.2 Width: 150 ft

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



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II.2.E The primary taxiway is 150 ft wide.

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

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

II.2.F.1

II.2.F.2

II.2.F.3

II.2.F.4

II.2.F.5

II.2.F.6

II.2.F.7

II.2.F.8

II.2.F.9

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

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	1,572,083	concrete for 6" overlay
Runway	B-1B	SY	283,334	Extend 3000' with 19" PCC, widen 150' both sides of centerline w/ 12" concrete, replace center keel with 19" concrete (116,667 SY) improve sholders w/ 12" concrete (166,667).
Aprons	B-1B	SY	361,561	Lay 213,344 SY new apron with 19" concete, overlay existing apron pavements (148,217 SY) w/ 7" PCC.
Taxiway	B-52	SY	1,572,083	concrete for 6" overlay
Runway	B-52	SY	283,334	Extend 3000' with 19" PCC, widen 150' both sides of centerline w/ 12" concrete, replace center keel with 19" concrete (116,667 SY) improve sholders w/ 12" concrete (166,667).
Aprons	B-52	SY	361,561	Lay 213,344 SY new apron with 19" concete, overlay existing apron pavements (148,217 SY) w/ 7" PCC.
Runway	C-141			
Taxiway	C-141	SY	2,500	of 4" PCC
Aprons	C-141	SY	100,000	Overlay existing apron pavements w/ 6" PCC
Aprons	C-5B	SY	100,000	Overlay existing apron pavements w/ 6" PCC

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Runway	C-5B			
Taxiway	C-5B	SY	2,500	of 4" PCC
Taxiway	F-15	SY	1,572,083	General reinforcement
Aprons	F-15	SY	68,458	6 in Asphalt Overlay
Taxiway	KC-10	SY	2,500	Improvements of 2500SY of 4" PCC
Runway	KC-10			
Aprons	KC-10	SY	100,000	overlay existing apron with 6" PCC
Aprons	KC-135R	SY	100,000	overlay existing apron with 6" PCC
Taxiway	KC-135R	SY	2,500	Improvements of 2500SY of 4" PCC
Runway	KC-135R			

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

**II.2.G.1 The total usable apron space for aircraft parking is 183,150 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.)	
	E. Alpha Taxiway	1,600 ft	150 ft	Primary Aircraft
E. Bravo Taxiway	1,800 ft	150 ft	Neither	Neither
East Ramp	1,000 ft	250 ft	Transient Aircraft	Transient/Base Use
East Ramp Stubs	750 ft	350 ft	Transient Aircraft	Transient/Base Use
Lima Taxiway	2,400 ft	150 ft	Transient Aircraft	Large Aircraft
North Ramp	2,250 ft	350 ft	Primary Aircraft	C-9 Parking
S. Lima Taxiway	425 ft	150 ft	Neither	Neither
South Ramp	1,050 ft	350 ft	Primary Aircraft	C-12/C-21 Parking
Transient Ramp	500 ft	350 ft	Transient Aircraft	Transient/DV Parking
W. Alpha Taxiway	1,100 ft	150 ft	Neither	Overflow
W. Bravo Taxiway	200 ft	150 ft	Transient Aircraft	Transient

**II.2.G.2 Permanently assigned aircraft currently require 39,338 Sq Yds of parking space.**

**II.2.G.3 96,496 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Airfield dimensions, C-5: Lima taxiway only, max 3, FIFO; South ramp: C-130 or smaller; Hotel taxiway: Light aircraft (C-21/12), max wt 550,000 lbs; Alpha taxiway: C-130 or smaller (obstacle)

**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)**

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**II.2.J**

**Critical features relative to the airfield pavement system that limit its capacity:  
Weak subgrade soils and frost susceptibility.**

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## 3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water: 2.5 MG/D	MG/D - million gallons per day	61 %
II.3.A.2	Sewage: 2.0 MG/D		85 %
II.3.A.3	Electrical distribution: 54.44 MW	MW - million watts	53 %
II.3.A.4	Natural Gas: 14.275 MCF/D	MCF/D - million cubic feet per day	40 %
II.3.A.5	High temperature water/steam generation/distribution: 194.0 MBTUH	MBTUH - million British thermal units per hour	17 %

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

Waste collection mains are 40 plus years old. Heating transportation lines are old but useable. Water distribution mains are predominately 50 years old. Electrical distribution systems date back to the 1930s: 4,160 volt equipment harder to get.

## 4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 Facility number: 433 Hanger

Current Use:

II.4.A.2 Size (SF): 143,282 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-9

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	231 ft	37 ft	
II.4.A.6 Largest unobstructed space inside the facility:	231 ft	57 ft	401 ft

II.4.A.1 Facility number: 506

Current Use:

II.4.A.2 Size (SF): 32,727 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	160 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	143 ft	24 ft	116 ft

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- II.4.A.1** Facility number: 742                      Nose Dock  
 Current Use: Fuel Cell Hanger
- II.4.A.2** Size (SF): 10,344 SF
- II.4.A.3-4** Largest aircraft the hanger/ nose dock can COMPLETELY enclose: Fighter

DIMENSIONS:		Width	Height	Length
<b>II.4.A.5</b>	Door Opening:	112 ft	17 ft	
<b>II.4.A.6</b>	Largest unobstructed space inside the facility:	112 ft	17 ft	46 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	14 CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32 CZ	18	207	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.2	14 APZ 1	53	344	10.0	Incompat	10.0	7.0	0.0	0.0	0.0	83.0
	32 APZ 1	6	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	14 APZ 2	1,544	482	20.0	Sig Incompat	32.0	1.0	0.0	1.0	0.0	66.0
	32 APZ 2	76	482	7.0	Incompat	14.0	0.0	2.0	1.0	0.0	83.0

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	2,430	3,672	9	Incompat	19.0	1.0	1.0	1.0	0.0	78.0
II.6.A.5	70-75	63	1,115	8	Incompat	7.0	3.0	0.0	0.0	0.0	90.0
II.6.A.6	75-80	25	233	9	Incompat	9.0	2.0	0.0	0.0	0.0	89.0
II.6.A.7	80+	3	207	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	14 CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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II.6.B.1	14	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	14	APZ 1	0	344	0	Gen Compat	0.0	56.0	30.0	0.0	0.0	14.0
	32	APZ 1	0	344	0	Gen Compat	0.0	5.0	0.0	0.0	0.0	95.0
II.6.B.3	14	APZ 2	1,160	482	25	Sig Incompat	62.0	24.0	13.0	1.0	0.0	0.0
	32	APZ 2	573	482	6	Incompat	21.0	10.0	51.0	0.0	0.0	19.0

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	1,727	3,672	2	Gen Compat	34.0	16.0	16.0	3.0	2.0	30.0
II.6.B.5	70-75	6	1,115	2	Gen Compat	2.0	33.0	8.0	0.0	0.0	58.0
II.6.B.6	75-80	0	233	0	Gen Compat	0.0	3.0	6.0	0.0	0.0	91.0
II.6.B.7	80+	0	207	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 Mar 94

**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 Jun 94  
 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.

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
ILL Dept Trans	Height Restriction/Obstruction Plan based on FAR Part 77.	

**II.6.F.2** AICUZ recommended development limits for Accident Potential Zone 1.

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
Mascoutah, IL	Zoning	

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O'Fallon IL	Zoning	
Shiloh, IL	Zoning	

**II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
Mascoutah, IL	Zoning	
O'Fallon IL	Zoning	
Shiloh, IL	Zoning	

**II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
St Clair County	Airport Overlay Zone, noise level reduction standards, purchase of private property employed by cty	

**II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
St Clair County	Airport Overlay Zone, noise level reduction standards, purchase of private property employed by cty	

**II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
St Clair County	Airport Overlay Zone, noise level reduction standards, purchase of private property employed by cty	

**II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>

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St Clair County	Airport Overlay Zone, noise level reduction standards, purchase of private property employed by city
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**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
Shiloh, IL	701	945	1045	2500	13121
O'Fallon IL	4018	7268	12173	15298	21231
Mascoutah, IL	3625	5041	4962	5476	6988

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
St Clair	262509	285591	267531	262852	291256

**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.

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary
Air Con Rel Con	3	CZ	Predates AICUZ Program (32L CZ) .
BE Stor Shed	0	CZ	Predates AICUZ Program (32L CZ).
BE Storage	5	CZ	Predates AICUZ Program (32L CZ).
Bus Shelter	0	CZ	Predates AICUZ Program (32L CZ).
Education Center	200	CZ	Predates AICUZ program (32L CZ).



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Explo Storage	0	CZ	Predates AICUZ Program (32L CZ).
Golf Course & Club House	100	CZ	Predates AICUZ program (14R CZ).
HSG, Sup/Stor	3	CZ	Predates AICUZ Program (32L CZ).
MWR/Sup-NAF C-Stor	0	CZ	Predates AICUZ Program (32L CZ).
Material Serv A	0	CZ	Predates AICUZ Program (32L CZ).
Material Serv B	0	CZ	Predates AICUZ Program (32L CZ).
Med Stor (WRM)	0	CZ	Predates AICUZ Program (32L CZ).
Mobile Trailer Park	80	CZ	Predates AICUZ program (32L CZ). Trailers removed as occupants vacate.
Old Animal Clinic	0	CZ	Predates AICUZ Program (32L CZ).
REC Sup	4	CZ	Predates AICUZ Program (32L CZ).
Retail WHSE	5	CZ	Predates AICUZ Program (32L CZ).
Solid Waste Displ	0	CZ	Predates AICUZ Program (32L CZ).
Storage Seg Mag	0	CZ	Predates AICUZ Program (32L CZ).
Traffic Chk House	1	CZ	Predates AICUZ Program (32L CZ).
WHSE Sup/Eq	3	CZ	Predates AICUZ Program (32L CZ).
WHSE Sup/Equip	2	CZ	Predates AICUZ Program (32L CZ).
WHSE Sup/Equip (#4130)	3	CZ	Predates AICUZ Program (32L CZ).

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WHSE Sup/Equip (#4141)	4	CZ	Predates AICUZ Program (32L CZ).
WHSE Sup/Equip BSE	2	CZ	Predates AICUZ Program (32L CZ).
Waste Trmnt Building (#3294)	0	CZ	Predates AICUZ Program (32L CZ).
Waste Trmnt Building	0	CZ	Predates AICUZ Program (32L CZ).
Waste Trmnt Building (#3296)	0	CZ	Predates AICUZ Program (32L CZ).
Waste Trmnt Building (#3290)	9	CZ	Predates AICUZ Program (32L CZ).
Waste Trmnt Building (#3292)	1	CZ	Predates AICUZ Program (32L CZ).
Youth Recreation Center	150	CZ	Predates AICUZ program (14R CZ).

**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** 2.0 noise complaints per month (average) are received from off base residents.

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

**II.6.L.1** The known noise abatement procedures associated with the Scott AFB airspace concerns overflight avoidance of Shiloh village, 2 NM to the NW of Scott AFB, and the Scott Medical Center located on Scott AFB 1 NM west of the airfield.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Scott AFB - AMC

#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 2 C-141 equivalent aircraft can be loaded or unloaded at one time.

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

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

III.1.A.1.b Current MHE: Three 25K loaders, six 10K standard fork lifts. If KC-10s are used, a wide body elevator loader must be positioned by the TACC before operations can occur.

III.1.A.2 1 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	Operations must be limited due to pavement stress bearing capability
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.

# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

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- III.1.D.3** 9,103 barrels (382,326 gal)  
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4** Other receipt modes available: Commercial tank truck.  
Number of offload headers: 3  
3 tank trucks can be simultaneously offloaded  
Tank cars can Not be offloaded.
- III.1.D.5** 3 refueling unit fillstands are available.
- III.1.D.5.a** 3 refuelers can be filled simultaneously.
- III.1.D.6** Current dispensing capabilities as defined in AFR 144-1      sustained: 162000  
   maximum: 162000
- III.1.D.7** The base is Not directly supported by an intermediate Defense Fuels Supply Point.
- III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.
- |   | Cat 1.1 | Cat 1.2 |
|---|---------|---------|
| <b>III.1.E.1</b> Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 0       | 0       |
| Square footage available (including physical capacity limit):         | 4032    | 4032    |
| <b>III.1.E.2</b> Normal installation mission storage requirement:     | 862     | 23      |
- Physical Limits for Cat 1.1 Munitions:  
Not authorized to be stored - Quantity-distance limitations
- Physical Limits for Cat 1.2 Munitions:  
Not authorized to be stored - Quantity-distance limitations
- 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 45,000 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 30,000
- III.1.F.4** The hot pad access is taxi-on/taxi-off.
- III.1.F.5** The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 47.

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

C-141, C-5, C-130, and F-16

**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 LEONARD WOOD	118 NM
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**III.1.G.2** The base is proximate to a railhead.

**Railheads within 150 NM:**

Jefferson City	109 NM
Newburg - Bundy JCT	104 NM
Odon - Crane	143 NM
St. Louis	17 NM
West Dana - Newport AAP	139 NM

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

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

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

**III.1.J** The base medical treatment facility routinely receives referral patients.

**III.1.J.1**

<b>Facilities Receiving Referrals:</b>	<b>Types of Patients Referred:</b>
Routinely receive referral patients from many Federal Medical Treatment Facilities to 53 specialties	Acquired Immune Dificiency, Alcohol Rehab, Allergy, Arthroscopic Surgery, Computerized Axial Tomo, Corneal Transplant, Dermatology, Electroencephalography, Electromyography, Endocrinology, Endoscopic Retrograde Cholangiopancreatography, Gastroenterology, General Surgery, Gynecology, Hand Surgery, Hearing Eval, Hermodialysis, Pediatrics, Pedodontics, Periphial Vascular Surgery, Plactic Surgery, Infectious Disease, Internal Medicine, Laser Ocular Trauma, Maxillofacial, Nephrology, Nuclear Medicine, Obstetrics, Ocular Plastic Surgery, Oncology, Oncology (medical), Ophthalmology, Oral Surgery, Orthodontics, Orthopedic Internal Prosthesis, Orthoses, Othorhinolaryngology, Plastic Reconstructive Surgery, Podiatry, Prosthodontics, Pulmonary Disease, Rheumatology, Thoracic Surgery, Ultrasound-Cardiac, Ultrasound-Obstetrical, Ultrasound-Ophthalmology, Ultrasound-Other, Urology

**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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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- III.1.L Unique missions performed by the base medical facility:**  
Deploy 372 med personnel, provide med treatment to active-duty support wartime mission, expand in-patient bed compliment (CRH 348 b  
**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:**  
\$161,499,000 MCP for new medical facility. 32 approved O&M projects for \$8,019,000.  
**Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.**
- III.1.M.1 The project has been approved.**
- III.1.M.2 No major MCP has been completed since 1989.**
- III.1.N Base facilities have No excess storage capacity.**
- III.1.N.1 Base facilities have a total covered storage capacity of 153,892 sq ft.**
- III.1.N.2 Breakout of the total covered storage capacity:**
- |   |              |
|---|--------------|
| <b>Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):</b> | 63,735 sq ft |
| <b>Mobility storage:</b>  | 9,000 sq ft  |
| <b>War Readiness Support Kits (WRSK) storage:</b>                                       | 9,000 sq ft  |
- III.1.O 205 light military vehicles are on base.**
- III.1.P 204 heavy military and special vehicles are on base.**

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Scott AFB - AMC

## 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	1,620.50 \$sK	0.00 \$sK	1,620.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,403.90 \$sK	0.00 \$sK		2,403.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,196.10 \$sK	0.00 \$sK			2,196.10 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	422.70 \$sK	3.90 \$sK				426.60 \$sK
		xxx56 TOTALS:			1,620.50 \$sK	2,403.90 \$sK	2,196.10 \$sK	426.60 \$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	28,733.30 \$sK	1,286.60 \$sK	30,019.90 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	27,319.00 \$sK	2,031.80 \$sK		29,350.80 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	945.50 \$sK	0.00 \$sK			945.50 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	448.00 \$sK	0.00 \$sK				448.00 \$sK
		xxx76 TOTALS:			30,019.90 \$sK	29,350.80 \$sK	945.50 \$sK	448.00 \$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						
	FY-92	Appropriation	Direct	Reimbursable				
		3400						
	FY-93	Appropriation	Direct	Reimbursable				
		3400	19,007.40 \$sK	139.60 \$sK			19,147.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,884.30 \$sK	126.90 \$sK				5,011.20 \$sK
		xxx78 TOTALS:					19,147.00 \$sK	5,011.20 \$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	177.80 \$sK	0.00 \$sK	177.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	137.90 \$sK	0.00 \$sK		137.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	403.10 \$sK	0.00 \$sK			403.10 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	121.00 \$sK	0.00 \$sK				121.00 \$sK
		xxx90 TOTALS:			177.80 \$sK	137.90 \$sK	403.10 \$sK	121.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,209.80 \$sK	5.00 \$sK	2,214.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,996.50 \$sK	5.30 \$sK		3,001.80 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,002.10 \$sK	5.10 \$sK			3,007.20 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,215.00 \$sK	3.90 \$sK				1,218.90 \$sK
		xxx95 TOTALS:			2,214.80 \$sK	3,001.80 \$sK	3,007.20 \$sK	1,218.90 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	10,671.30 \$sK	14.80 \$sK	10,686.10 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,508.40 \$sK	14.30 \$sK		6,522.70 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	7,189.60 \$sK	2,990.60 \$sK			10,180.20 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	12,592.00 \$sK	1,748.00 \$sK				14,340.00 \$sK
		xxx96 TOTALS:			10,686.10 \$sK	6,522.70 \$sK	10,180.20 \$sK	14,340.00 \$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	5,888.20 \$sK	202.80 \$sK	6,091.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	7,473.50 \$sK	367.60 \$sK		7,841.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	8,104.10 \$sK	372.50 \$sK			8,476.60 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

1671.00

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7045	6,958.30 \$sK	370.00 \$sK				7,328.30 \$sK
MFH TOTALS:			6,091.00 \$sK	7,841.10 \$sK	8,476.60 \$sK	7,328.30 \$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

*1562.90*  
*21 000*  
*2587.00*

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**1995 AIR FORCE BASE QUESTIONNAIRE**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 240\$sM**

**Twenty year Net Present Value (528)\$sM**

**Steady state savings 54\$sM per year**

**Manpower savings associated with closure 1,102**

**Return on Investment (years): 5**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**Section VI Economic Impact****Economic Area Statistics:**

St Louis, MO-IL MSA

Total population: 2,514,000 (FY 92)

Total employment: 1,428,582 (FY 93)

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

6.5% / 6.5% / 6.6%

Average annual job growth: 9,732

Average annual per capita income: \$21,705

Average annual increase in per capita income: \$5.2%

**Projected economic impact:**

Direct Job Loss:	10,284	
Indirect Job Loss:	<u>5,645</u>	
Closure Impact:	15,929	( 1.1% of employment total)
Other BRAC Losses:	<u>0</u>	
Cumulative Impact:	15,929	( 1.1% of employment total)

## 1995 AIR FORCE BASE QUESTIONNAIRE

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#### Section VII

#### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 5.6 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: \$728

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:  
Bi-State Bus Service and Lambert Shuttle Service. A Metro-Link Light Rail System stop is planned in 1998.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 40 miles
- VII.1.B.2 Airport name: Lambert St Louis International Airport, St Louis, MO.
- VII.1.B.3 Number of commercial air carriers available at the airport: 9
- VII.1.B.4 Average round trip commuting time to work: 34 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	O'Fallon Municipal Swimming Pool	6	0 Hrs.	11	Min.
VII.1.C.2	Movie theater	Fairview Heights Cinema 10	8	0 Hrs.	15	Min.
VII.1.C.3	Public golf course	Tamarack Golf Course	8	0 Hrs.	10	Min.
VII.1.C.4	Bowling lane	St Clair Bowl	10	0 Hrs.	10	Min.
VII.1.C.5	Boating	Carlyle Lake	30	0 Hrs.	45	Min.
VII.1.C.6	Fishing	Carlyle Lake	30	0 Hrs.	45	Min.
VII.1.C.7	Zoo	St Louis Zoo	25	0 Hrs.	30	Min.
VII.1.C.8	Aquarium	Chicago Zoological Park	345	6 Hrs.	15	Min.
VII.1.C.9	Family theme park	Six Flags Over Mid-America	50	0 Hrs.	50	Min.
VII.1.C.10	Professional sports	Busch Stadium	20	0 Hrs.	20	Min.
VII.1.C.11	Collegiate sports	University of St Louis	30	0 Hrs.	35	Min.

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VII.1.C.12	Camping facilities	Carlyle Lake	30	0 Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	Carlyle Lake	30	0 Hrs.	45	Min.
VII.1.C.14	Outdoor winter sports	Steinberg Ice Skating Rink	25	0 Hrs.	30	Min.

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

St Clair Square Mall 0 hrs 10 min (8 Miles)

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

St Louis, MO 0 hrs 25 min (25 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.) 1003

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.) 5840

## 2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 26 to 1

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

VII.2.B Local high schools DO NOT 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 70.0 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:

Belleville Area College; Beck Vocational Center

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

Belleville Area College; McKendree College; SIUE

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

Southern Illinois University-Edwardsville (SIUE)

## 3. Spousal Employment

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- VII.3.A** 71.0 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** -1.4 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:** Illinois EPA, Bureau of Air

**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:**

Ozone	Moderate
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**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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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Scott AFB - AMC**


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**VIII.E.3 Open Burn/Open Detonation**

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

**VIII.E.4 Fire Training**

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

**VIII.E.5 Signal Flares**

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

**VIII.E.6 Emergency Generators**

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

**VIII.E.7 Short-term Activities**

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

**VIII.E.8 Monitoring**

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

**VIII.E.9 BACT/LAER**

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

**2. Water - Potable**

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Scott AFB - AMC**

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Mississippi River

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

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

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

### 3. Water - Ground Water

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

**VIII.3.A.1** Nature of contamination. Above Illinois EPA standards

**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** 37 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.

<b>VIII.4.A.1</b>	<b>Location</b>	<b>Surface area size</b>
	Golf Course Pond	1.00 Acres
	Scott Lake	3.00 Acres
	Silver Creek	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 Not located within a specified drainage basin.

**VIII.4.B** Special permits are required as follows:

Construction and wetland permits.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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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:

Scott AFB Wastewater Treatment Facility

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:

Scott AFB has a NPDES permit in effect for discharges into Silver Creek

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

Scott AFB discharges on-base into Silver Creek

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 28.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 17.0 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**  
**Scott AFB - AMC**

**8. Biological - Habitat**

- VIII.8.A Ecological or wildlife management areas ON the base:** Ecological or wildlife management areas **ADJACENT TO the base:**
- Wildlife management areas for game and non-game species in the wetland and recreation areas. Wildlife management areas for game and non-game species in the wetland and recreation areas.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.**
- VIII.8.B No critical/sensitive habitats have been identified on base .**
- VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.**  
 Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D The presence of these resources 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:**
- |       |     |
|-------|-----|
| Large | 400 |
|-------|-----|
- 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 Dec 93**
- VIII.10.B.2 100 percent of the base was included in the survey.**
- VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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Corps of Engineers Delineation Manual

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

VIII.10.D The presence of these resources 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:
Approximately 150 facilities	Military history and architecture

VIII.12.B 15 percent of the buildings on base are over 50 years old.

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

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

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

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

VIII.12.D.1 100 percent of the base has been surveyed.

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

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

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

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

Agreements include Programmatic Agreements and Memorandum of Agreements.

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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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 10 IRP sites have been identified

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

VIII.13.A.3 3All on-site remediation is estimated to be in place in 9814

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 4 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	\$2,000.000 K	\$1,500.000 K	\$300.000 K	\$300.000 K	\$300.000 K
IRP	\$1,246.000 K	\$10.000 K	\$5,000.000 K	\$5,000.000 K	\$5,800.000 K
Natural Resources	\$20.000 K	\$20.000 K	\$20.000 K	\$20.000 K	\$20.000 K
Other(s) Specify: Environmental Contruction Proj	\$1,200.000 K	\$1,500.000 K	\$1,500.000 K	\$1,500.000 K	\$1,500.000 K
Permits	\$10.000 K	\$12.000 K	\$14.000 K	\$14.000 K	\$14.000 K

**15. Other Issues**

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: Joint-Use Airport project.

**1995 AIR FORCE BASE QUESTIONNAIRE  
Scott AFB - AMC**

**16. Air Quality - Clean Air Act**

**VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**  
Southern Air Quality District of the State of Illinois

**VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Illinois EPA, Bureau of Air

**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**  
Mr. Bharat 217-782-7326

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-Classifiable for Carbon Monoxide
- VIII.16.C.3** In Non-Classifiable for Particulate matter (PM-10)
- VIII.16.C.4** In Non-Classifiable for Sulfur Dioxide
- VIII.16.C.5** In Non-Classifiable 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:** 0.16 ppm

**VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 0.0 ppm

**VIII.16.D.3 Ozone Design value is 130.0% of NAAQS**

**VIII.16.D.4 Carbon monoxide Design value is 0.0% of NAAQS**

**VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Moderate**

**VIII.16.E.2 Southern Air Quality District of the State of Illinois**

**VIII.16.E.3**

**VIII.16.E.4 The base is Not in a rural transport area**

**VIII.16.E.5 The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

**VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:  
based on the AQCA 1990 baseline AND in the required attainment year  
inventory.**

	VOCs		NOx		VOCs		NOx
Mobile Source Including Aircraft	G.1.a		G.1.d		G.2.a		G.2.d
	188		367		238		467



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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Scott AFB - AMC**


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Military Aircraft Associated with the Base	G.1.b	96	G.1.e	241	G.2.b	146	G.2.e	341
Stationary Source	G.1.c	368	G.1.f	41	G.2.c	368	G.2.f	40

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

	VOCs	NOx		
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0
Stationary Source	G.3.b	0	G.3.d	0

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

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

Computed allowable growth	VOCs	NOx		
Mobile Source Including Aircraft	G.5.a	26.60%	G.5.c	27.25%
Stationary Source	G.5.b	0	G.5.d	-2.44%
TOTAL	G.5.e	8.99%	G.5.f	24.26%

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Scott AFB - AMC**

**Section IX**

**16-Feb-95**

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**IX.56**

# Document Separator

Air Force notes on Scott AFB community meeting 2/8/95



B/G Rick Hargrove briefed on the major units (5 headquarters) located at Scott AFB and the size of the workforce (7,000 mil and 3,000 civ). Also briefed on civil joint use operation and construction of runway 7,000 east of Scott's main runway. Joint use project is a joint effort funded by FAA, DOD and St Clair County. The new runway is currently scheduled to open in Oct 1997. Construction of the new family housing area associated with this project is just getting started. Scott's economic impact to the geographical area is approximately \$1.4B annually.

**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:** 2:00 - 3:30 pm

**MEETING WITH:** Various IL-MO representatives

**SUBJECT:** ~~Scott~~ AFB/Mel Price Center/ATCOM

**PARTICIPANTS:**

*Name/Title/Phone Number:*

See attached list (approx. 20 participants)

*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 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~~

Ann Reese; Cross-Service Team

~~Dick Holmer, Cross-Service Team~~

Bob Bivins; Interagency Issues Team, Cobra Specialist

~~Mike Kennedy; Army Team~~

Wade Nelson

Bob Miller

Chuck Puzer

**MEETING PURPOSE:**

Receive community briefings & provide  
process brief to community reps

**BRAC WASHINGTON D.C. BRIEFING**  
**February 7 & 8, 1995**  
**PARTICIPANTS**

**Leadership Council**

✓ Jim Pennekamp, Executive Director, Leadership Council Southwestern Illinois  
 200 University Park Dr., Ste. 240, (618) 692-9745 (o)  
 Edwardsville, IL 62025-3636 (Karen, Secy) (618) 692-9779 (fax)  
 (618) 452-5039 (h)

**Scott**

✓ Brig. Gen. Floyd E. "Rick" Hargrove, Scott War Room Chief,  
 19 Public Square, Ste. 200, Belleville, IL 62220-1624 (618) 257-2273 (o)  
 (618) 257-2274 (fax)

✓ John Baricevic, St. Clair Co. Board Chairman (arrives Feb. 8 morning)  
 10 Public Square, Belleville, IL 62220 (618) 277-6600 (o)  
 (618) 277-2868 (fax)

✓ Robert Coverdale, St. Clair Co. Director of Transportation  
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✓ Scott Schanuel, Manager, Business Development, Woolpert Consultants  
 4315 North Illinois St., Suite 1C, Belleville, IL 62221-1899 (618) 277-7004 (o)  
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**Mel Price**

✓ Maj. Gen. Jack Griffith, Mel Price War Room Chief  
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 (618) 692-8951 (fax)  
 (618) 234-0717

Nelson Hagnauer, Madison County Board Chairman  
 Madison County Court House, Edwardsville, IL 62025 (618) 692-6200 (o)  
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Jim Monday, Madison County Administrator  
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Randall Robertson, Lueders, Robertson & Konzen  
 1939 Delmar Ave., Granite City, IL 62040 (618) 876-8500

**RCGA**

✓ Dick Fleming, President, St. Louis Regional Commerce and Growth Association  
 100 So. 4th St., Ste. 500, St. Louis, MO 63102 (314) 444-1155 (o)  
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BRAC WASHINGTON D.C. BRIEFING  
February 7 & 8, 1995  
PARTICIPANTS

Page Two

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**State of Illinois**

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**The SPECTRUM Group**

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Carl Smith, (202) 659-3005 (o), (202) 659-3010 (fax), (703) 320-2811 (h)

Lt. Gen. Rosenblum, (912) 233-6717 (o), (912) 233-6718 (fax)

*Rep.*  
Brian Lott - Costello - AA  
e - Clay  
- Gephardt

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

Copy to  
Ronald File  
And Scott AFB File

**MEMORANDUM OF MEETING**

**DATE:** February 8, 1995

**TIME:** 2:00 – 3:00 PM

**MEETING WITH:** Various Illinois and Missouri representatives

**SUBJECT:** Scott AFB/Charles Melvin Price Support Center/Aviation–Troop Support Command

**PARTICIPANTS:**

*Name/Title/Phone Number:*

See attached list

*Commission Staff:*

David Lyles. Staff Director  
Charles Smith. Executive Director and Special Assistant to the Chairman  
Wade Nelson. Director of Communications  
Chuck Pizer. Deputy Director of Communications  
Chip Walgren. Manager. State and Local Liaison  
Jim Schufreider. Manager. House Liaison  
Ben Borden. Director of Review & Analysis  
\* Ed Brown. Army Team Leader  
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Frank Cirillo. Air Force Team Leader  
Rick DiCamillo. Air Force Team DoD Analyst  
Bob Cook. Interagency Issues Team Leader  
Jim Owsley. Cross Service Team Leader  
Ann Reese. Cross-Service team DoD Analyst

**MEETING NOTES:** Charles gave the process briefing. BrigGen Rick Hargrove briefed on the major units (5 headquarters) located at Scott AFB and the size of the workforce (7,000 mil and 3,000 civ). He also briefed on civil joint use operation and construction of a runway 7,000 feet east of Scott's main runway. The project is a jointly funded by FAA, DoD and St. Clair County. The new runway is currently scheduled to open in Oct 1997. Construction of the new family housing area associated with this project is just getting started. Scott's economic impact to the geographical area is approximately \$1.4B annually. Similar details were included in briefings for the other installations. Copies of the briefings are in the library.



BRAC WASHINGTON D.C. BRIEFING

February 7 & 8, 1995

PARTICIPANTS

Leadership Council

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- Randall Robertson, Lueders, Robertson & Korzen  
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RCGA

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BRAC WASHINGTON D.C. BRIEFING  
February 7 & 8, 1995  
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Page Two

**ATCOM**

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**State of Illinois**

- ✓ Jim Graham, Deputy Director for Business Development, Illinois Department of  
Commerce and Community Affairs, 1000 West Randolph, Suite 3-400, Chicago,  
IL 60601 (312) 814-2811

**The SPECTRUM Group**

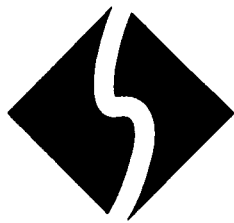
- ✓ Greg Sharp, (202) 333-4222 (o), (202) 333-5872 (fax), (703) 802-9662 (h)
- Paul McManus, (202) 333-4222 (o), (202) 333-5872 (fax), (703) 548-4844 (h)
- ✓ Carl Smith, (202) 659-3005 (o), (202) 659-3010 (fax), (703) 320-2811 (h)
- Lt. Gen. Rosenblum, (912) 233-6717 (o), (912) 233-6718 (fax)

*Rep.*  
Brian Loft - Costello - Alt  
C - Clay  
- Gephardt

# Document Separator

**G R E A T   S C O T T !**  
**A M E R I C A ' S   M O B I L I T Y   H E A D Q U A R T E R S**  
**S C O T T   A I R   F O R C E   B A S E ,   I L L I N O I S**

**P R E S E N T A T I O N   T O**  
**B R A C   S T A F F**  
**8   F E B R U A R Y   1 9 9 5**



**LEADERSHIP  
COUNCIL  
SOUTHWESTERN  
ILLINOIS**

**February 6, 1995**

**The Leadership Council Southwestern Illinois, composed of business, government, labor, education, and civic leaders of Madison and St. Clair counties, along with a coalition of community volunteers from the Missouri/Illinois bi-county area, strongly support the missions of Scott Air force Base and the Charles Melvin Price Support Center.**

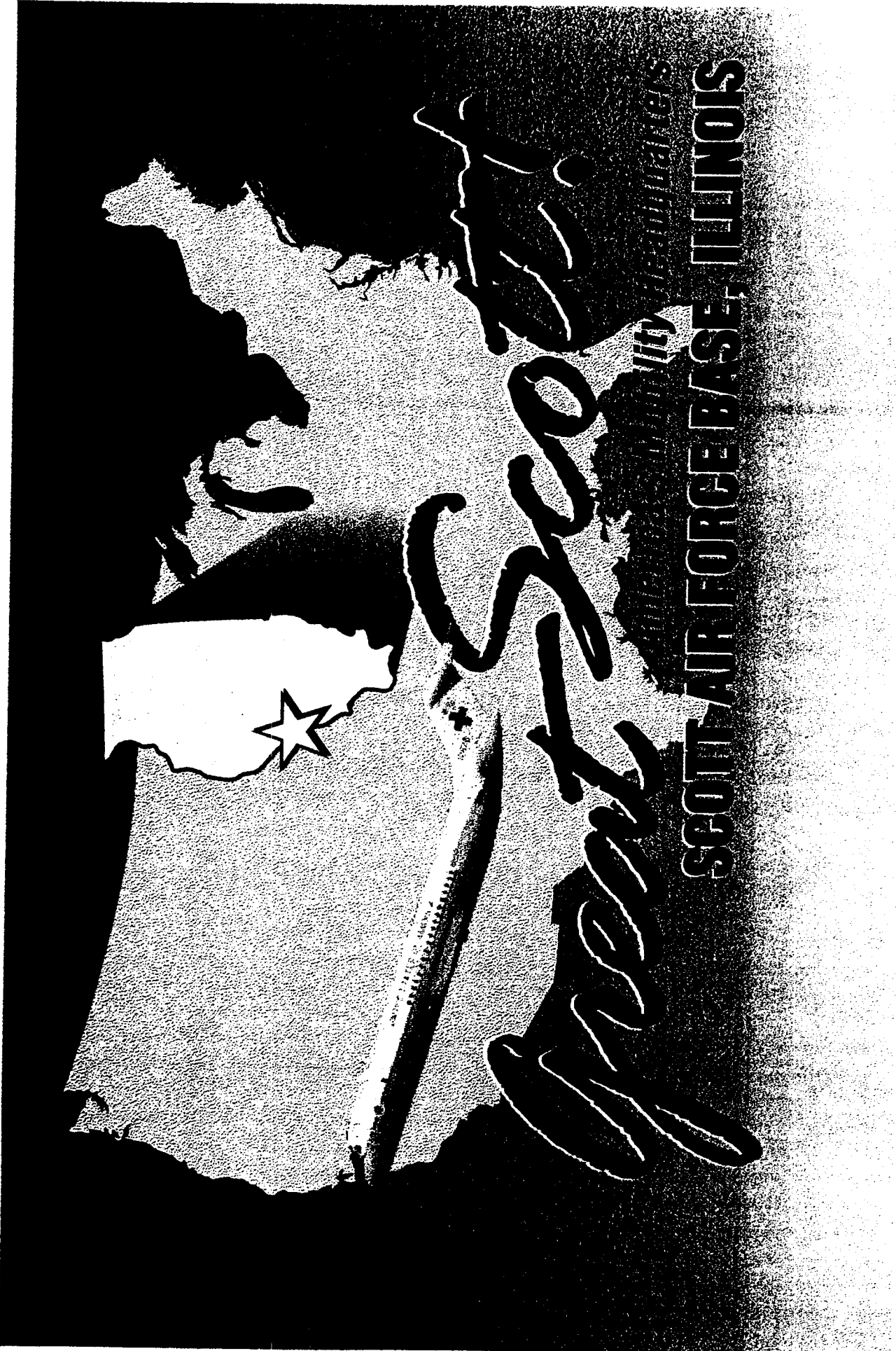
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**Sincerely,**

**Bruce B. Holland, President**



**BLANK SLIDE**

*Great Tenant Units!*

# **United States Transportation Command** **(USTRANSCOM)**

**Global DoD Common-User  
Transportation Manager**



SLIDE OF EXTERIOR OF USTRANSCOM BUILDING

*Great Tenant Units!*

# **Air Mobility Command**

**(AMC)**

**Global Armed Forces Airlift, Aerial Refueling and  
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**Tanker Airlift Control Center (TACC)**

SLIDE OF EXTERIOR OF AMC BUILDING

SLIDE OF TACC

*Great Tenant Units!*

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**SLIDE OF BUILDING UNDER CONSTRUCTION**

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**Air Force and Army Centralized Weather Support**

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**DoD/65 Federal Agencies  
Information Systems Equipment/Services  
Acquisition and Contract Negotiation Manager**



**SLIDE OF EXTERIOR OF DITCO BUILDING**

*Great Host Unit!*

# 375th Airlift Wing

CONUS Aeromedical Evacuation System Manager

•  
C-9 Initial Qualification Training

•  
C-21 Proficiency Training

•  
Scott AFB Operations Manager

SLIDE OF PATIENT BEING LOADED ON C-9

## *Unique Facilities!*

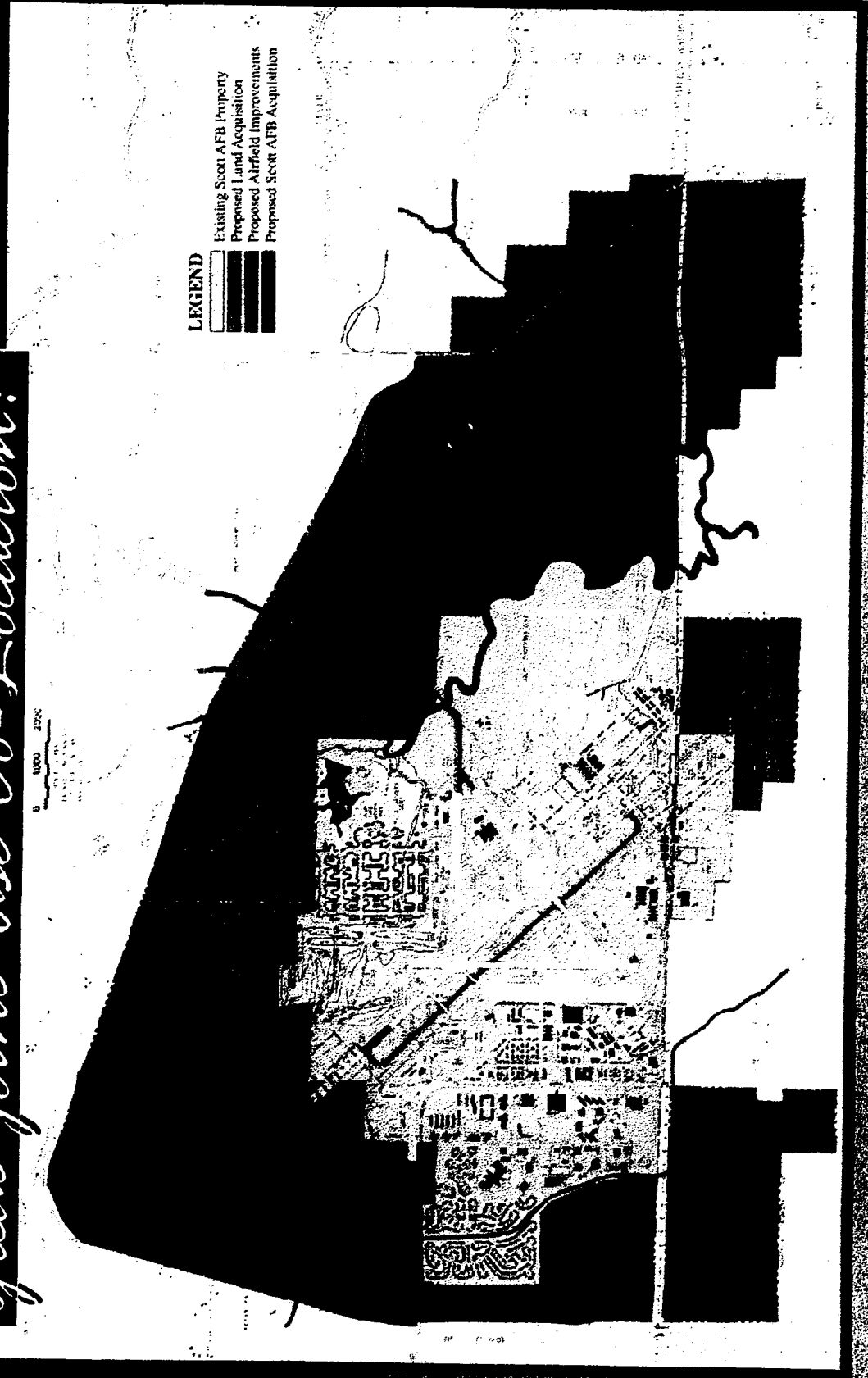
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- Central U.S. Location Facilitates CONUS Operations
- Superior Operational Weather Conditions  
Ceiling/Visibility:  
3000/5+ : 81% of the time  
1500/3 + : 89.2% of the time
- Proximity to Major International Airport  
Serving all Major Carriers and a  
Major Airline Hub
- Easy Access to 5 Major Interstate Highways,  
Light Rail and Inland Waterways
- Proximity to Second Largest  
Rail Center in the U.S.
- 3,300+ Acres of Land with 800+Buildings
- Military Access to Joint-Use Land  
for Future Development
- Co-Located Civilian Joint-Use Airport

*Great Joint-Use Co-Location!*



*Great Sum Total!*

$$\begin{aligned} & \left( \begin{array}{l} \text{Great Military} \\ \text{Mission Synergy} \end{array} \right) + \left( \begin{array}{l} \text{Great Access to all} \\ \text{Modes of Transportation} \end{array} \right) + \\ & \left( \begin{array}{l} \text{Great DoD Financial} \\ \text{Considerations} \end{array} \right) + \left( \begin{array}{l} \text{Great Local, Regional} \\ \text{and Bi-State Support} \end{array} \right) = \end{aligned}$$

**A Great American  
Military Base**



Good Afternoon, Ladies and Gentlemen. I am here today representing the communities around Scott AFB, Illinois.

I want to give you an overview of our Great Base and to share with you our pride in this facility. A facility that is vital to the national defense of this nation.

1 | Five major commands with worldwide DOD responsibilities are headquartered at Scott, as well as over 25 additional units. Over the years the DOD has shown a great deal of foresight and planning by moving these complementing commands and organizations to Scott. There is a synergism among the units' mission, and co-location has greatly eased and improved the coordination and cooperation so necessarily for overall mission accomplishment.

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13 | The host unit and operating manager is the 375th Airlift Wing, the wartime aeromedical evacuation system manager for the DOD. A by-product of this wartime mission is the peacetime airlift of patients throughout the United States--about 35,000 per year.  
~~14~~

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Let me give you some additional statistics on Scott:

15 | In the last six years there has been over \$60 million spent on facilities-new construction and upgrades. In 1995 the base is planning on an additional \$15 to \$20 million-an historical amount over time.  
~~16~~

Over 800 buildings most of which are new or recently renovated or in the planning stages for renovation.

More than 10,000 employees-military and civilian.

An economic impact of about \$1.4 billion on the local area.

16 | Scott is located at just the right spot for its missions. The weather and multiple modes of transportation readily available give Scott contingency/mobility advantages that most other DOD installations do not have. Of great import to the future viability of Scott AFB is the last bullet on this slide--Joint Use.



The development of the civil air carrier airport includes the acquisition of about 4,000 acres of land adjacent to Scott AFB. Facilities will include:

- A. An 8,000 foot runway (10,000 ultimate)
- B. Full length of the runway parallel taxiway
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- F. Infrastructure to support independent operations

The military community will benefit from this joint-use agreement in a number of ways:

- the addition of a second runway which dramatically increases the capacity of the facility and permits continuous operation of the base and its missions when the current runway is out of operation.
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The state, county and FAA are putting about \$55 million into the AF side of the base.

GREAT SCOTT properly describes Scott AFB. The facilities are great, new and updated. People want to be assigned to Scott. A good duty station improves morale and high morale means efficiency.

The weather conditions are great- VFR over 80% of the time. Weather related operational delays rarely occur.

The geographical location is great- strategically located near the center of the country for easy access to both coasts.

18 - It is near rural recreation facilities that give an outdoor outlet and near a large urban area that provides an abundance of historical, cultural, educational and sports venues.

- A great supporting civilian community. The local political and business leadership are interested in the future of Scott.

Lastly, the joint-use of Scott is great! The military will gain convenience but more importantly it will gain capability.

You put all these things together and this nation loses more than just a base if Scott AFB is closed. Scott has the relocation and the proper organizations and facilities to respond and expand if a contingency or a national emergency taxes a reduced military.

---

# Document Separator



***Robert L. Kress, Jr.***

***STAFF ASSISTANT***

---

**JERRY F. COSTELLO  
MEMBER OF CONGRESS  
12TH DISTRICT  
ILLINOIS**

**119 CANNON BUILDING  
WASHINGTON, D.C. 20515  
(202) 225-5661  
FAX (202) 225-0285**

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

**MEMORANDUM OF MEETING**

**DATE:** May 31, 1994

**TIME:** 9:00 AM

**MEETING WITH:** Robert L. Kress, Staff Assistant for Congressman J. Costello,  
12th District, IL.

**SUBJECT:** Discuss Base Closure process and review Scott AFB and Melvin Price Depot

**PARTICIPANTS:**

*Name/Title/Phone Number:*

Robert L. Kress, SA, Rep. Costello, 202-225-5661

*Commission Staff:*

Ed Brown; Army Team Leader

\*Frank Cirillo; Air Force Team Leader

Mary Woodward; Congressional Liaison

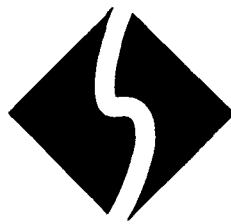
**MEETING PURPOSE:**

Discussed the DBCRC Process in brief. Frank and Ed relayed the Army and Air Force processes as used in 1993 and discussed the ongoing actions as we know them. Frank suggested the Rob find out more about the status of the joint-use runway commitments and status at Scott and to discuss community relationships with the local Chamber organization. We provided a copy of the '93 questionnaire and responses for Scott AFB and noted that neither base played much of a role in the '93 effort. Rob expressed more concern with the depot than Scott. fc

# Document Separator

**G R E A T   S C O T T !**  
**A M E R I C A ' S   M O B I L I T Y   H E A D Q U A R T E R S**  
**S C O T T   A I R   F O R C E   B A S E ,   I L L I N O I S**

**P R E S E N T A T I O N   T O**  
**B R A C   S T A F F**  
**8   F E B R U A R Y   1 9 9 5**



**LEADERSHIP  
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**February 6, 1995**

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COMMUNITY AFFILIATES

SCOTT AIR FORCE BASE, ILLINOIS



**BLANK SLIDE**

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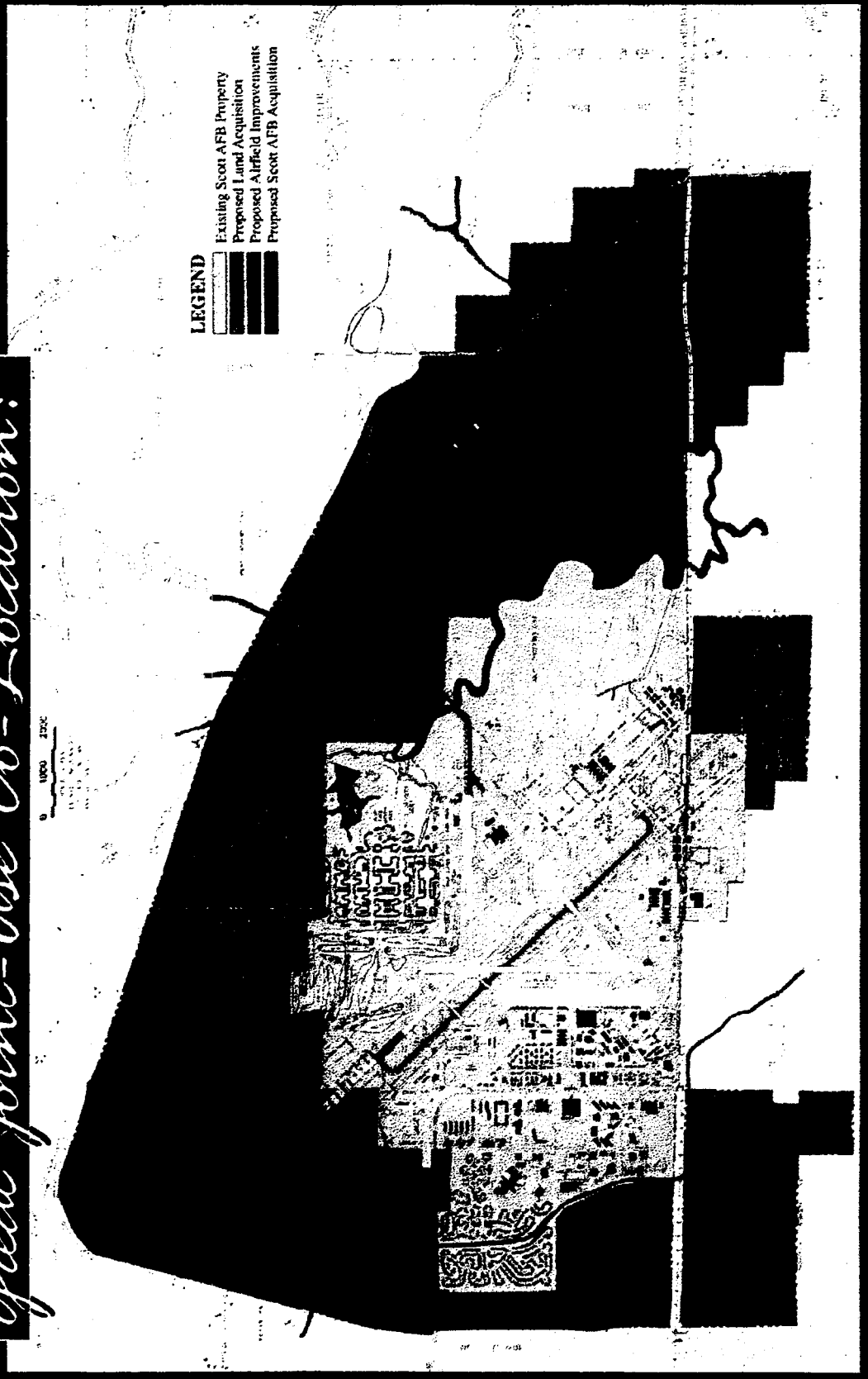
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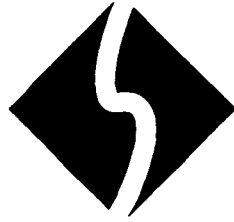
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P R E S E N T A T I O N   T O  
B R A C   S T A F F  
8   F E B R U A R Y   1 9 9 5



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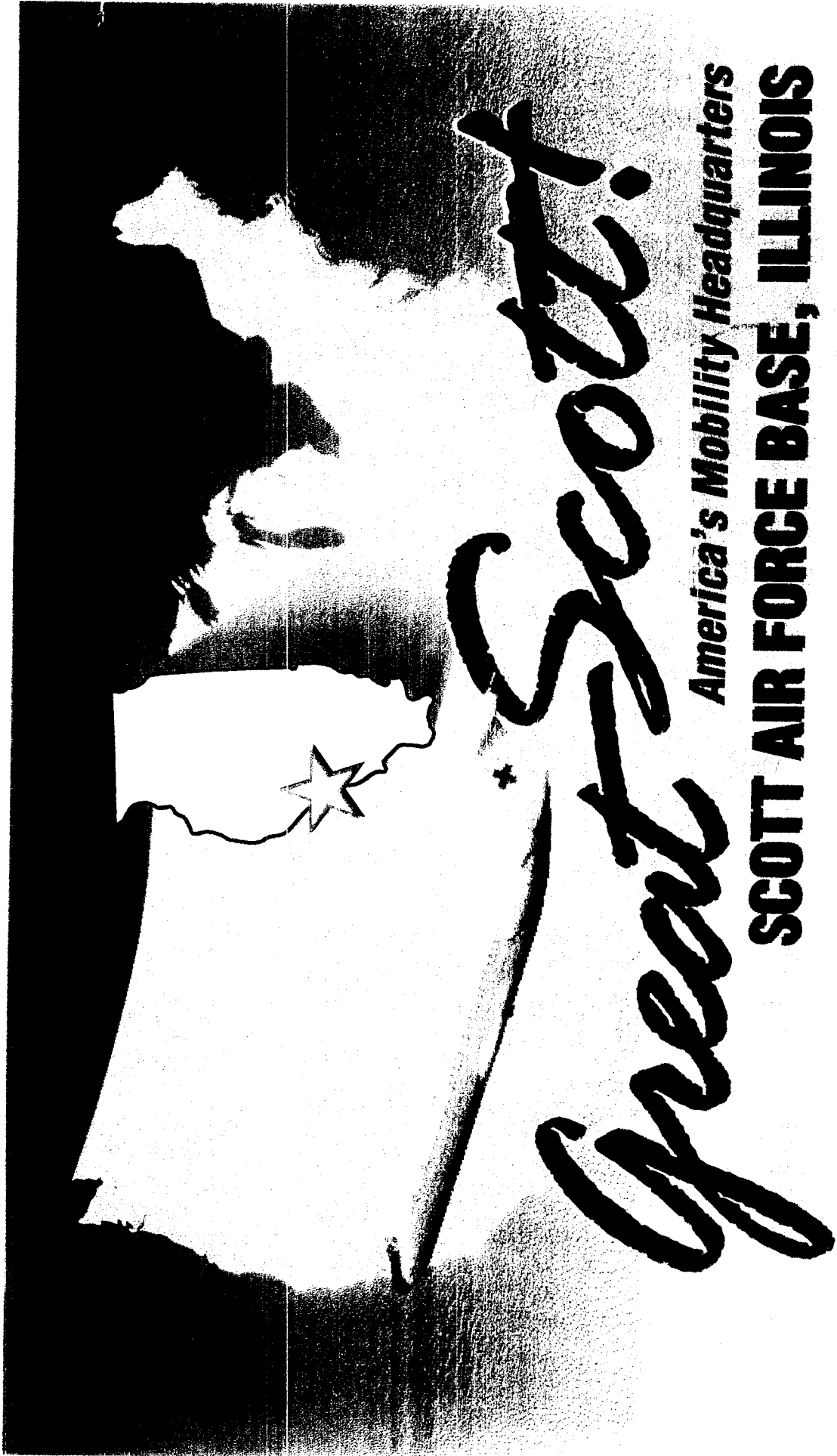
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*America's Mobility Headquarters*

**SCOTT AIR FORCE BASE, ILLINOIS**



BLANK SLIDE

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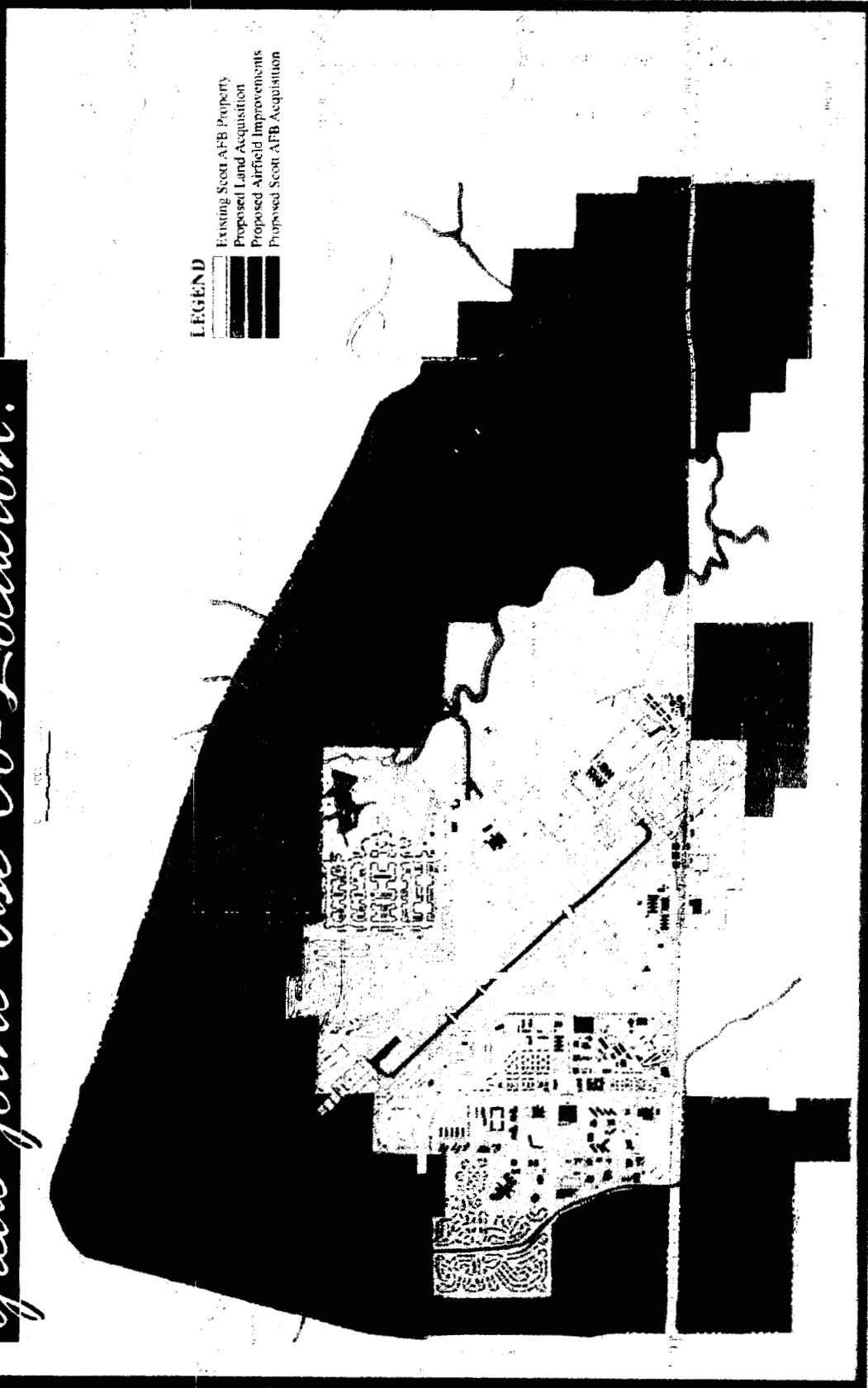
Proximity to Second Largest  
Rail Center in the U.S.

3,300+ Acres of Land with 800+ Buildings

Military Access to Joint-Use Land  
for Future Development

Co-Located Civilian Joint-Use Airport

*Great Joint-Use Co-Location!*



*Great Sum Total!*

$$\begin{aligned} & \left( \begin{array}{l} \text{Great Military} \\ \text{Mission Synergy} \end{array} \right) + \left( \begin{array}{l} \text{Great Access to all} \\ \text{Modes of Transportation} \end{array} \right) + \\ & \left( \begin{array}{l} \text{Great DoD Financial} \\ \text{Considerations} \end{array} \right) + \left( \begin{array}{l} \text{Great Local, Regional} \\ \text{and Bi-State Support} \end{array} \right) = \end{aligned}$$

**A Great American  
Military Base**

**Great**



Good Afternoon, Ladies and Gentlemen. I am here today representing the communities around Scott AFB, Illinois.

I want to give you an overview of our Great Base and to share with you our pride in this facility. A facility that is vital to the national defense of this nation.

1 | Five major commands with worldwide DOD responsibilities are headquartered at Scott, as well as over 25 additional units. Over the years the DOD has shown a great deal of foresight and planning by moving these complementing commands and organizations to Scott. There is a synergism among the units' mission, and co-location has greatly eased and improved the coordination and cooperation so necessarily for overall mission accomplishment.

2 | There are scores of tenant units at Scott but today--in this introduction--I want to only discuss the 5 major commands which are headquartered at Scott.

3 | The United States Transportation Command is the single manager of defense common-user transportation. It is a unified command with components from three armed services--Army, Navy and Air Force.

4 | The Command is housed in a new facility just completed 3 years ago.

5 | The Commander in Chief of USTRANSCOM is dual hatted and also serves as the commander of the Air Force component, Air Mobility Command.

6 | The Air Mobility Command has the primary mission of providing mobility for America's armed forces which includes airlift, aerial refueling and aeromedical evacuation. In addition, the command contracts for commercial airlift for the DOD.

7 | Co-located with AMC is the Tanker Airlift Control Center which manages all airlift and aerial tanker missions. The TACC has made significant investment in high tech equipment which requires unique building space as evidenced by this slide.

8 | The AFC4A is the technical arm of the Air Force C4 staff and as such ensures integration and interoperability among C4 systems throughout the Air Force and DOD. This centralized management of information technology gives our forces a competitive edge over any potential adversary.

9 | This slide shows an under construction expansion of the C4A facility which will house a new commercial off-the-shelf interoperability laboratory being formed. This lab will greatly improve the efficiency of the procurement process for C4.

10 | The AWS is also headquartered at Scott and is responsible for centralized weather support to all levels of the Air Force and Army and serves as the Air Force's technical center for weather expertise.

11 | The last tenant unit I want to specifically address is the Defense Information Technology Contracting Office. DITCO is the critical link in acquiring information systems equipment and services for the DOD and 65 other federal agencies.

12 | It is presently managing 90,000 contracts valued at \$1.3 billion from this new state of the art facility.

13 | The host unit and operating manager is the 375th Airlift Wing, the  
~~14~~ 14 | wartime aeromedical evacuation system manager for the DOD. A by-product of this wartime mission is the peacetime airlift of patients throughout the United States--about 35,000 per year.

Scott AFB is the home of numerous specialized units with unique facilities. Facilities that are new and/or have been recently upgraded at no small expense to the DOD.

Let me give you some additional statistics on Scott:

15 | In the last six years there has been over \$60 million spent on  
~~16~~ facilities-new construction and upgrades. In 1995 the base is planning on an additional \$15 to \$20 million-an historical amount over time.

Over 800 buildings most of which are new or recently renovated or in the planning stages for renovation.

More than 10,000 employees-military and civilian.

An economic impact of about \$1.4 billion on the local area.

16 | Scott is located at just the right spot for its missions. The weather and multiple modes of transportation readily available give Scott contingency/mobility advantages that most other DOD installations do not have. Of great import to the future viability of Scott AFB is the last bullet on this slide--Joint Use.

The development of the civil air carrier airport includes the acquisition of about 4,000 acres of land adjacent to Scott AFB. Facilities will include:

- A. An 8,000 foot runway (10,000 ultimate)
- B. Full length of the runway parallel taxiway
- C. Flight navigation aids
- D. Aprons
- E. Fueling Facilities
- F. Infrastructure to support independent operations

The military community will benefit from this joint-use agreement in a number of ways:

- the addition of a second runway which dramatically increases the capacity of the facility and permits continuous operation of the base and its missions when the current runway is out of operation.
- the military runway will be extended approximately 1,000 feet, increasing the runway length to over 8,000 feet and with an additional paved overrun of 1,000 feet which will be available for contingencies.
- the construction of an 8,000 foot taxiway parallel to the military runway.
- a new FAA operated traffic control tower replaces an aging existing facility
- redundancy of critical air navigational skills
- safety and obstruction zones acquired
- land uses in the air base environs will be zoned to prohibit future incompatible uses
- direct civil air service to critical destinations will increase efficiency
- replacement of the 41 year old Cardinal Creek housing and associated community facilities will enhance the quality of life for the occupants

The state, county and FAA are putting about \$55 million into the AF side of the base.

GREAT SCOTT properly describes Scott AFB. The facilities are great, new and updated. People want to be assigned to Scott. A good duty station improves morale and high morale means efficiency.

The weather conditions are great- VFR over 80% of the time. Weather related operational delays rarely occur.

The geographical location is great- strategically located near the center of the country for easy access to both coasts.

18 - It is near rural recreation facilities that give an outdoor outlet and near a large urban area that provides an abundance of historical, cultural, educational and sports venues.

- A great supporting civilian community. The local political and business leadership are interested in the future of Scott.

Lastly, the joint-use of Scott is great! The military will gain convenience but more importantly it will gain capability.

You put all these things together and this nation loses more than just a base if Scott AFB is closed. Scott has the relocation and the proper organizations and facilities to respond and expand if a contingency or a national emergency taxes a reduced military.

# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

#### 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	3rd FEB, 85th Division (Exercise)	40	163	1	204
I.1.A.2	75th Ordnance Detachment	1	13	-	14
I.1.A.3	AAFES Concessions	-	-	11	11
I.1.A.4	Army and Air Force Exchange Service	-	-	158	158
I.1.A.5	Billeting Employees	-	-	12	12
I.1.A.6	Co A, 3-158 Aviation	31	33	-	64
I.1.A.7	Commissary	-	-	68	68
I.1.A.8	Consolidated Maintenance Branch	-	-	9	9
I.1.A.9	Defense Reutilization and Marketing Offi	-	-	19	19
I.1.A.10	Health Clinic	3	11	15	29
I.1.A.11	NAF	-	-	163	163
I.1.A.12	Naval Air Reserve Activity Selfridge	175	657	1	833
I.1.A.13	Naval Reserve Readiness Ctr Detroit	164	560	2	726
I.1.A.14	Nongovernment Tenants (Bank, Credit Unio	-	-	12	12
I.1.A.15	Personnel Support Activity - Det - Detro	1	20	5	26
I.1.A.16	Readiness Group	20	43	10	73
I.1.A.17	Reserve Intelligence Area Eleven	1	2	1	4
I.1.A.18	Reserve Naval Mobile Construction Battal	26	24	883	933
I.1.A.19	Serv-Air, Inc	-	-	130	130
I.1.A.20	State of Michigan Civil Service	-	-	16	16
I.1.A.21	Student Programs	-	-	12	12
I.1.A.22	Support Group 47	47	215	-	262
I.1.A.23	Tank Automotive Command Support Activity	3	10	78	91
I.1.A.24	US Coast Guard Air Station Detroit	16	48	-	64
I.1.A.25	US Post Office	-	-	1	1
I.1.A.26	Veterinary Clinic	1	3	1	5
I.1.A.27	Vriminal Investigation Command	-	1	-	1

UNCLASSIFIED

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Selfridge ANGB - NGB**

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**TOTAL:**

3940

**I.1.B No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Selfridge ANGB - NGB**

**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	39035	22047	16988	1431	2671	686
Tower	2	41234	2234	39000	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 19

24000 operations were conducted this runway during calander year 1993

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

No known or projected airspace problems that will prevent accomplishment of the mission.

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

**B. Geographic Location**

I.2.B.1 Nearest major primary airlift customer: COLUMBUS ARMY DEPOT distance 157 NM

Nearest major primary airdrop customer: FORT DRUM distance 322 NM

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

Lajes AB: 2545 NM



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

Rota AB: 3548 NM  
 Hickam AFB: 3968 NM  
 RAF Mildenhall: 3398 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	TOLEDO EXPRESS	75
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	TOLEDO EXPRESS	75
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	TOLEDO EXPRESS	75
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Detroit Metro Wayne Cnty Apt	33
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	Detroit Metro Wayne Cnty Apt	33
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Detroit Metro Wayne Cnty Apt	33
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations	Detroit Metro Wayne Cnty	33
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations	Detroit Metro Wayne Cnty	33
I.2.B.11	Other runways on base can be used for emergency landings.		
	Detroit Metro		33 NM

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

- I.2.C.1 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.
- I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.
- I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	462 NM	W-108 A,B	462 NM	W-107A	480 NM
W-107 A,D,E,F	487 NM	W-107 A,D,E,F,	487 NM	W-386 A,B,C,D,E	496 NM
W-386B	517 NM	W-72A	527 NM	W-387 A,B	547 NM
W-387A	547 NM	W-105 A,B,D,E,G	559 NM	W-155 A,B,D,E,G	559 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

W-122 A,B,C,F,G,H,I,J	565 NM	W-105E	567 NM	W-122 D	568 NM
W-122 E	568 NM	W-105A	573 NM	W-72 A,B	575 NM
W-177A	594 NM	W-72B	597 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
GRAYLING	155 NM	JEFFERSON PROVING G	246 NM	ATTERBURY	247 NM
INDIANTOWN GAP	306 NM	HARDWOOD	331 NM	FT DRUM	335 NM
WARREN GROVE	422 NM	CANNON	523 NM	NAVY DARE COUNTY	524 NM
USAF DARE COUNTY	526 NM	POINSETT	538 NM	CHERRY POINT BT-11	546 NM
TOWNSEND	669 NM	RAZORBACK	685 NM	GRAND BAY	698 NM
SMOKEY HILL	722 NM	EGLIN C62	735 NM	EGLIN C52	741 NM
SHELBY EAST	748 NM	SHELBY WEST	752 NM		

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

GRAYLING	155 NM
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**I.2.C.6** Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

VOLK FIELD MDS	334 NM
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**I.2.C.7** Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

GRAYLING	155 NM
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**I.2.C.8** Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	0	1	12	50	99
SR	3	13	26	51	83	111
VR	4	8	16	50	93	157
<b>Total Routes:</b>	<b>7</b>	<b>21</b>	<b>43</b>	<b>113</b>	<b>226</b>	<b>367</b>

#### Identify Routes:

SR-701 19 NM	SR-703 19 NM	SR-702 23 NM	VR-1624 39 NM	VR-1625 39 NM	VR-1617 98 NM
VR-1638 98 NM					
VR-664 108 NM	VR-1626 114 NM	SR-709 115 NM	SR-712 115 NM	SR-715 115 NM	SR-707 128 NM
SR-714 128 NM	SR-708 128 NM	SR-711 128 NM	SR-713 128 NM	SR-710 128 NM	VR-1627 133 NM
VR-1628 133 NM	SR-782 148 NM				
SR-781 151 NM	VR-1645 152 NM	VR-1644 155 NM	VR-1647 155 NM	SR-818 157 NM	SR-817 158 NM
SR-737 160 NM	SR-822 160 NM	SR-816 160 NM	SR-815 160 NM	SR-738 162 NM	VR-634 167 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Selfridge ANGB - NGB

SR-733	168 NM	SR-823	169 NM	SR-732	172 NM	SR-735	172 NM	VR-1640	172 NM	SR-734	172 NM
VR-1632	179 NM	VR-1633	179 NM	VR-1631	184 NM	IR-608	199 NM				
SR-825	207 NM	VR-1641	212 NM	VR-1642	212 NM	VR-1636	216 NM	IR-723	226 NM	VR-1639	240 NM
VR-1668	246 NM	VR-1667	249 NM	IR-609	259 NM	VR-1758	260 NM	IR-610	269 NM	SR-774	270 NM
SR-871	271 NM	SR-874	271 NM	SR-873	271 NM	SR-872	271 NM	VR-1757	275 NM	SR-771	276 NM
IR-618	279 NM	VR-619	279 NM	SR-802	281 NM	SR-806	281 NM	SR-804	281 NM	SR-808	281 NM
SR-807	281 NM	SR-803	281 NM	SR-773	294 NM	VR-705	294 NM	VR-704	294 NM	VR-708	295 NM
VR-1679	299 NM	VR-707	301 NM	VR-1722	318 NM	IR-614	329 NM	VR-1648	329 NM	VR-1635	329 NM
SR-785	334 NM	VR-1666	339 NM	IR-721	340 NM	IR-761	342 NM	VR-1751	342 NM	IR-726	345 NM
VR-1743	345 NM	VR-1726	345 NM	IR-743	345 NM	SR-776	351 NM	VR-615	351 NM	SR-800	352 NM
SR-801	352 NM	SR-805	352 NM	IR-762	354 NM	VR-1756	354 NM	VR-1721	356 NM	SR-820	361 NM
SR-821	361 NM	SR-835	361 NM	VR-1759	369 NM	VR-1650	370 NM	VR-1711	370 NM	VR-1713	370 NM
VR-1712	370 NM	VR-093	382 NM	SR-844	385 NM	SR-845	385 NM	SR-846	385 NM	VR-1629	387 NM
VR-1709	387 NM	VR-724	393 NM	VR-725	393 NM	IR-720	397 NM				
IR-002	401 NM	IR-075	405 NM	IR-719	408 NM	SR-059	409 NM	SR-060	409 NM	SR-062	409 NM
SR-061	409 NM	VR-607	410 NM	SR-225	411 NM	SR-847	411 NM	IR-081	414 NM	SR-867	414 NM
VR-1061	417 NM	VR-1055	418 NM	VR-073	421 NM	IR-079	424 NM	IR-080	424 NM	IR-716	426 NM
SR-105	434 NM	VR-096	435 NM	VR-1801	439 NM	IR-714	445 NM	IR-760	445 NM	SR-900	445 NM
VR-1754	445 NM	IR-715	448 NM	IR-718	448 NM	IR-157	451 NM	IR-174	451 NM	SR-727	452 NM
VR-604	452 NM	VR-1753	454 NM	VR-1755	454 NM	IR-074	456 NM	VR-097	457 NM	VR-1616	460 NM
VR-058	462 NM	VR-1800	464 NM	IR-082	465 NM	IR-592	466 NM	SR-901	467 NM	IR-022	468 NM
IR-042	469 NM	VR-1068	469 NM	IR-801	470 NM	SR-728	474 NM	VR-1752	474 NM	SR-729	474 NM
IR-083	476 NM	IR-606	476 NM	IR-527	477 NM	VR-088	477 NM	SR-102	479 NM	VR-085	480 NM
VR-086	480 NM	VR-095	481 NM	VR-092	483 NM	VR-087	484 NM	SR-905	490 NM	SR-730	492 NM
SR-731	492 NM	VR-1052	494 NM	IR-089	501 NM	IR-090	502 NM	IR-078	507 NM	VR-1059	515 NM
SR-902	519 NM	IR-062	522 NM	SR-035	526 NM	SR-036	526 NM	SR-040	526 NM	SR-037	526 NM
SR-904	527 NM	VR-1060	528 NM	VR-840	532 NM	VR-841	532 NM	VR-842	532 NM	VR-1043	537 NM
IR-012	539 NM	IR-843	540 NM	VR-1046	540 NM	IR-843A	540 NM	IR-069	545 NM	IR-036	546 NM
VR-1057	552 NM	IR-066	554 NM	IR-067	554 NM	VR-1051	554 NM	VR-1050	554 NM	VR-1058	555 NM
SR-616	556 NM	SR-617	556 NM	IR-077	557 NM	SR-166	559 NM	IR-035	563 NM	VR-1016	563 NM
VR-1069	563 NM	VR-1040	563 NM	SR-075	564 NM	VR-1525	565 NM	IR-605	573 NM	VR-1074	573 NM
VR-1049	581 NM	SR-073	585 NM	SR-074	585 NM	SR-618	586 NM	SR-619	586 NM	VR-1054	590 NM
VR-1013	592 NM	SR-238	594 NM	IR-502	599 NM	IR-504	599 NM	VR-541	599 NM		
VR-1014	601 NM	IR-802	605 NM	IR-803	605 NM	IR-091	610 NM	IR-023	612 NM	SR-137	616 NM
SR-038	619 NM	VR-510	620 NM	VR-511	621 NM	IR-041	622 NM	IR-063	622 NM	VR-1067	622 NM
VR-1056	622 NM	SR-237	622 NM	SR-232	622 NM	SR-231	622 NM	SR-230	622 NM	SR-229	622 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Selfridge ANGB - NGB

SR-227	622 NM	SR-226	622 NM	SR-222	622 NM	SR-221	622 NM	SR-220	622 NM	SR-219	622 NM
SR-218	622 NM	SR-069	624 NM	SR-071	624 NM	SR-070	624 NM	VR-1041	624 NM	SR-072	624 NM
SR-039	625 NM	IR-120	633 NM	VR-1102	633 NM	VR-540	637 NM	SR-239	640 NM	IR-017	641 NM
VR-1017	641 NM	IR-068	641 NM	VR-1546	643 NM	VR-1031	644 NM	VR-512	644 NM	IR-018	647 NM
IR-508	649 NM	IR-509	649 NM	VR-1003	649 NM	IR-517	650 NM	VR-1520	650 NM	VR-1515	650 NM
IR-805	653 NM	VR-1070	653 NM	IR-800B	657 NM	IR-016	659 NM	IR-800	660 NM	IR-800A	660 NM
IR-804	660 NM	VR-060	661 NM	IR-505	663 NM	VR-1011	663 NM	IR-850	664 NM	IR-851	664 NM
IR-852	664 NM	VR-094	665 NM	VR-1005	667 NM	VR-1033	667 NM	VR-1001	668 NM	VR-1030	669 NM
VR-1521	669 NM	VR-1130	669 NM	IR-044	670 NM	VR-1182	670 NM	VR-545	680 NM	SR-223	689 NM
SR-224	689 NM	IR-070	694 NM	VR-1032	695 NM	IR-518	696 NM	VR-1066	697 NM	VR-1004	700 NM
VR-533	701 NM	VR-1002	703 NM	VR-531	707 NM	IR-524	716 NM	VR-1065	716 NM	VR-1082	718 NM
VR-1084	718 NM	VR-1085	718 NM	IR-121	721 NM	VR-1103	721 NM	VR-1072	722 NM	VR-535	722 NM
VR-534	722 NM	IR-506	723 NM	VR-544	723 NM	VR-1522	723 NM	IR-015	726 NM	IR-490	726 NM
IR-492	726 NM	IR-430	726 NM	VR-552	727 NM	IR-057	730 NM	SR-106	730 NM	SR-104	730 NM
IR-059	730 NM	SR-101	730 NM	SR-103	730 NM	VR-1020	739 NM	IR-021	740 NM	IR-019	743 NM
VR-1008	743 NM	SR-031	743 NM	VR-1006	745 NM	VR-1007	745 NM	VR-1523	746 NM	VR-532	751 NM
IR-164	752 NM	VR-1104	752 NM	VR-1083	752 NM	IR-030	753 NM	IR-031	753 NM	VR-119	755 NM
IR-033	756 NM	IR-507	759 NM	IR-037	760 NM	VR-138	760 NM	VR-1009	761 NM	VR-189	768 NM
VR-1010	770 NM	SR-029	772 NM	IR-038	777 NM	IR-040	780 NM	VR-1021	780 NM	VR-1024	780 NM
VR-1023	780 NM	VR-152	786 NM	IR-032	788 NM	VR-536	788 NM	IR-514	791 NM	VR-1022	792 NM
IR-185	795 NM	IR-613	798 NM	VR-1039	800 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 726 NM from the base.

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

200 NM	300 NM	500 NM
7	14	37

**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-217	99 NM	AR-632A	108 NM	AR-632B	127 NM	AR-107	170 NM
AR-218L	178 NM	AR-218H	182 NM	AR-640B	191 NM		
AR-206H	230 NM	AR-206L	230 NM	AR-321	246 NM	AR-640A	262 NM
AR-109H WEST	280 NM	AR-109L WEST	280 NM	AR-455 WEST	300 NM		
AR-455 EAST	308 NM	AR-203 SOUTHWEST	323 NM	AR-607	332 NM	AR-315 WEST	339 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Selfridge ANGB - NGB

AR-315 EAST	340 NM	AR-016 SOUTHWEST	344 NM	AR-328	356 NM	AR-609	367 NM
AR-633A	386 NM	AR-633B	391 NM	AR-109H EAST	407 NM	AR-109L EAST	407 NM
AR-216 SOUTHWEST	410 NM	AR-111 WEST	424 NM	AR-016 NORTHEAST	442 NM	AR-203 NORTHEAST	444 NM
AR-110 WEST	454 NM	AR-318 WEST	468 NM	AR-204 NORTHEAST	481 NM	AR-212 NORTHEAST	481 NM
AR-111 EAST	484 NM	AR-207SW SOUTHWE	484 NM	AR-631	494 NM		

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

500 NM	700 NM
3032	5904

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	178 NM	359	AR-206H	230 NM	50	AR-206L	230 NM	20	AR-109	280 NM	213
AR-455	300 NM	372	AR-203	323 NM	223	AR-016	344 NM	157	AR-216	410 NM	64
AR-111	424 NM	303	AR-110	454 NM	596	AR-204	481 NM	319	AR-212	481 NM	356
AR-105	597 NM	285	AR-205	603 NM	43	Racoon	613 NM	1829	AR-101	643 NM	217

## I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 454NM 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
CHUTE (CIR)	327 NM	✓	✓	✓	0	1
FRAMHART	293 NM	✓	✓	✓	0	0
MCLEAN	307 NM	✓		✓	0	0
MOUNTAIN	335 NM	✓		✓	1	0
PANTHER	327 NM	✓	✓	✓	1	0
TATER EAST	171 NM	✓		✓	0	0
WOODLAWN BEACH	176 NM		✓		0	1
ZIMMER	327 NM	✓	✓	✓	1	0

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

Drop Zone	Servicing Instruement and Slow Routes (IRs and SRs)								
CHUTE (CIR)	SR-801								
MOUNTAIN	IR-801								
PANTHER	IR-801								
WOODLAWN BEACH	SR-825								

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ZIMMER	IR-801								
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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 243 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
WOODLAWN BEACH	176 NM		✓		0	0
ZIMMER	327 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 GRAYLING 149 NM

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**D. Ranges**

**Ranges (Controlled/managed by the base)**

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

**Ranges (Used by the base)**

**I.2.D.18**      The base uses ranges on a regular basis

**I.2.D.19**      The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.

**I.2.D.20**      MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.

**I.2.D.21**      MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.

**I.2.D.22**      No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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

Peck MOA	MOA
SR-701	Other
SR-702	Other
SR-703	Other
VR-1624	Other
VR-1625	Other
VR-1626	Other
VR-1627	Other
VR-1628	Other
VR-1629	Other
VR-1639	Other
VR-1644	Other
VR-1645	Other
VR-1647	Other
VR-1648	Other

**Details for airspace scheduled or managed by the base:****Airspace: Peck MOA****I.2.E.2 An environmental analysis has Not been conducted for this airspace.****I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.****I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**



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

**I.2.E.6**      **Restrictions currently acting on this airspace:**

2 hour notice  
Subsonic

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

Peck MOA is available anytime with a 2 hour notice

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:**    1,395 hrs

**I.2.E.7.b**      **Hours used:**            1,221 hrs

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

Weather and maintenance problems

**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:**

2408 square nautical miles

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

**Airspace: SR-701**

**I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                  1600-0400Z TUE-SAT  
                  1600-2200Z SUN  
                  MIN ALTITUDE 300 AGL  
                  NO MONDAY AVAILABILITY
- I.2.E.7**      **Published availability of the airspace:**  
                  1600-0400Z TUESDAY-SATURDAY, 1600-2200Z SUNDAYS  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    350 hrs
- I.2.E.7.b**      **Hours used:**            312 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                  MAINTENANCE AND WEATHER
- 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:**  
                  10NM WIDE
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: SR-702**
- I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 1600-0400Z TUE-SAT  
                 1600-2200Z SUN  
                 MIN ALTITUDE 300 AGL  
                 NO MONDAY AVAILABILITY
- I.2.E.7**      **Published availability of the airspace:**  
                 1600-0400Z TUESDAY-SATURDAY, 1600-2200Z SUNDAY
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    350 hrs
- I.2.E.7.b**      **Hours used:**            312 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                 MAINTENANCE AND WEATHER
- 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:**  
                 10NM WIDE
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
                 **Airspace: SR-703**

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- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
1600-0400Z TUE-SAT  
1600-2200Z SUN  
MIN ALTITUDE 300 AGL  
NO MONDAY AVAILABILITY
- I.2.E.7** Published availability of the airspace:  
1600-0400Z TUESDAY-SATURDAY, 1600-2200Z SUNDAY  
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 350 hrs
- I.2.E.7.b** Hours used: 312 hrs
- I.2.E.7.c** Reasons for non-use:  
MAINTENANCE AND WEATHER
- 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.

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- I.2.E.10** Description of the volume or area of the Airspace:  
10NM WIDE
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR-1624**
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:  
**I.2.E.3.a** AP/1B  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SR to SS
- 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: 875 hrs  
**I.2.E.7.b** Hours used: 811 hrs  
**I.2.E.7.c** Reasons for non-use:

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MAINTENANCE AND WEATHER

- 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:  
8 nm wide
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR-1625**
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:  
**I.2.E.3.a** AP/1B  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
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- I.2.E.6** Restrictions currently acting on this airspace:  
SR to SS
- I.2.E.7** Published availability of the airspace:  
Sunrise to Sunset

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**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 31 hrs**

**I.2.E.7.b Hours used: 26 hrs**

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

MAINTENANCE AND WEATHER

**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:**

8 NM wide

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

**Airspace: VR-1626**

**I.2.E.2 An environmental analysis has Not been conducted for this airspace.**

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

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

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

**I.2.E.6 Restrictions currently acting on this airspace:**

SR to SS

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- 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:**    41 hrs
- I.2.E.7.b**      **Hours used:**            35 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                MAINTENANCE AND WEATHER
- 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:**  
                8 nautical miles wide
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: VR-1627**
- I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**
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- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**     **AP/1B**
- I.2.E.3.b**     **No affect on or threat to the quality of training or the mission.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**



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- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 SR to SS
- 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:**    113 hrs
- I.2.E.7.b**      **Hours used:**            101 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                 MAINTENANCE AND WEATHER
- 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:**  
                 8 nautical miles wide
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: VR-1628**
- I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**
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- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**      **AP/1B**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
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- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**

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

**I.2.E.6**      **Restrictions currently acting on this airspace:**

SR to SS

**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:**    22 hrs

**I.2.E.7.b**      **Hours used:**        20 hrs

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

MAINTENANCE AND WEATHER

**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:**

8 nautical miles wide

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

**Airspace: VR-1629**

**I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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

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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SR to SS
- 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: 26 hrs
- I.2.E.7.b** Hours used: 25 hrs
- I.2.E.7.c** Reasons for non-use:  
MAINTENANCE AND WEATHER
- 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:  
8 nautical miles wide
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: VR-1639
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.

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- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 SR to SS
- 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:    8 hrs**
- I.2.E.7.b**      **Hours used:            6 hrs**
- I.2.E.7.c**      **Reasons for non-use:**  
                 MAINTENANCE AND WEATHER
- 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:**  
                 8 nautical miles wide
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: VR-1644**
- I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:  
**I.2.E.3.a** AP/1B  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SR to SS
- 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: 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 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:  
8 nautical miles wide
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: VR-1645
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.

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- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 SR to SS
- 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:    2 hrs**
- I.2.E.7.b**      **Hours used:            2 hrs**
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                 8 nautical miles wide
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace:    VR-1647**
- I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**  
**I.2.E.3.a AP/IB**  
**I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 Restrictions currently acting on this airspace:**  
SR to SS
- 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: 4 hrs**  
**I.2.E.7.b Hours used: 3 hrs**  
**I.2.E.7.c Reasons for non-use:**  
MAINTENANCE AND WEATHER
- 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:**  
8 nautical miles wide
- I.2.E.11 100.00 percent of the airspace is usable.**

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**Airspace: VR-1648**

**I.2.E.2** An environmental analysis has Not been conducted for this airspace.

**I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:

**I.2.E.3.a** AP/1B

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

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

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

**I.2.E.6** Restrictions currently acting on this airspace:

SR to SS

**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: 5 hrs

**I.2.E.7.b** Hours used: 4 hrs

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

MAINTENANCE AND WEATHER

**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.



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

8 nautical miles

**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:
Almont	Uncontrolled
Ann Arbor	Civilian
Arnold	Uncontrolled
Brighton	Uncontrolled
Cackleberry	Uncontrolled
Carls	Uncontrolled
Chatham	Uncontrolled
Cole	Uncontrolled
Cowley	Uncontrolled
Custer	Uncontrolled
Detroit City	Commercial
Detroit Metro	Commercial
Downwind	Uncontrolled
Duford	Uncontrolled
Dupont-Lapeer	Uncontrolled
Flint-Bishop	Commercial
Grosse Isle	General Aviation
Harsens Island	Uncontrolled
Larsett	Uncontrolled
Marine City	Uncontrolled
Marlette Township	Uncontrolled
Mattetal-Canton	Uncontrolled
New Haven-Macomb	Uncontrolled
New Hudson	Uncontrolled
Oakland-Pontiac	Commercial

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Pelee Island	General Aviation
Petrolia	Uncontrolled
Prices	Uncontrolled
Romeo	Uncontrolled
Sarnia	Commercial
Spencer	Uncontrolled
St Clair County International	Civilian
Troy-Big Beaver	Uncontrolled
Troy-Oakland/Troy	Uncontrolled
Utice, Berz-Macomb	Uncontrolled
Wickenheiser	Uncontrolled
Williams Memorial	Uncontrolled
Willow Run	Commercial
Windsor	Commercial
Yale	Uncontrolled
Yale-Gavagan	Uncontrolled
Yale-Para Field	Uncontrolled

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

**I.2.E.14.a** Description of impacts: Bird Migration , Weather/Altitude Restrictions, Conflicting Traffic, Noise Abatement

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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 25.0 percent. Rationale for estimate:**  
                  OARS of the Lake Huron Airspace Complex Proposal, 3 Feb 94, CRTC Phelps-Collins
- 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 GRAYLING  
                  149 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
                  NAS Oceana  
                  467 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                  110 FG  
                  109 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

Applies to missile bases only. Responses are classified.

**I. Technical Training (Air Education and Training Command)**

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**I.2.1** No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

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

a. 200 ft / 1/2 mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.1	97.9	87.4	77.3	72.5

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

**I.2.J.2.a** Is at or below 15 knots 95.1 percent of the time

**I.2.J.2.b** Is at or below 25 knots 99.4 percent of the time

**I.2.J.3** 70 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	Selfridge 10M	Outer Marker	17	2	15
II.1.A.2	Selfridge ANGB	Main Base	3,067	3,046	21
		<b>TOTALS:</b>	3,084	3,048	36

**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	100	0.0	0.0	100.0	100
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	47,142	18.0	82.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	211,531	74.0	25.0	1.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	57,780	93,608	68.0	32.0	0.0	35,828
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	185,788	64.0	26.0	10.0	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	4,620	100.0	0.0	0.0	4,620
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	495,825	81.0	19.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	172,913	213,760	81.0	19.0	0.0	40,847
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	59,800	98,021	82.0	18.0	0.0	38,221
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	2,450	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	17,550	9,100	93.0	7.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	36,500	52,457	100.0	0.0	0.0	15,957
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	58,600	30,939	56.0	44.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	2,800	2,800	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	79,179	79.0	0.0	21.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	51,395	66,685	87.0	0.0	13.0	15,290
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	1,500	2,700	100.0	0.0	0.0	1,200
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	16,800	32,058	76.0	24.0	0.0	15,258
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	12,100	6,723	80.0	20.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	52,050	75.0	25.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	24,500	49,570	74.0	26.0	0.0	25,070
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	6,000	2,480	93.0	0.0	7.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	17,600	46,734	85.0	15.0	0.0	29,134
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	13,500	10,848	61.0	39.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	10,877	11,221	100.0	0.0	0.0	344
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	110,760	39.0	37.0	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	62,380	76,665	46.0	100.0	0.0	14,285
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	38,457	90.0	10.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	23,100	100.0	0.0	0.0	23,100

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	3,600	8,672	100.0	0.0	0.0	5,072
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	2,592	100.0	0.0	0.0	2,592
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	28,548	28,548	100.0	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	240,243	59.0	17.0	24.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	811	811	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	4,138	13,670	55.0	0.0	45.0	9,532
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	118,897	201,159	66.0	20.0	14.0	82,262
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	26,400	26,400	0.0	100.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	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	177,345	73.0	16.0	11.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	284	70.0	15.0	15.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	812	200	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	0	0		0.0	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	0		0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	0		0.0	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	231,167	95.0	5.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	444,437	75.0	25.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	574,854	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	434,250	68.0	32.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	31,638	72.0	0.0	28.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	95,592	43.0	57.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	168,009	47.0	53.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,420	47.0	53.0	0.0
II.1.B.1.j	851	Roads	SY	351,394	18.0	82.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	214,282	18.0	82.0	0.0

## 2. Airfield Characteristics

### II.2 Runway Table:

Primary Designation		Dimensions: Length      Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number      Types	
10	Secondary	4870 ft	150 ft	Yes		
19	Primary	9000 ft	150 ft	No	2	BAK-12's and MA-1A's

II.2.A There are 2 active runways.

II.2.A.1 There are 1 cross (30 degrees from primary) runways.

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (19).

II.2.C.1 Length: 9,000 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 75 ft wide.

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

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

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



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II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

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

		(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Pavement:	Aircraft:			
Taxiway	B-52	SY	704,800	24" thick concrete pavement
Runway	B-52	SY	200,000	24" thick concrete pavement

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

II.2.G.1 The total usable apron space for aircraft parking is 477,254 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.)	
East Ramp-Army	270 ft	650 ft	Primary Aircraft	UH-1's
East Ramp-East End	1,150 ft	910 ft	Primary Aircraft	KC-135's
East Ramp-Middle	846 ft	749 ft	Primary Aircraft	F-16's
East Ramp-West End	846 ft	960 ft	Primary Aircraft	F-16's
West Ramp-Middle	1,137 ft	775 ft	Primary Aircraft	Vacant
West Ramp-South End	979 ft	775 ft	Primary Aircraft	Vacant

II.2.G.2 Permanently assigned aircraft currently require 124,537 Sq Yds of parking space.

II.2.G.3 318,636 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

Thickness of concrete and one "VERY POOR" section (1989 Pavement Condition Survey).

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:

Length and width limit operational uses.

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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
Water: 2.0 MG/D	MG/D - million gallons per day	53%
Sewage: 1.0 MG/D	MG/D - million gallons per day	31%
Electrical distribution: 6.0 MW	MW - million watts	79%
Natural Gas: 300.00 MCF/D	MCF/D - million cubic feet per day	66%
High temperature water/steam generation/distribution: 16.0 MBTUH	MBTUH - million British thermal units per hour	75%

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: 3 Hangar

Current Use: Maintenance

II.4.A.2 Size (SF): 16,780 SF

Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:

	Width	Height	Length
Door Opening:	110 ft	21 ft	
Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

II.4.A.5 Facility number: 4 Hangar

Current Use: Maintenance

II.4.A.2 Size (SF): 16,780 SF

Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:

	Width	Height	Length
Door Opening:	110 ft	21 ft	
Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

II.4.A.5  
II.4.A.6

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II.4.A.1 Facility number: 6 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 16,517 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:	110 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

II.4.A.1 Facility number: 7 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 16,445 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:	110 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

II.4.A.1 Facility number: 8 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 16,445 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:	110 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

II.4.A.1 Facility number: 9 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 17,122 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:	110 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

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II.4.A.1 Facility number: 10 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 17,122 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:	110 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	120 ft	24 ft	110 ft

II.4.A.1 Facility number: 20 Hanger

Current Use: Shelter

II.4.A.2 Size (SF): 19,170 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-106

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	100 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	84 ft	35 ft	102 ft

II.4.A.1 Facility number: 21 Hanger

Current Use: Shelter

II.4.A.2 Size (SF): 11,790 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-106

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	100 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	84 ft	35 ft	102 ft

II.4.A.1 Facility number: 36 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 62,983 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-137

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	160 ft	25 ft	
II.4.A.6 Largest unobstructed space inside the facility:	215 ft	45 ft	161 ft

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II.4.A.1 Facility number: 154 Hanger

Current Use: Fuel Cell Repair

II.4.A.2 Size (SF): 17,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-106

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	170 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	64 ft	30 ft	170 ft

II.4.A.1 Facility number: 566 Hanger

Current Use: Maintenance (4 cells)

II.4.A.2 Size (SF): 48,863 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-104

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	65 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	64 ft	24 ft	67 ft

II.4.A.1 Facility number: 1416 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 89,956 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: T-43

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	238 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	110 ft	45 ft	238 ft

II.4.A.1 Facility number: 1422 Hanger

Current Use: Maintenance

II.4.A.2 Size (SF): 41,200 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: T-19

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	116 ft	36 ft	
II.4.A.6 Largest unobstructed space inside the facility:	140 ft	40 ft	116 ft

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Selfridge ANGB - NGB

II.4.A.1 Facility number: 1424 Hanger

Current Use: Maintenance Dock

II.4.A.2 Size (SF): 15,487 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	33 ft	150 ft

II.4.A.1 Facility number: 1425 Hanger

Current Use: Maintenance Dock

II.4.A.2 Size (SF): 15,487 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	33 ft	150 ft

II.4.A.1 Facility number: 1426 Hanger

Current Use: AGE Shop

II.4.A.2 Size (SF): 18,827 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	33 ft	150 ft

II.4.A.1 Facility number: 1427 Hanger

Current Use: Maintenance Dock

II.4.A.2 Size (SF): 15,487 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	33 ft	150 ft

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

II.4.A.1 Facility number: 1428 Hanger  
Current Use: Maintenance Dock

II.4.A.2 Size (SF): 18,827 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	33 ft	150 ft

II.4.A.1 Facility number: 1429 Hanger  
Current Use: Maintenance Fuel Cell

II.4.A.2 Size (SF): 17,497 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	33 ft	150 ft

II.4.A.1 Facility number: 1436 Hanger  
Current Use: Maintenance

II.4.A.2 Size (SF): 21,010 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	25 ft	
II.4.A.6 Largest unobstructed space inside the facility:	97 ft	32 ft	160 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	1	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

II.6.A.2	19	CZ	50	206	15.0	Sig Incompat	10.0	0.0	0.0	0.0	0.0	90.0
	28	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	1	APZ 1	700	345	10.0	Incompat	15.0	10.0	10.0	5.0	0.0	60.0
	10	APZ 1	700	345	50.0	Sig Incompat	25.0	25.0	0.0	10.0	10.0	30.0
II.6.A.3	19	APZ 1	1,000	345	60.0	Sig Incompat	85.0	5.0	0.0	5.0	5.0	0.0
	28	APZ 1	0	345	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	1	APZ 2	2,000	482	30.0	Sig Incompat	30.0	10.0	10.0	5.0	0.0	45.0
	10	APZ 2	2,000	482	0.0	Gen Compat	0.0	0.0	0.0	20.0	80.0	0.0
	19	APZ 2	1,200	482	60.0	Sig Incompat	60.0	20.0	5.0	5.0	10.0	0.0
	28	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/I FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	6,000	4,158	30	Sig Incompat	70.0	5.0	5.0	5.0	5.0	10.0
II.6.A.5	70-75	4,000	2,120	60	Sig Incompat	60.0	10.0	10.0	10.0	0.0	10.0
II.6.A.6	75-80	1,000	969	40	Sig Incompat	25.0	0.0	0.0	5.0	0.0	70.0
II.6.A.7	80+	50	791	5	Gen Compat	5.0	0.0	0.0	0.0	0.0	95.0

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	1	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	19	CZ	50	206	15	Sig Incompat	10.0	0.0	0.0	0.0	0.0	90.0
	28	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	1	APZ 1	700	345	10	Incompat	15.0	10.0	10.0	5.0	0.0	60.0
	10	APZ 1	700	345	50	Sig Incompat	25.0	25.0	0.0	10.0	10.0	30.0
	19	APZ 1	1,000	345	60	Sig Incompat	85.0	5.0	0.0	5.0	5.0	0.0
	28	APZ 1	0	345	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	1	APZ 2	2,000	482	30	Sig Incompat	30.0	10.0	10.0	5.0	0.0	45.0
	10	APZ 2	2,000	482	0	Gen Compat	0.0	0.0	0.0	20.0	80.0	0.0
	19	APZ 2	1,200	482	60	Sig Incompat	60.0	20.0	5.0	5.0	10.0	0.0
	28	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

II.6.B.4	65-70	6,000	4,158	30	Sig Incompat	70.0	5.0	5.0	5.0	5.0	10.0
II.6.B.5	70-75	4,000	2,120	60	Sig Incompat	60.0	10.0	10.0	10.0	0.0	10.0
II.6.B.6	75-80	1,000	969	40	Sig Incompat	25.0	0.0	0.0	5.0	0.0	70.0
II.6.B.7	80+	50	791	5	Gen Compat	5.0	0.0	0.0	0.0	0.0	95.0

**II.6.C** The most recent, publicly released AICUZ study is dated Oct 87

**II.6.D** Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft

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

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

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

Recent conversions for the 3 AF flying units have resulted in changes in airframes, noise contours, and flight tracks. These issues have been addressed in the new AICUZ that has not been released to the public.

**II.6.E** The AICUZ study was last updated on May 93

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

**II.6.E.1** Estimated date of completion of current update is Oct 94.

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

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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

**II.6.H** Population figures and projections:

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
New Baltimore	2911	3342	4692	5798	5949
Mount Clemens	8301	10780	18270	25905	27433
Harrison Township	12910	18755	23649	24685	28886
Chesterfield Township	5888	9378	18276	25905	31776

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Macomb	405804	625309	694600	717400	791212

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Selfridge ANGB - NGB**

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

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

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

**Air Space Encroachment**

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

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

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

**II.6.L.1** Max climb, end afterburner ASAP, maintain runway heading, avoid heavily populated areas, fly minimum number of approaches /patterns required, no practice approaches between 2315 and 0715 local.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

#### Section III

#### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 6 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: Six 10-K Forlifts and One 25-K loader.

III.1.A.2 3 C-141 equivalent aircraft can be refueled at one time.

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

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

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Selfridge ANGB - NGB

- III.1.D.3 Twelve (12) each, 50,000 gallon underground storage tanks that are part of an out of service hydrant system. This system has been out of service since 1984. This tankage has not been used since that date.  
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: Twenty-Four (24) receipt headers are available for commercial tank truck.  
Number of offload headers: 24  
24 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: 15200  
   maximum: 15200
- 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 Pipe Line Co. (UY 7201) AMOCO Terminal, Bay City, MI 48706
- 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: | 51450   | 205800  |
| Square footage available (including physical capacity limit):  | 20580   | 26754   |
| III.1.E.2 Normal installation mission storage requirement:     | 4551    | 962     |
- Physical Limits for Cat 1.1 Munitions:  
425 NEW per cubicle.
- Physical Limits for Cat 1.2 Munitions:  
Maximum Capacity Unlimited
- 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 67,500 sq feet.
- III.1.F.3 The sited explosive capacity of the hot cargo pad is 450
- 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 62.
- III.1.F.6 Aircraft using pad over the last 5 years:

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

C-141, C-130, L-188, Boeing 727, and CV-640.

**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 GRAYLING	149 NM
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**III.1.G.2 The base is proximate to a railhead.**

**Railheads within 150 NM:**

Grayling	148 NM
Highland Park - Warren	11 NM
Lima	125 NM
Mt. Clemons	1 NM
Port Clinton	66 NM
Ravenna - Atlas	111 NM

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

**III.1.H The base does Not have a dedicated passenger terminal.**

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

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

**III.1.K 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:** Workload will increase.

**Facility:** No impact on facility.

**Manpower:** Unchanged

**Operations &**

**Maintenance Funding:** Marginal Impact.

**III.1.K.2 No facility modifications are needed to absorb the additional workload.**

**III.1.L The base medical facility performs No unique missions.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Selfridge ANGB - NGB**

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

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

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

**III.1.N** Base facilities have a total excess storage capacity of 29,939 sq ft.

**III.1.N.1** Base facilities have a total covered storage capacity of 112,305 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	57,540 sq ft
Mobility storage:	9,266 sq ft
War Readiness Support Kits (WRSK) storage:	26,460 sq ft

**III.1.O** 254 light military vehicles are on base.

**III.1.P** 204 heavy military and special vehicles are on base.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

**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				
3840	0.00 \$sK	0.00 \$sK			
Appropriation	Direct				
3840	47.70 \$sK		47.70 \$sK		
Appropriation	Direct				
3840	529.10 \$sK			533.50 \$sK	
Appropriation	Direct				
3840	58.70 \$sK				58.70 \$sK
<b>xxxx56 TOTALS:</b>		0.00 \$sK	47.70 \$sK	533.50 \$sK	58.70 \$sK

IV.1.B

xxxx76

Real Property Maintenance A		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
3840	7,000.90 \$sK	10,257.30 \$sK			
Appropriation	Direct				
3840	4,155.70 \$sK		7,609.20 \$sK		
Appropriation	Direct				
3840	17.50 \$sK			17.50 \$sK	
Appropriation	Direct				
3840	163.10 \$sK				163.10 \$sK
<b>xxxx76 TOTALS:</b>		10,257.30 \$sK	7,609.20 \$sK	17.50 \$sK	163.10 \$sK

IV.1.C

xxxx78

Real Property Maintenance S		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
3840	0.00 \$sK	0.00 \$sK			
Appropriation	Direct				
3840	0.00 \$sK		0.00 \$sK		
Appropriation	Direct				
3840	81.00 \$sK			81.00 \$sK	
Appropriation	Direct				
3840	24.00 \$sK				24.00 \$sK
<b>xxxx78 TOTALS:</b>		0.00 \$sK	0.00 \$sK	81.00 \$sK	24.00 \$sK

IV.1.D

xxxx90

Audio Visual		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
Appropriation	Direct				
		0.00 \$sK	0.00 \$sK	81.00 \$sK	24.00 \$sK

## 1995 AIR FORCE BASE QUESTIONNAIRE Selfridge ANGB - NGB

FY-92	3840	0.00 \$sK	0.00 \$sK	0.00 \$sK				
	Appropriation	Direct	Reimbursable					
	3840	0.00 \$sK	0.00 \$sK					
FY-93	3840	Direct	Reimbursable		0.00 \$sK			
	3840	0.00 \$sK	0.00 \$sK					
FY-94	3840	Direct	Reimbursable			0.00 \$sK		
	3840	0.00 \$sK	0.00 \$sK					
				<b>xxx90 TOTALS:</b>				
	Communications			0.00 \$sK				0.00 \$sK
	Appropriation	Direct	Reimbursable					
	3840	677.20 \$sK	67.20 \$sK					
FY-92	3840	Direct	Reimbursable		744.40 \$sK			
	3840	629.50 \$sK	82.50 \$sK			712.00 \$sK		
FY-93	3840	Direct	Reimbursable					
	3840	1,351.80 \$sK	93.40 \$sK				1,445.20 \$sK	
FY-94	3840	Direct	Reimbursable					
	3840	324.00 \$sK	0.00 \$sK					324.00 \$sK
				<b>xxx95 TOTALS:</b>	744.40 \$sK	712.00 \$sK	1,445.20 \$sK	324.00 \$sK
	Base Operating Support			744.40 \$sK				
	Appropriation	Direct	Reimbursable					
	3840	1,967.50 \$sK	64.00 \$sK					
FY-92	3840	Direct	Reimbursable		2,031.50 \$sK			
	3840	1,322.80 \$sK	22.70 \$sK			1,345.50 \$sK		
FY-93	3840	Direct	Reimbursable					
	3840	3,636.10 \$sK	3,633.00 \$sK				7,269.10 \$sK	
FY-94	3840	Direct	Reimbursable					
	3840	4,540.90 \$sK	0.00 \$sK					4,540.90 \$sK
				<b>xxx96 TOTALS:</b>	2,031.50 \$sK	1,345.50 \$sK	7,269.10 \$sK	4,540.90 \$sK
	Military Family Housing			2,031.50 \$sK				
	Appropriation	Direct	Reimbursable					
	3840	0.00 \$sK	0.00 \$sK		0.00 \$sK			
FY-92	3840	Direct	Reimbursable					
	3840	0.00 \$sK	0.00 \$sK			0.00 \$sK		
FY-93	3840	Direct	Reimbursable					
	3840	0.00 \$sK	0.00 \$sK					
FY-94	3840	Direct	Reimbursable					
	3840	0.00 \$sK	0.00 \$sK					0.00 \$sK

**IV.1.E**

xxx95

FY-91

FY-92

FY-93

FY-94

**IV.1.F**

xxx96

FY-91

FY-92

FY-93

FY-94

**IV.1.G**

MFH

FY-91

FY-92

FY-93

FY-94

	2,031.50 \$sK						
FY 91 Total	1,345.50 \$sK						
FY 92 Total	7,269.10 \$sK						
FY 93 Total							
FY 94 Total							



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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Selfridge ANGB - NGB**


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3840	0.00 \$sK	0.00 \$sK				0.00 \$sK
<b>MFH TOTALS:</b>		0.00 \$sK	0.00 \$sK	0.00 \$sK		0.00 \$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**

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**1995 AIR FORCE BASE QUESTIONNAIRE**

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**Section IV/V Level Playingfield COBRA Data**

17-Feb-95

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IV/V.53

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Selfridge ANGB - NGB**

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**Section VI Economic Impact****Economic Area Statistics:**

Detroit, MI PMSA

Total population: 4,306,000 (FY 92)

Total employment: 2,197,742 (FY 93)

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

7.1% / 8.5% / 8.5%

Average annual job growth: 21,796

Average annual per capita income: \$21,796

Average annual increase in per capita income: \$5.3%

**Projected economic impact:**

<b>Direct Job Loss:</b>	<b>1,790</b>	
<b>Indirect Job Loss:</b>	<u><b>1,069</b></u>	
<b>Closure Impact:</b>	<b>2,859</b>	<b>( 0.1% of employment total)</b>
<b>Other BRAC Losses:</b>	<u><b>(41)</b></u>	
<b>Cumulative Impact:</b>	<b>2,818</b>	<b>( 0.1% of employment total)</b>

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Selfridge ANGB - NGB**

**Section VII**

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VII.55

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Selfridge ANGB - NGB

#### Section VIII

##### 1. Air Quality - Clean Air Act

- VIII.1.A** Air Quality Management District for the base: Southeast Michigan
- VIII.1.B** The base is NOT located within a maintenance or non-attainment area for pollutants.
- VIII.1.B.1** No pollutants in maintenance
- VIII.1.B.2**
- 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 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** The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.
- E.1.b** No state or local air quality regulatory agency Requires permits for such units.
- E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.
- E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.
- VIII.E.2** Infrastructure Maintenance / Public Works
- E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).
- E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

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**VIII.E.3 Open Burn/Open Detonation**

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

**VIII.E.4 Fire Training**

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

**VIII.E.5 Signal Flares**

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

**VIII.E.6 Emergency Generators**

- E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of 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 Not known to be contaminated.

**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** 3 wells have been abandoned for the following reasons:

Facilities connected to municipal water supply.

**4. Water - Surface Water**

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

<b>VIII.4.A.1</b>	<b>Location</b>	<b>Surface area size</b>
	North Side of base.	4.00 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.

The base is involved in cooperative agreements regarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeake Bay Program)?

**VIII.4.B** Special permits are required as follows:

Special Discharge Permit.

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

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

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**5. Wastewater**

**VIII.5.A** Base wastewater is treated by Local Community facilities.

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

**6. Discharge Points / Impoundments**

**VIII.6.A** There any No National Pollutant Elimination System permits in effect.

**VIII.6.B** The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:  
City of Detroit Waste Water Treatment facility

**VIII.6.C** The base has No discharge impoundments.

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

**7. HAZARDOUS MATERIALS - Asbestos**

**VIII.7.A** 90.0 percent of facilities have been surveyed for asbestos.

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

**VIII.7.A.2** 0 facilities are considered regulated areas or have restricted use due to friable asbestos.



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#### 8. Biological - Habitat

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

#### 9. Biological - Threatened and Endangered Species

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

#### 10. Biological - Wetlands

- VIII.10.A** Wetlands, estuaries, or other special aquatic features present on the base:
- VIII.10.A.1** Identification and type of wetland: Approximate acreage:
- |                      |     |
|----------------------|-----|
| Seasonal and Marshes | 420 |
|----------------------|-----|
- VIII.10.A.2** The base is involved in jointly-managed programs for protection of these resources.
- VIII.10.B** The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

- VIII.10.C** No part of the base is located in a 100-year floodplain.

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

**11. Biological - Floodplains**

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

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

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

**12. Cultural**

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

**VIII.12.B** 28 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.

**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 2000

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

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

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

VIII.13.D There 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 2 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	\$75.000 K	\$31.000 K	\$37.000 K	\$25.000 K	\$25.000 K
IRP	\$589.000 K	\$1,434.000 K	\$700.000 K	\$1,200.000 K	\$200.000 K
Natural Resources	\$0.000 K	\$85.000 K	\$85.000 K	\$8.500 K	\$8.500 K
Permits	\$0.200 K	\$0.200 K	\$0.200 K	\$0.500 K	\$0.500 K

**15. Other Issues**

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

**16. Air Quality - Clean Air Act**

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- VIII.16.A** Air Quality Control Area (AQCA) geographic region in which the base is located:  
SOUTHEAST MICHIGAN
- VIII.16.B** Air quality regulatory agency responsible for the AQCA.: AIR QUALITY DIVISION OF SOUTHEAST MICHIGAN
- VIII.16.B** Name and phone number of the AQCA program manager for issues pertaining to the base:  
KENNETH L GREEN (313) 953-1415
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- |   |  |
|---|--|
| <b>VIII.16.C.1</b> In Transitional for Ozone                    | <b>VIII.16.C.2</b> In Attainment for Carbon Monoxide |
| <b>VIII.16.C.3</b> In Attainment for Particulate matter (PM-10) | <b>VIII.16.C.4</b> In Attainment for Sulfur Dioxide  |
| <b>VIII.16.C.5</b> In Attainment for Nitrogen Dioxide (Not NOx) | <b>VIII.16.C.6</b> 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: 0.00 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 0.0% of NAAQS
- 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

#### 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 CAMP GRAYLING	3 hrs
IX.1.B.2 FT CUSTER TRAINING CENTER	3 hrs
IX.1.B.3 PHELPS-COLLINS CRTC	5 hrs
IX.1.B.4 WRIGHT-PATTERSON AFB OH	5 hrs

**IX.2 Flying units supporting Aeromed/Arial ports accomplish training locally.**

**IX.3 Available dormitory space will house 100.0 percent of the population requiring billets**

**IX.3.A 15.0 percent of the reservists/guardsmen require billeting during drill weekends.**

**IX.3.B 0.0 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 available.**

**The consolidated club is adequate, remarks follow:**

**IX.7 Ninety percent of the unit's population**

**Is within 90 min travel time from the base.**

**Lives within 75 miles of the base.**

**IX.8 27.6 Percent of the recruiting areas's population is in the recruitable range.**

**IX.9 4,457,052 is the total population of the recruiting area.**

**IX.10 81.9 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 5 other reserve components in the local recruiting area:**

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AF RESERVES, NAVY RESERVES, MARINE RESERVES, ARMY RESERVES, ARMY NATIONAL GUARD,

- IX.13 The current total reserve component population is 1.06 percent of the recruitable age range.  
 IX.14 90.5 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 20.1 (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	<b>POL:</b>		<i>Definitions:</i>	
IX.16.B	<b>Security:</b>	Host Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
IX.16.C	<b>Base Supply:</b>	Separate	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
IX.16.D	<b>Tower/ATC:</b>	Host Unit	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
IX.16.E	<b>Base CE:</b>	Host Unit	<i>Joint facilities</i>	<i>More than 25% provided in a shared arrangement between collocated DOD units</i>
			<i>Civil</i>	<i>All support provided through contract or civilian airport authority</i>

# Document Separator

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Seymour Johnson AFB - ACC**

**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	-	-	136	136
I.1.A.2 AAFES concessions	-	-	15	15
I.1.A.3 Army Corps of Engineers	-	-	5	5
I.1.A.4 Cruise Travel Agency	-	-	3	3
I.1.A.5 DECA	-	7	47	54
I.1.A.6 DFAS	1	6	16	23
I.1.A.7 DIS	-	-	2	2
I.1.A.8 DRMO	-	-	4	4
I.1.A.9 NAF	-	-	285	285
I.1.A.10 Red Cross	-	-	1	1
I.1.A.11 SJAFB Fed Credit Union	-	-	4	4
I.1.A.12 SJAFB Fed Prison Camp	-	-	102	102
I.1.A.13 Wachovia Bank	-	-	6	6
<b>TOTAL:</b>				<b>640</b>

**I.1.B No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**



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## 2. Operational Effectiveness

### A. Air Traffic Control

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

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	3	81054	53596	27458	4856	1782	568
Tower	2	46017	321	45696	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 26

42336 operations were conducted this runway during calander year 1993

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

We are not aware of any projected ATC airspace problems.

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: 19090

The average length of the delays: 0:00

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

9 IN TWO YEARS FOR RWY CONSTRUCTION, 5 IN TWO YEARS FOR ATC

### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: CAMP LEJEUNE distance 51 NM

Nearest major primary airdrop customer: FORT BRAGG distance 52 NM

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

Lajes AB: 2443 NM

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Rota AB: 3477 NM  
 Hickam AFB: 4275 NM  
 RAF Mildenhall: 3489 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	NEW RIVER MCAS	46
I.2.B.4	Military airfield, runway >= 8,000ft	CHERRY POINT MCAS	59
I.2.B.5	Military airfield, runway >= 10,000ft	OCEANA NAS	129
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Kinston Regional	17
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Raleigh-Durham Int'l	51
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Raleigh-Durham Int'l	51
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Raleigh-Durham Int'l	51
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Raleigh-Durham Int'l	51
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		
	Kinston Regional Jetport, NC		17 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-122 D	87 NM	W-122 E	87 NM	W-122 A,B,C,F,G,H,I,J	116 NM
W-122 A,B,C,D,E,F,G,H,I,	132 NM	W-161A,B/W-177A,B	144 NM	W-132 A,B	195 NM
W-72 A,B	198 NM	W-72B	215 NM	W-386 A,B,C,D,E	222 NM
W-132A,B/W-134/W-157A	234 NM	W-108 A,B	247 NM	W-108 A,B	247 NM
W-157A	261 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-122 D	87 NM	W-122 E	87 NM	W-122 A,B,C,F,G,H,I,J	116 NM
W-122I	116 NM	W-122F	123 NM	W-177A	131 NM
W-122 A,B,C,D,E,F,G,H,I,	132 NM	W-161A,B/W-177A,B	144 NM	W-72A	156 NM
W-122G	162 NM	W-122J	169 NM	W-122C	170 NM

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W-132 A,B	195 NM	W-72 A,B	198 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-122 D	87 NM	W-122 E	87 NM	W-122 A,B,C,F,G,H,I,J	116 NM
W-122I	116 NM	W-122F	123 NM	W-177A	131 NM
W-122 A,B,C,D,E,F,G,H,I,	132 NM	W-161 A,B/W-177A,B	144 NM	W-72A	156 NM
W-122G	162 NM	W-122J	169 NM	W-122C	170 NM
W-132 A,B	195 NM	W-72 A,B	198 NM	W-72B	215 NM
W-386 A,B,C,D,E	222 NM	W-132A,B/W-134/W-157A	234 NM	W-387 A,B	237 NM
W-387A	237 NM	W-157B	243 NM	W-108 A,B	247 NM
W-108 A,B	247 NM	W-386B	250 NM	W-157A	261 NM
W-157C	270 NM	W-107A	313 NM	W-107 A,D,E,F	321 NM
W-107 A,D,E,F,	321 NM	W-158B	343 NM	W-158A	350 NM
W-497B	423 NM	W-497A	424 NM	W-497 A,B	430 NM
W-105A	449 NM	W-105 A,B,D,E,G	457 NM	W-155 A,B,D,E,G	457 NM
W-105E	477 NM	W-470 A,B,C,D,E	499 NM	W-151B	518 NM
W-151A	535 NM	W-151 A,B,C,D	538 NM	W-151D	551 NM
W-168 A,B,C	590 NM	W-155 A,B	593 NM	W-168A	594 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
CHERRY POINT BT-11	77 NM	USAF DARE COUNTY	103 NM	NAVY DARE COUNTY	105 NM
POINSETT	154 NM	TOWNSEND	293 NM	INDIANTOWN GAP	312 NM
WARREN GROVE	312 NM	GRAND BAY	369 NM	PINECASTLE	418 NM
JEFFERSON PROVING G	419 NM	ATTERBURY	453 NM	AVON PARK BRAVO/FO	489 NM
AVON PARK CHARLIE/E	493 NM	EGLIN C62	502 NM	EGLIN C52	509 NM
FT DRUM	547 NM	SHELBY EAST	607 NM	SHELBY WEST	612 NM
GRAYLING	647 NM	CANNON	701 NM	HARDWOOD	772 NM
CLAIBORNE	787 NM	RAZORBACK	790 NM		

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

CHERRY POINT BT-1	77 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

OCEANA TACTS	141 NM
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## Seymour Johnson AFB - ACC

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

FT BRAGG 63 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	6	11	19	35	66	90
SR	0	1	5	49	75	103
VR	12	19	28	63	105	130
<b>Total Routes:</b>	<b>18</b>	<b>31</b>	<b>52</b>	<b>147</b>	<b>246</b>	<b>323</b>

## Identify Routes:

VR-085 13 NM	VR-086 13 NM	VR-1043 52 NM	VR-1046 52 NM	IR-012 61 NM	VR-096 63 NM
IR-062 69 NM	VR-073 74 NM	VR-1060 75 NM	IR-022 80 NM	VR-1752 84 NM	VR-1061 86 NM
IR-035 87 NM	VR-1069 87 NM	VR-1040 89 NM	VR-1074 89 NM	IR-715 95 NM	IR-718 95 NM
VR-1058 106 NM	IR-082 110 NM	VR-087 118 NM	IR-719 122 NM	VR-1057 124 NM	SR-867 132 NM
IR-720 133 NM	IR-762 138 NM	VR-1756 138 NM	VR-1013 140 NM	VR-1721 144 NM	IR-761 150 NM
VR-1751 150 NM					
IR-714 153 NM	VR-1754 153 NM	IR-760 153 NM	VR-093 154 NM	IR-721 158 NM	VR-1753 158 NM
VR-1755 158 NM	VR-1759 160 NM	VR-088 171 NM	VR-1722 173 NM	IR-726 185 NM	VR-1726 185 NM
IR-036 186 NM	IR-081 191 NM	VR-1743 191 NM	IR-743 191 NM	IR-074 195 NM	SR-820 195 NM
SR-821 195 NM	SR-835 195 NM	SR-166 196 NM			
VR-1059 202 NM	VR-095 212 NM	VR-1041 215 NM	VR-1709 216 NM	IR-090 217 NM	VR-1711 219 NM
VR-1712 219 NM	VR-1713 219 NM	VR-097 230 NM	SR-871 238 NM	SR-873 238 NM	SR-874 238 NM
SR-872 238 NM	IR-079 239 NM	IR-080 239 NM	VR-1758 240 NM	IR-018 245 NM	VR-058 249 NM
VR-1049 251 NM	IR-716 252 NM	SR-802 253 NM	SR-804 253 NM	SR-807 253 NM	SR-808 253 NM
SR-806 253 NM	SR-803 253 NM	VR-1003 261 NM	IR-023 264 NM	IR-083 267 NM	VR-708 270 NM
VR-1011 273 NM	SR-105 274 NM	SR-844 276 NM	SR-845 276 NM	SR-846 276 NM	IR-723 283 NM
SR-800 285 NM	SR-801 285 NM	SR-805 285 NM	VR-705 285 NM	VR-704 285 NM	IR-042 289 NM
VR-1757 289 NM	VR-1068 289 NM	IR-075 291 NM	SR-102 293 NM	VR-1001 308 NM	IR-608 310 NM
VR-1055 311 NM	SR-847 317 NM	VR-1004 324 NM	IR-002 329 NM	SR-815 333 NM	SR-822 333 NM
SR-816 333 NM	VR-1002 337 NM	SR-035 341 NM	VR-094 341 NM	SR-036 341 NM	SR-037 341 NM
SR-040 341 NM	VR-1631 343 NM	SR-817 346 NM	VR-1632 347 NM	VR-1633 347 NM	IR-016 349 NM
IR-033 351 NM	SR-818 352 NM	SR-738 354 NM	SR-737 355 NM	VR-1009 355 NM	VR-1052 356 NM
SR-732 357 NM	SR-734 357 NM	SR-735 357 NM	SR-733 358 NM	VR-1066 360 NM	VR-1006 365 NM
VR-1007 365 NM	VR-707 368 NM	IR-089 373 NM	VR-1008 377 NM	IR-019 381 NM	SR-714 381 NM
SR-713 381 NM	SR-711 381 NM	SR-710 381 NM	SR-708 381 NM	SR-707 381 NM	VR-092 383 NM

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VR-1010 394 NM	SR-038 400 NM	SR-712 400 NM	SR-715 400 NM	SR-709 400 NM	
VR-1065 405 NM	SR-039 410 NM	VR-1039 410 NM	SR-823 417 NM	IR-015 418 NM	VR-1005 419 NM
VR-1668 419 NM	IR-017 426 NM	VR-1017 426 NM	IR-069 428 NM	IR-077 431 NM	VR-1056 433 NM
SR-069 443 NM	SR-070 443 NM	SR-071 443 NM	SR-072 443 NM	IR-041 445 NM	IR-063 445 NM
VR-1067 445 NM	VR-1054 446 NM	IR-066 448 NM	VR-1051 448 NM	VR-1050 448 NM	IR-067 448 NM
VR-1667 452 NM	VR-1617 455 NM	VR-1638 455 NM	VR-1070 457 NM	IR-032 465 NM	SR-901 474 NM
SR-059 479 NM	SR-060 479 NM	SR-061 479 NM	SR-062 479 NM	SR-825 480 NM	SR-225 483 NM
SR-904 490 NM	VR-060 493 NM	IR-048 494 NM	IR-047 495 NM	VR-1097 495 NM	IR-618 497 NM
VR-619 497 NM	VR-1641 498 NM	VR-1642 498 NM	VR-1640 500 NM	SR-900 501 NM	IR-055 505 NM
VR-1082 506 NM	VR-1084 506 NM	VR-1085 506 NM	SR-701 509 NM	SR-703 509 NM	IR-046 512 NM
SR-905 512 NM	SR-702 514 NM	VR-725 514 NM	VR-724 514 NM	IR-030 515 NM	VR-1014 515 NM
SR-106 515 NM	SR-104 515 NM	SR-103 515 NM	SR-101 515 NM	IR-059 515 NM	IR-057 515 NM
IR-031 515 NM	IR-020 517 NM	VR-1679 518 NM	IR-049 521 NM	IR-050 521 NM	VR-1098 521 NM
IR-051 521 NM	IR-078 523 NM	VR-1625 523 NM	VR-1624 523 NM	IR-021 533 NM	VR-1030 535 NM
VR-1089 537 NM	VR-1016 538 NM	VR-1031 543 NM	IR-157 547 NM	IR-174 547 NM	IR-091 553 NM
SR-137 554 NM	VR-1801 555 NM	VR-1033 565 NM	VR-1020 567 NM	SR-902 569 NM	SR-075 577 NM
IR-044 580 NM	VR-1087 580 NM	VR-1088 580 NM	VR-615 589 NM	IR-037 590 NM	IR-801 595 NM
IR-038 597 NM	VR-664 599 NM	VR-1083 600 NM			
IR-040 601 NM	VR-1024 601 NM	VR-1023 601 NM	VR-1021 601 NM	SR-031 603 NM	VR-1626 603 NM
IR-614 605 NM	VR-1635 605 NM	SR-029 607 NM	SR-073 612 NM	SR-074 612 NM	VR-1800 613 NM
VR-1627 614 NM	VR-1628 614 NM	IR-053 617 NM	VR-840 617 NM	VR-842 617 NM	VR-841 617 NM
IR-068 619 NM	IR-592 619 NM	SR-238 621 NM	VR-1022 621 NM	SR-782 630 NM	IR-034 635 NM
IR-056 635 NM	IR-843 638 NM	IR-843A 638 NM	SR-781 639 NM	VR-1072 639 NM	VR-1645 643 NM
IR-070 647 NM	VR-1647 647 NM	VR-1644 647 NM	SR-774 648 NM	VR-1032 648 NM	VR-634 651 NM
VR-179 656 NM	SR-030 661 NM	IR-610 665 NM	SR-773 683 NM	SR-771 694 NM	SR-218 704 NM
SR-227 704 NM	SR-226 704 NM	SR-237 704 NM	SR-232 704 NM	SR-231 704 NM	SR-230 704 NM
SR-229 704 NM	SR-219 704 NM	SR-220 704 NM	SR-221 704 NM	SR-222 704 NM	VR-1636 706 NM
IR-800 713 NM	IR-800A 713 NM	IR-804 713 NM	IR-850 720 NM	IR-851 720 NM	IR-852 720 NM
VR-1639 730 NM	IR-120 736 NM	VR-1102 736 NM	IR-609 737 NM	IR-527 749 NM	SR-239 749 NM
IR-121 754 NM	VR-1196 754 NM	VR-1103 754 NM	IR-160 763 NM	IR-161 763 NM	SR-785 766 NM
SR-776 781 NM	IR-800B 789 NM	VR-1182 791 NM	SR-223 796 NM	SR-224 797 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 1143 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:

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200 NM	300 NM	500 NM
6	13	29

**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-207SW SOUTHW	86 NM	AR-600	120 NM	AR-202S SOUTH	159 NM	AR-601	160 NM
Racoon MOA	174 NM	AR-207NE NORTHEA	195 NM				
AR-328	208 NM	AR-202AN ALTERNA	231 NM	AR-636	242 NM	AR-216 SOUTHWEST	272 NM
AR-633A	274 NM	AR-455 WEST	277 NM	AR-612	279 NM		
AR-315 WEST	315 NM	AR-203 SOUTHWEST	319 NM	AR-633B	328 NM	AR-218L	329 NM
AR-202N NORTH	335 NM	AR-218H	335 NM	AR-216 NORTHEAST	360 NM	AR-455 EAST	374 NM
AR-627	377 NM	AR-217	400 NM	AR-315 EAST	417 NM	AR-200	425 NM
AR-777	448 NM	AR-206H	460 NM	AR-206L	460 NM	AR-203 NORTHEAST	470 NM

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

500 NM	700 NM
2917	5310

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
Racoon	174 NM	1829	AR-216	272 NM	64	AR-455	277 NM	372	AR-203	319 NM	223
AR-218	329 NM	359	AR-206H	460 NM	50	AR-206L	460 NM	20			0
AR-111	519 NM	303	AR-204	616 NM	319	AR-212	616 NM	356	AR-101	637 NM	217

**I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 174NM 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
AEGIS	261 NM	✓	✓	✓	0	1
ANDREWS	215 NM		✓		0	1
BLACKSTONE	104 NM	✓	✓	✓	0	1
CANAL	79 NM	✓	✓	✓	0	0
CARENTAN (A)	338 NM		✓	✓	0	1
CASWELL BEACH (WATER)	90 NM	✓	✓		0	0

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CHERRY	59 NM	✓	✓	✓	0	0
CORINTH	59 NM	✓			0	0
COTENTIN	61 NM	✓	✓	✓	0	0
DARLINGTON	109 NM	✓	✓	✓	0	0
DAVIS #1	54 NM	✓		✓	0	0
DAVIS #2	53 NM	✓	✓	✓	0	0
DAVIS (CIR)	53 NM				0	0
DEEP CREEK	60 NM		✓		0	0
DOVE - FT PICKETT	105 NM	✓	✓	✓	0	1
EAST FORK	77 NM	✓	✓		0	0
FARNEL BAY WATR	50 NM				0	0
FERRUZZI	79 NM	✓			0	0
FLYING DUTCHMAN	66 NM	✓			0	0
FORSYTHE	27 NM	✓	✓	✓	0	0
FRAMHART	200 NM	✓	✓	✓	0	0
GALLAHAD #1	266 NM				0	1
GELA	59 NM	✓	✓	✓	0	0
HARD	59 NM	✓			0	0
HAT TRICK	76 NM	✓			0	1
HOLLAND	66 NM	✓	✓	✓	0	0
HUNTER	255 NM		✓		0	0
JERSEY DEVIL	329 NM	✓	✓	✓	0	5
LAURNBERG MAXTN	77 NM	✓	✓	✓	0	0
LUZON	76 NM	✓	✓	✓	0	1
LUZON REVERSE	76 NM	✓			0	1
MCLEAN	312 NM	✓		✓	0	0
MYITKYINA TREE	55 NM	✓	✓		0	0
NELSON - BEAUFORT	79 NM	✓	✓	✓	0	0
NETHERLANDS	66 NM	✓	✓	✓	0	0
NETHERLANDS ORI	67 NM	✓	✓	✓	0	0
NEUSE RIVER (WATER)	64 NM	✓	✓		1	1
NIJMEGEN	69 NM	✓	✓	✓	0	0
NORMANDY	61 NM	✓	✓	✓	0	0
NORTHFIELD E-W	186 NM	✓	✓	✓	2	1
NORTHFIELD S-N	186 NM	✓	✓	✓	0	0
OLIVE	36 NM	✓	✓	✓	0	0

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OPEN GROUNDS	78 NM	✓	✓		0	0
PRESTON	242 NM		✓	✓	0	0
PUDGY	329 NM	✓	✓	✓	0	5
QUICK	290 NM	✓			0	0
REMAGEN	273 NM	✓	✓	✓	1	1
REMAGEN REVERSE	273 NM	✓	✓		1	1
SALERNO	63 NM	✓	✓	✓	0	0
SEAL WATER	135 NM	✓	✓		0	0
SICILY	59 NM	✓	✓	✓	0	0
SICILY DEMO	59 NM	✓	✓	✓	0	0
STONE BAY WATER	52 NM				0	0
SWAN CREEK	262 NM	✓	✓	✓	0	0
TAYLORS CREEK	277 NM	✓	✓	✓	1	1
THUNDERBOLT	255 NM	✓	✓		0	0
VOLTURNO	63 NM	✓	✓	✓	0	0
WEST FORK	77 NM	✓	✓		0	0
ZIPGUN-WATER	135 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								
CARENTAN (A)	SR-225								
DOVE - FT PICKETT	SR-867								
GALLAHAD #1	SR-038								
HAT TRICK	SR-105								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
LUZON	SR-105								
LUZON REVERSE	SR-105								
NEUSE RIVER (WATER)	IR-062	SR-105							
NORTHFIELD E-W	IR-035	IR-036	SR-166						
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
TAYLORS CREEK	IR-023	SR-038							

I.2.C.12

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



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DAVIS

53 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
FORSYTHE	27 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 BRAGG

52 NM

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#### D. Ranges

##### Ranges (Controlled/managed by the base)

**I.2.D.1** Ranges controlled or managed by the base:

DARE COUNTY

Information relative to each range:

**RANGE: DARE COUNTY**

**I.2.D.2** Type of any associated airspace: R5314

**I.2.D.3** Distance from the base to the range: 100 NM

**I.2.D.4** Overall size of the range: 46,421 Acres

**I.2.D.4.a** Size of the impact area(s): 2,600 Acres

**I.2.D.4.b** Size of the restricted area in which the range lies: 540 Sq Mi

**I.2.D.4.c** Altitude ceiling of this restricted area: 20,500 ft

**I.2.D.5** The range shape or location DOES NOT prohibit efficient training

**I.2.D.6** Other types of restrictions that exist (i.e. limited hours, exercise only, etc):

Altitude stair steps from 6000 on western edge to FL205 over impact area

**I.2.D.7** Regular users (20 or more times /year) of the range:

1 WG
121 FG
192 FG
20 WG
23 WG
4 WG
USMC
USN

**I.2.D.8** Published availability of the range:

0600-2400(L) MON-FRI; 0700-1800(L) SAT-SUN WITH 6 HOURS PRIOR NOTICE TO ZDC/FAA

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.D.8.a** Hours scheduled: 3,036 hrs

**I.2.D.8.b** Hours used: 2,726 hrs

**I.2.D.8.c** Percent utilized: 89.8

**I.2.D.8.d** Reasons for non-use:



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LOA:USCG on  
emer/crash proc

Current status: current

I.2.D.15.a

There is no prospect of a diminished capacity when this MOA is renewed.

I.2.D.16

It is possible to expand hours and volume to increase the range utilization.

I.2.D.17

There are No planned range real property expansions.

**Ranges (Used by the base)**

I.2.D.18

The base uses other ranges on a regular basis

I.2.D.19

The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.

I.2.D.20

MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:

I.2.D.20.a BT-11

Very limited due to total numbers of Navy and USMC aircraft assigned to Cherry Point MCAS and Oceana NAS. SJAFB receives 50% of the range time requested for BT-11.

I.2.D.20.a BT-9

Very Limited due to total numbers of Navy and USMC aircraft assigned to Cherry Point MCAS and Oceana NAS. 2. SJAFB receives 50% of the range time requested for BT-9.

I.2.D.21

MOAs/bombing ranges/other training areas are projected to have scheduling restrictions/limitations as follows:

I.2.D.21.a BT-11

The USMC has announced the relocation of 200 FA-18 aircraft from Cecil Field to MCAS Cherry Point, NC

I.2.D.21.a BT-9

The USMC has announced the relocation of 200 FA-18 aircraft from Cecil Field to MCAS Cherry Point, NC

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-216	Other
AR-455	Other
Echo MOA	Other
Kiwi Refueling Track	Other
MTR/VR 073	Other
MTR/VR 1057	Other
MTR/VR 1074	Other
MTR/VR's 1058	Low Alt Tac Nav Area
R-5314	Restricted Area

**Details for airspace scheduled or managed by the base:****Airspace: AR-216****I.2.E.2 An environmental analysis has been conducted for this airspace.****I.2.E.2.a Status of the environmental analysis and supplement:**

Current

**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:**

No supersonic waivers required.

**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:  
0001-2400 except 1330-1630z; 1845-2115z; 2300-0200z  
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 136 hrs
- I.2.E.7.b** Hours used: 0 hrs
- I.2.E.7.c** Reasons for non-use:  
Hours used are not available
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
289 NM long, FL270/290
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: AR-455
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
Current
- 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:  
No supersonic waivers required.
- 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:**  
                 0001-2400 except 1400-1500z, 1800-1900z, and 2359-0059z  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    302 hrs
- I.2.E.7.b**      **Hours used:**            0 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                 Hours used are not available
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                 298 NM long, FL250/270
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: Echo MOA**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**     **Status of the environmental analysis and supplement:**  
                 Current
- 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:**  
                 No supersonic waivers required.
- 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:**  
                Buffer Zone on W reduced MOA  
                Reduced in NW area to 11,000
- I.2.E.7**      **Published availability of the airspace:**  
                0600-2000L Mon-Fri, other times by NOTAM.  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**     **Hours scheduled:**    768 hrs
- I.2.E.7.b**     **Hours used:**        726 hrs
- I.2.E.7.c**     **Reasons for non-use:**  
                WX, Maintenance
- 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:**  
                1050 Sq Miles; 7000 ft. to FL 180 ATCAA to FL 230
- I.2.E.11**     **95.00 percent of the airspace is usable.**  
**Airspace: Kiwi Refueling Track**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**     **Status of the environmental analysis and supplement:**  
                Current
- I.2.E.2.b**     **There are problems associated with the environmental analysis.**
- I.2.E.2.c**     **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**  
                No supersonic waivers required.
- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**



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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
Continuous  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
2250 Sq NM, FL 190/230
- I.2.E.11** 85.00 percent of the airspace is usable.  
Airspace: MTR/VR 073
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
Current
- 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:  
No supersonic waivers are required.

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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Cong NSA-Phelps Lake
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Gumneck
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Jackson
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Lewiston
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Rich Square
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Roper
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Seaboard
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Windsor
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:
- Flat, No realistic TF Tng
- Not high enough for Threat Tng

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- I.2.E.7**      **Published availability of the airspace:**  
                 Continuous  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    829 hrs
- I.2.E.7.b**      **Hours used:**            0 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                 Hours used are not available
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                 220 NM long.
- I.2.E.11**      **90.00 percent of the airspace is usable.**  
**Airspace: MTR/VR 1057**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**      **Status of the environmental analysis and supplement:**  
                 Current
- 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:**  
                 No supersonic waivers required.
- 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:**  
                Flat, No realistic TF Tng  
                Not high enough for Threat Tng
- I.2.E.7**      **Published availability of the airspace:**  
                Continuous  
  
                **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:**         0 hrs
- I.2.E.7.c**     **Reasons for non-use:**  
                Hours used are not available
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                30 NM long. |
- I.2.E.11**     **90.00 percent of the airspace is usable.**  
**Airspace: MTR/VR 1074**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**     **Status of the environmental analysis and supplement:**  
                Current
- 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:**  
                No supersonic waivers required.
- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**     **Cong NSA, 35 14.5'N/77 12.5'W**
- 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** Cove City  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Gunneck  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Island at PT B  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Sawmill at PT "E"  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Streets Ferry  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Flat, No realistic Tng  
Not high enough for Threat Tng
- I.2.E.7** Published availability of the airspace:  
Continuous  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 895 hrs  
**I.2.E.7.b** Hours used: 0 hrs  
**I.2.E.7.c** Reasons for non-use:  
Hours used are not available
- I.2.E.8** Utilization of the airspace can be increased.

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- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
165 NM long.
- I.2.E.11** 90.00 percent of the airspace is usable.  
**Airspace: MTR/VR's 1058**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
Current
- 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:  
No supersonic waivers required.
- 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:  
Flat, No realistic TF Tng  
Not high enough for Threat Tng
- I.2.E.7** Published availability of the airspace:  
Continuous  
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: 0 hrs

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- I.2.E.7.c**     **Reasons for non-use:**  
                  Hours used are not available
- I.2.E.8**        **Utilization of the airspace can be increased.**
- I.2.E.9**        **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                  30 NM long.
- I.2.E.11**      **90.00 percent of the airspace is usable.**  
**Airspace: R-5314**
- I.2.E.2**        **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**      **Status of the environmental analysis and supplement:**  
                  Current
- 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:**  
                  No supersonic waivers required.
- I.2.E.3**        **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**      **Gumneck**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a**      **Phelps Lake Dock**
- 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.6**        **Restrictions currently acting on this airspace:**

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Stair step Alt W impact area

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

Intermittent 0600-2400L Mon-Fri, 0700-1800L Sat-Sun, other times by NOTAM "6" hours in advance.

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled:** 2,962 hrs

**I.2.E.7.b Hours used:** 2,673 hrs

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

WX, Maintenance

**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:**

540 Sq. Miles; Base altitude varies from surface to 1000 ft. cap. altitude varies from 6000 ft. on the western edge to FL 205 over the impact area.

**I.2.E.11 98.00 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:
Albert J. Ellis	General Aviation
Bagwell	Uncontrolled
Bell	Uncontrolled
Bladen Lakes	Uncontrolled
Buchanan	Uncontrolled
Bunn	Uncontrolled
Canaan	Uncontrolled
Catino	Uncontrolled
Cox	Uncontrolled
Cox-Grantham	Uncontrolled
Craft	Uncontrolled
Debose	Uncontrolled
Deppe	Uncontrolled



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Fayetteville	Commercial
Flying W	Uncontrolled
Franklin	Uncontrolled
Fuquay Angier	Uncontrolled
Garland Brinks	Uncontrolled
Goldsboro-Wayne	Uncontrolled
Harnett County	Civilian
Hell & Purgatory	Uncontrolled
Henderson	Civilian
Johnston County	Civilian
Kinston Regional	Commercial
Martin	Uncontrolled
Massengill	Uncontrolled
MCAS New River	Military
Moss Hill	Uncontrolled
Mount Olive	Uncontrolled
National	Uncontrolled
Oak Grove Holf	Uncontrolled
Pink Hill	Uncontrolled
Pitt-Greenville	General Aviation
Raiford	Civilian
Raleigh East	Civilian
Raleigh/Durham Int	Commercial
Rocky Mount Wilson	General Aviation
Sampson County	Civilian
Selma	Uncontrolled
Shelba	Civilian
Simmons AAF	Military
Simmons Nott	Civilian
Skymanor	Uncontrolled
Smith	Uncontrolled
Stone	Uncontrolled
Tarboro-Edgecombe	General Aviation
Taylor/abandoned	Uncontrolled

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Thompson	Uncontrolled
Tirzah	Uncontrolled
Triple W	Uncontrolled
Warren	Civilian
Welbourn Woolard	Uncontrolled
White Level	Uncontrolled
Wilson	Civilian
Wood	Uncontrolled
Yonder	Uncontrolled
Zebulon	Uncontrolled

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

**I.2.E.14.a** Description of impacts: Traffic at RDU causes flights heading west to be routed north or southwest prior to proceeding on course. RDU affects ability to activate Echo MOA, causing delays for some military aircraft trying to use the MOA (avg. delay 10 min, 3 times a month.

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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 35.0 percent. Rationale for estimate:**  
                  Increase altitude over Dare County Range.
- 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:**    Live Drops, AGM-130, GBU-24, Red/Green/Maple Flag type training requirements can only be met off station.

**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 BRAGG  
                  52 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
                  Oceana NAS/Norfolk (Navy)  
                  130 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                  Pope AFB (F-16s & A-10s)  
                  60 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

**Applies to missile bases only. Responses are classified.**

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**I. Technical Training (Air Education and Training Command)**

**I.2.1** No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.0	98.1	88.1	84.3	80.1

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

**I.2.J.2.a** Is at or below 15 knots 97.9 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** 6 Days have freezing participation (mean per year).

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## Section II

## 1. Installation Capacity &amp; Condition

## A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Dare County Range	Bomb Range	46,604	46,604	
II.1.A.2	Ft Fisher Rec Site	Recreation Area	101	26	75
II.1.A.3	Jasper Com Site 891	GWEN Site	12	12	
II.1.A.4	Nuese Mid Marker	Middle Marker	6	6	
II.1.A.5	Oatland Com Site 881	GWEN Site	12	12	
II.1.A.6	Saulston Annex	Restricted Area	3	3	
II.1.A.7	SIAFB	Main Base	4,107	2,829	404
II.1.A.8	Summerall TACAN	TACAN Site	2	2	
<b>TOTALS:</b>			<b>50,847</b>	<b>49,494</b>	<b>479</b>

## 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	28	28	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	27,639	71.0	29.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	125,626	90.0	10.0	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	79,549	72,678	86.0	14.0	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	2,997	2,997	100.0	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	155,037	96.0	4.0	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	58,372	32,492	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	23,707	23,707	100.0	0.0	0.0	0

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II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	556,230	85.0	15.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	148,500	68,035	21.0	79.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	97,051	48,727	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	17,627	100.0	0.0	0.0	N/A
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	10,840	3,840	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	49,004	69,208	70.0	30.0	0.0	20,204
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	34,240	86,042	100.0	0.0	0.0	51,802
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	40,300	40,300	100.0	0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	18,600	23,819	100.0	0.0	0.0	5,219
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	91,566	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	120,900	108,744	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	44,880	56,046	100.0	0.0	0.0	11,166
II.1.B.1.e.xiii	211-183	Test Cell	SF	8,760	8,760	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	60,969	89.0	1.0	10.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	24,105	54,572	92.0	0.0	8.0	30,467
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	3,007	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	10,530	10,680	100.0	0.0	0.0	150
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	33,983	31,483	88.0	12.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	61,385	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	24,000	41,155	100.0	0.0	0.0	17,155
II.1.B.1.j.ii	217-712a	LANTIRN	SF	5,676	4,176	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	17,940	5,600	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	38,250	57,479	85.0	15.0	0.0	19,229
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	8,362	8,362	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	6,432	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	89,115	46.0	54.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A

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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	80,000	80,000	0.0	100.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	65,225	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	19,377	14,377	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	18,713	18,713	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	20,265	20,265	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	11,070	11,070	0.0	0.0	100.0	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	302,701	87.0	12.0	1.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	6,147	6,147	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	10,000	10,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	125,900	184,093	85.0	15.0	0.0	58,193
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	27,150	13,365	100.0	0.0	0.0	N/A
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	63,200	13,365	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	100,750	94.0	6.0	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	16,580	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	269,860	73.0	24.0	3.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	5,940	9,918	100.0	0.0	0.0	3,978
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	826	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,520	760	0.0	100.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	16,324	0.0	0.0	100.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	18,947	16,324	0.0	0.0	100.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	52	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	98,329	47.0	36.0	17.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	352,513	79.0	14.0	7.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	144,258	144,258	100.0	0.0	0.0	0

## Notes for specific Cat Codes:

II.1.B.1.c.ii	141-753	Deficit of (6,871)
II.1.B.1.c.iii	141-782	14,034SF incorrectly categorized. Chg/incl with 610-142.
II.1.B.1.d.iii	171-212	Deficit of (25,880)

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II.1.B.1.d.v	171-618	Changing to Mnx Training Flight (new mission).
II.1.B.1.e.i	211-111	Deficit of (80,465)
II.1.B.1.e.ii	211-152	Deficit of (30,697)
II.1.B.1.e.iv	211-153	Deficit of (7,000)
II.1.B.1.e.ix	211-173	Deficit of (91,566)
II.1.B.1.e.xi	211-177	Deficit of (12,156)
II.1.B.1.e.xii	211-179	Includes 7,801SF addition, project VKAG 92-3101
II.1.B.1.g.ii	214-467	Deficit of (593)
II.1.B.1.i	216-642	Deficit of (2,500). Cat includes 7,796SF incorrectly categorized.
II.1.B.1.j.ii	217-712a	Deficit of (1,500)
II.1.B.1.j.iii	217-713	Deficit of (12,340)
II.1.B.1.k.iii	218-868	Deficit of (768)
II.1.B.1.t.i	422-253	Deficit of (5,000)
II.1.B.1.v.i	442-257a	Hazardous Storage
II.1.B.1.v.ii	442-258	Reflects an add'l 17,700SF incorrectly categorized as 422-265.
II.1.B.1.v.iii	442-758	Includes new furnishings mgmt whse, VKAG 87-3007, 10,080SF, in progress. Also, new rnsn reqmt: fuels mobility support facility (40,000SF), VKAG 93-3007.
II.1.B.1.v.iv	442-758a	Excess for 442-758; 442-758a; 442-758b
II.1.B.1.aa.i	610-144	Includes new munitions mnx admin, VKAG 93-3005 (3,250SF). Current admin facility located inside Q-D zone.
II.1.B.1.bb.i	721-312	Deficit of (760)
II.1.B.1.cc.i	722-351	Deficit of (2,623)
II.1.B.1.ff	740	Includes new MWR storage addition (9,632SF). Also includes 1,800SF incorrectly categorized.

#### 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	391,933	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	295,402	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	462,152	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	915,085	59.0	41.0	0.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	45,359	100.0	0.0	0.0
II.1.B.1.g	832 Sewage and Indust Waste Collection (Mains)	LF	306,624	100.0	0.0	0.0
II.1.B.1.h	842 Water-Distr Sys-Potable	LF	355,639	100.0	0.0	0.0



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II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	11,444	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,056,966	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	639,232	100.0	0.0	0.0

## Notes for specific Cat Codes:

II.1.B.1.c  The real estate records are incorrect. The apron was remeasured and is 462,152SY.

## 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 action.s)

## 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 29.0 percent of officer families live on base.

II.1.C.3.b 51.0 percent of enlisted families live on base.

II.1.C.3.a 47.0 percent of all military families live on base.

## 2. Airfield Characteristics

## 1995 AIR FORCE BASE QUESTIONNAIRE

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**II.2 Runway Table:**

Primary Designation		Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
		Length	Width		Number	Types
26	Primary	11758 ft	300 ft	No	6	BAK-12/9/14, MA1A

**II.2.A** There are 1 active runways.

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

**II.2.B** There are NO parallel runways.

**II.2.C** Dimensions of the primary runway (26).

**II.2.C.1** Length: 11,758 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 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.

**II.2.F.1**

**II.2.F.2**

**II.2.F.3**

**II.2.F.4**

**II.2.F.5**

**II.2.F.6**

**II.2.F.7**

**II.2.F.8**

**II.2.F.9**

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

**Work required to upgrade pavement to the required strength:**

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-52	SY	110,000	East apron Min. Thickness Concrete Overlay-Bonded
Taxiway	B-52	SY	15,000	South apron 5" Thick Concrete

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

**II.2.G.1** The total usable apron space for aircraft parking is 375,554 Sq Yds.

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**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.)	
	Christmas Tree	628 ft	628 ft	Neither
F-15 Parking	1,275 ft	1,274 ft	Primary Aircraft	Parking Ramp
KC-10 Parking	1,650 ft	825 ft	Primary Aircraft	Parking Ramp
transient ramp	1,007 ft	784 ft	Transient Aircraft	transient aircraft

**II.2.G.2** Permanently assigned aircraft currently require 340,200 Sq Yds of parking space.

**II.2.G.3** 35,356 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

Traffic flow located on the N.S. taxiway when planes are parked there. NOTE: Dimensions of "Christmas Tree" used as NEACP satellite alert facility and F-15 ramp are approximated due to irregular shape. ACTUAL TOTAL USABLE IS 375,556 SY.

**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:

Taxiway 7 is limited. It can not handle the load from a KC-10 foot print.

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#### 3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	1.3 MG/D	MG/D - million gallons per day	65 %
II.3.A.2 Sewage:	1.3 MG/D		87 %
II.3.A.3 Electrical distribution:	27.03 MW	MW - million watts	64 %
II.3.A.4 Natural Gas:	4.08 MCF/D	MCF/D - million cubic feet per day	24 %
II.3.A.5 High temperature water/steam generation/distribution:	56.55 MBTUH	MBTUH - million British thermal units per hour	45 %

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: 2203 Nose Dock

Current Use: Storage

II.4.A.2 Size (SF): 704 SF

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

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

II.4.A.1 Facility number: 4522 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 26,810 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	64 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	27 ft	63 ft

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II.4.A.1 Facility number: 4531 Hanger

Current Use: Storage

II.4.A.2 Size (SF): 8,839 SF

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

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

II.4.A.1 Facility number: 4535 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 20,196 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	99 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	104 ft	21 ft	99 ft

II.4.A.1 Facility number: 4537 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 26,410 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	88 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	92 ft	28 ft	88 ft

II.4.A.1 Facility number: 4538 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 35,328 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	88 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	92 ft	28 ft	88 ft

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II.4.A.1 Facility number: 4735 Hanger

Current Use: Fuel Cell Maintenance

II.4.A.2 Size (SF): 29,963 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:

	Width	Height	Length
II.4.A.5 Door Opening:	77 ft	26 ft	
II.4.A.6 Largest unobstructed space inside the facility:	77 ft	25 ft	77 ft

II.4.A.1 Facility number: 4828 Nose Dock

Current Use: Nose Dock

II.4.A.2 Size (SF): 18,282 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:	200 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	192 ft	28 ft	41 ft

II.4.A.1 Facility number: 4909 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 53,448 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:	251 ft	62 ft	
II.4.A.6 Largest unobstructed space inside the facility:	256 ft	62 ft	251 ft

II.4.A.1 Facility number: 4913 Nose Dock

Current Use: Storage

II.4.A.2 Size (SF): 288 SF

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

DIMENSIONS:

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

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II.4.A.1 Facility number: 4914 Nose Dock

Current Use: Storage

II.4.A.2 Size (SF): 120 SF

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

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

II.4.A.1 Facility number: 5015 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 14,179 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15/16

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	67 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	67 ft	29 ft	73 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	08	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	53.0	0.0	47.0
	26	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	08	APZ 1	26	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	26	APZ 1	136	344	12.0	Sig Incompat	1.0	21.0	0.0	0.0	0.0	79.0
II.6.A.3	08	APZ 2	208	482	18.0	Sig Incompat	18.0	0.0	0.0	0.0	0.0	82.0
	26	APZ 2	244	482	28.0	Sig Incompat	28.0	0.0	0.0	0.0	0.0	72.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	3,779	11,000	3	Gen Compat	7.0	1.0	1.0	0.0	1.0	91.0

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II.6.A.5	70-75	1,606	4,317	5	Gen Compat	9.0	1.0	0.0	0.0	0.0	90.0
II.6.A.6	75-80	581	1,511	12	Sig Incompat	12.0	2.0	0.0	0.0	0.0	87.0
II.6.A.7	80+	518	1,170	8	Incompat	5.0	3.0	0.0	0.0	0.0	92.0

## 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	08	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	53.0	0.0	47.0
	26	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	08	APZ 1	26	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	26	APZ 1	136	344	12	Sig Incompat	1.0	21.0	0.0	0.0	0.0	78.0
II.6.B.3	08	APZ 2	208	482	18	Sig Incompat	18.0	0.0	0.0	0.0	0.0	82.0
	26	APZ 2	244	482	28	Sig Incompat	28.0	0.0	0.0	0.0	0.0	72.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	4,159	11,000	3	Gen Compat	13.0	2.0	5.0	0.0	1.0	79.0
II.6.B.5	70-75	1,768	4,317	5	Gen Compat	12.0	3.0	2.0	0.0	0.0	83.0
II.6.B.6	75-80	581	1,511	12	Sig Incompat	12.0	2.0	0.0	0.0	0.0	87.0
II.6.B.7	80+	518	1,170	8	Incompat	5.0	3.0	0.0	0.0	0.0	92.0

II.6.C The most recent, publicly released AICUZ study is dated Sep 93

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

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

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

II.6.E The AICUZ study was last updated on Aug 93

The study is still valid.

II.6.F Local governments have incorporated AICUZ recommendations into land use controls

II.6.F.1 AICUZ recommended height restrictions.

Government name: \_\_\_\_\_ Types of controls in place \_\_\_\_\_

Types of encroachment limited: \_\_\_\_\_



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Goldsboro NC	Height and Obstruction.	
Wayne County	Height and Obstruction	

#### II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
Goldsboro NC	Zoning Regulations	
Wayne County	Zoning Regulations	

#### II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
Goldsboro NC	Zoning Regulations	
Wayne County	Zoning Regulations	

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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
Goldsboro NC	28873	26960	31871	40709	44852

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Wayne County	82059	85408	97054	104666	110550

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- II.6.I** All clear zone acquisition has been completed.
- II.6.J** All existing on base facilities are sited in accordance with AICUZ recommendations.
- All planned on base facilities will be sited in accordance with AICUZ recommendations.

**Air Space Encroachment**

- II.6.K** Noise complaints are received from off base residents.
- II.6.K.1** 2.0 noise complaints per month (average) are received from off base residents.
- II.6.L** The base has implemented noise abatement procedures as follows:
- II.6.L.1** Quiet hrs 2230hrs until 0600hrs: Arrivals will full stop and are not permitted to fly multiple patterns; maint. personnell not permitted to use AGE, or do engine runs. All airfield traffic patterns avoid over-flying Goldsboro.

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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: 47

III.1.A.2 23 C-141 equivalent aircraft can be refueled at one time.

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

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

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

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

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

III.1.C.2 28 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
II (PH 1)	600	1	4	1	1
II (PH 2)	600	2	8	2	2
III (PH 3)	1200	4	16	4	4

III.1.C.3 18 fuel storage tanks support the operational fuel hydrant system:

III.1.C.3.a Storage tank Tanks with  
Capacity: this capacity:

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Capacity:	uns capacity
50000	18

III.1.C.4 The hydrant system is 1.0 miles from the bulk storage area.

III.1.C.5 12 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 Limitations to continuous service from the primary source:

Pipeline receipts are limited to forty railcars (800,000) gallons per day offloaded at Miller's Siding and then piped to SJAFB. Tank Cars and Trucks can not be simultaneously offloaded due to receiving header configuration.

III.1.D.3 None

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: 10,000 gal tank cars, Truck

Number of offload headers: 8

3 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 5 refueling unit fillstands are available.

III.1.D.5.a 5 refuelers can be filled simultaneously.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1      sustained: 19048  
    maximum: 62000

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

III.1.D.7.a Supporting DFSP: Beaufort, NC

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:	1081423	6500000
Square footage available (including physical capacity limit):	19636	23616
Normal installation mission storage requirement:	347235	56571

Physical Limits for Cat 1.2 Munitions:

Limitation is physical capacity.

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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 45,451 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 33.**

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

C-130, C-141

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

**III.1.G.1 The base is proximate to a ground force installation.**

**Active ground force installations within 150 NM:**

CAMP LEJEUNE	53 NM
FORT BRAGG	52 NM
FORT EUSTIS	126 NM
FORT LEE	119 NM
FORT PICKETT	104 NM

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

**Railheads within 150 NM:**

Beaufort	74 NM
Blackstone	104 NM
Goldsboro	3 NM
Goldsboro - Seymour	3 NM
Havelock	58 NM
Jacksonville - Havelock	58 NM
Little Creek - NAB	128 NM
Manchester - Fort Junction	51 NM
Newport News - Lee Hall	130 NM
Norfolk - Sewells Point	125 NM
Petersburg	116 NM
Portsmouth	121 NM

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Richmond - Bellbluff	135 NM
Sumter - Cape Savannah	145 NM
Williamsburg - NWS	131 NM
Williamsburg - Pennington	131 NM
Wilmington - Leland	65 NM

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

#### Deep water ports within 150 NM:

Morehead City	73 NM
Norfolk	120 NM
Wilmington	67 NM

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

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

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

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

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

UTC's: FFGK5, FFGK6, FFGK2, FFGK4, FFLB, FFLGE(4)

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: 916 AFRES Clinic; 20 O&M Proj; Alter Outpatient Records, Install Elec Service, Upgrade Med Gas/Vac, CAMS Bldg, Rpl Mamm

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

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

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**III.1.M.2 Major MCP completed since 1989:**

A major Hospital Utility/Life Safety Upgrade was performed in 1990/1991. Total cost: \$3.9M.

**III.1.N Base facilities have a total excess storage capacity of 75,567 sq ft.****III.1.N.1 Base facilities have a total covered storage capacity of 213,820 sq ft.****III.1.N.2 Breakout of the total covered storage capacity:**

<b>Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):</b>	178,699 sq ft
<b>Mobility storage:</b>	18,759 sq ft
<b>War Readiness Support Kits (WRSK) storage:</b>	13,365 sq ft

**III.1.N.3 Base supply facilities that have a planned and funded MCP project:**

<b>Facility:</b>	<b>Funding:</b>
VKAG 87-3007 CAT 442769	950
VKAG 93-3007 CAT 442758	3120

**III.1.O 241 light military vehicles are on base.****III.1.P 342 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
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	650.70 \$sK	0.00 \$sK	650.70 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,338.20 \$sK	0.00 \$sK		1,338.20 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	744.20 \$sK	0.00 \$sK			744.20 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,118.30 \$sK	0.00 \$sK				1,118.30 \$sK
		<b>xxx56 TOTALS:</b>			650.70 \$sK	1,338.20 \$sK	744.20 \$sK	1,118.30 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	14,894.70 \$sK	509.80 \$sK	15,404.50 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	10,062.70 \$sK	624.50 \$sK		10,687.20 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	362.70 \$sK	0.50 \$sK			363.20 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	318.60 \$sK	0.00 \$sK				318.60 \$sK
		<b>xxx76 TOTALS:</b>			15,404.50 \$sK	10,687.20 \$sK	363.20 \$sK	318.60 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		275	4,446.90 \$sK	469.60 \$sK			4,916.50 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		275	2,231.10 \$sK	50.40 \$sK				2,281.50 \$sK
		<b>xxx78 TOTALS:</b>					4,916.50 \$sK	2,281.50 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		280	65.60 \$sK	0.00 \$sK	65.60 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		280	214.20 \$sK	0.00 \$sK		214.20 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				



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		280	158.10 \$sK	0.00 \$sK			158.10 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		280	33.00 \$sK	0.00 \$sK				33.00 \$sK
		xxx90 TOTALS:			65.60 \$sK	214.20 \$sK	158.10 \$sK	33.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		275	1,924.40 \$sK	6.20 \$sK	1,930.60 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		275	1,388.90 \$sK	10.40 \$sK		1,399.30 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		275	1,217.40 \$sK	24.30 \$sK			1,241.70 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		275	951.00 \$sK	0.00 \$sK				951.00 \$sK
		xxx95 TOTALS:			1,930.60 \$sK	1,399.30 \$sK	1,241.70 \$sK	951.00 \$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				
		275	5,576.30 \$sK	2.50 \$sK	5,578.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		275	3,617.20 \$sK	479.40 \$sK		4,096.60 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		275	7,874.90 \$sK	774.00 \$sK			8,648.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		275	7,014.80 \$sK	220.00 \$sK				7,234.80 \$sK
		xxx96 TOTALS:			5,578.80 \$sK	4,096.60 \$sK	8,648.90 \$sK	7,234.80 \$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				
		MFH	7,195.20 \$sK	164.00 \$sK	7,359.20 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		MFH	8,368.60 \$sK	187.10 \$sK		8,555.70 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		MFH	10,556.30 \$sK	116.60 \$sK			10,672.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		MFH	7,673.50 \$sK	60.00 \$sK				7,733.50 \$sK
		MFH TOTALS:			7,359.20 \$sK	8,555.70 \$sK	10,672.90 \$sK	7,733.50 \$sK

**2. Relocation Costs**

UNCLASSIFIED

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

**Total relocation costs: \$ 2,250.00 K**

**16-Feb-95**

**UNCLASSIFIED**

**IV.51**

UNCLASSIFIED

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 179\$sM**

**Twenty year Net Present Value (462)\$sM**

**Steady state savings 45\$sM per year**

**Manpower savings associated with closure 964**

**Return on Investment (years): 4**

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**Section VI Economic Impact****Economic Area Statistics:****Goldsboro, NC MSA****Total population: 107,000 (FY 92)****Total employment: 52,660 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****5.3% / 6.6% / 5.7%****Average annual job growth: 514****Average annual per capita income: \$14,325****Average annual increase in per capita income: \$5.2%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>5,187</b>	
<b>Indirect Job Loss:</b>	<b><u>1,617</u></b>	
<b>Closure Impact:</b>	<b>6,804</b>	<b>( 12.9% of employment total)</b>
<b>Other BRAC Losses:</b>	<b><u>0</u></b>	
<b>Cumulative Impact:</b>	<b>6,804</b>	<b>( 12.9% of employment total)</b>

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#### Section VII

##### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 5.4 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: \$686

Describe the transportation systems.

- VII.1.B.1 The base is NOT served by REGULARLY SCHEDULED, public transportation.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 20 miles
- VII.1.B.2 Airport name: Kinston Regional Jetport
- VII.1.B.3 Number of commercial air carriers available at the airport: 1
- VII.1.B.4 Average round trip commuting time to work: 31 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	YMCA	5		07	Min.
VII.1.C.2 Movie theater	Litchfield	1		05	Min.
VII.1.C.3 Public golf course	Goldsboro	5		09	Min.
VII.1.C.4 Bowling lane	Boulevard	1		02	Min.
VII.1.C.5 Boating	Neuse River	13		20	Min.
VII.1.C.6 Fishing	Neuse River	13		20	Min.
VII.1.C.7 Zoo	Ashboro Zoo	122	2	30	Min.
VII.1.C.8 Aquarium	Atlantic Beach Aquarium	96	1	30	Min.
VII.1.C.9 Family theme park	Emerald Park	65	1	30	Min.
VII.1.C.10 Professional sports	Charlotte Coliseum	215	5	00	Min.
VII.1.C.11 Collegiate sports	Greenville (ECU), NC	43		40	Min.

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VII.1.C.12	Camping facilities	Cliffs of the Neuse	15		Hrs.	15	Min.
VII.1.C.13	Beaches (lake or ocean)	Jordan Lake	58	1	Hrs.	00	Min.
VII.1.C.14	Outdoor winter sports	Boone Ski Resort, NC	248	5	Hrs.	30	Min.

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

Berkley Mall 4 min (2 Miles)

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

Raliegh, NC 1 hrs 9 min (58 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.) 1588

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.) 8140

## 2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 28 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 76.0 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:

Wayne Comm Col; Johnston Comm Col; plus 2 more

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

Wayne Comm Col; Mt Olive Col; plus 3 more

VII.2.E.3 No opportunities for off-base GRADUATE COLLEGE.

## 3. Spousal Employment

VII.3.A 60.0 percent of spouses are able to find employment (within 3 months) in the local community.

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- VII.3.B** 61.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 5.3 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: 3.4 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 3.1 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: Eastern North Carolina Air Quality Region

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

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

**VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.  
(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

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

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

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

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

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

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

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

##### VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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



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#### VIII.E.3 Open Burn/Open Detonation

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

#### VIII.E.4 Fire Training

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

#### VIII.E.5 Signal Flares

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

#### VIII.E.6 Emergency Generators

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

#### VIII.E.7 Short-term Activities

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

#### VIII.E.8 Monitoring

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

#### VIII.E.9 BACT/LAER

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

## 2. Water - Potable

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

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Nuese River

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

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

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

### 3. Water - Ground Water

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

**VIII.3.A.1** Nature of contamination. JP-4 Fuel at the top of the water table.

**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** 29 wells have been abandoned for the following reasons:

Base switched to city water system

### 4. Water - Surface Water

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

<b>VIII.4.A.1</b>	<b>Location</b>	<b>Surface area size</b>
	Golf Course Lake	2.00 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

(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:

NC #0063177

**VIII.6.B**

None

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

**VIII.7.A.1** 31.0 percent of the facilities surveyed are identified as having asbestos.

**VIII.7.A.2** 1 facilities are considered regulated areas or have restricted use due to friable asbestos.



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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Seymour Johnson AFB - ACC**

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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 do Not constrain construction (siting) activities or operations.

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

**12. Cultural**

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

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

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

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

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

**VIII.12.D** The base has 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:

Herring Family Cemetery

**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

### Seymour Johnson 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 29 IRP sites have been identified

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

VIII.13.A.3 3All on-site remediation is estimated to be in place in 6526

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 45 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	\$154.600 K	\$154.600 K	\$154.600 K	\$154.600 K	\$154.600 K
IRP	\$141.000 K	\$0.000 K	\$1,500.000 K	\$2,000.000 K	\$2,000.000 K
Level 1 ECP	\$5,507.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Natural Resources	\$550.000 K	\$150.000 K	\$150.000 K	\$0.000 K	\$0.000 K
Permits	\$6.000 K	\$6.000 K	\$6.000 K	\$6.000 K	\$6.000 K
Sampling and Fees	\$319.400 K	\$319.400 K	\$319.400 K	\$319.400 K	\$319.400 K

#### 15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Seymour Johnson AFB - ACC

**FEDERAL:** An enhancement is a Federal Prison Camp on Seymour Johnson AFB. The base has the advantage of using prisoners to supplement base work forces and details. All camp facilities were constructed by and are maintained by the Federal Bureau of Prisons.

#### 16. Air Quality - Clean Air Act

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

Air Quality Control Region 170, Southern Coastal Plain Region

**VIII.16.B** Air quality regulatory agency responsible for the AQCA: North Carolina Dept of Environmental Health and Natural Resources

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

Vic Copelan

919-946-6481

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 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:

**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.

UNCLASSIFIED

**1995 AIR FORCE BASE QUESTIONNAIRE**

**Seymour Johnson AFB - ACC**

**Section IX**

**16-Feb-95**

**UNCLASSIFIED**

**IX.65**



# Document Separator

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

**MEMORANDUM OF MEETING**

**DATE:** January 31, 1994

**TIME:** 9:30 a.m.

**MEETING WITH:** David Johnson; Rep. Martin Lancaster (D-NC)

**SUBJECT:** Cherry Point, Seymour Johnson AFB

**PARTICIPANTS:**

*Name/Title/Phone Number: 202-225-3415*

David Johnson; Legislative Assistant to Rep. Martin Lancaster

*Commission Staff:*

Matt Behrmann; Staff Director  
Ben Borden; Director of R&A  
Mary Woodward; Congressional Liaison  
Alex Yellin; Navy Team Leader  
Frank Cirillo; Air Force Team Leader  
Bob Cook; Issues Team Leader

**MEETING PURPOSE:** Staff briefed Mr. Johnson on the Commission process and milestones and informed him of the content and availability of the library. We discussed Cherry Point MCAS and Seymour Johnson AFB including their missions and status during the 93 round. Discussions also included our expectations on the '95 process including the proposed five Joint Study Groups at OSD with specific emphasis on the Depot Study Group. Purpose of the meeting was primarily one of familiarization with the process and meeting DBCRC personnel. Mr. Johnson indicated he would probably return for more information and discussions in the future. bc

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**Bob Cook; Issues Team Leader**

**MEETING PURPOSE:**

# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard 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 82d Services Sq (NAF)	-	-	211	211
I.1.A.2 AAFES (NAF Employees)	-	-	284	284
I.1.A.3 American Red Cross	-	-	1	1
I.1.A.4 DECA	-	10	30	40
I.1.A.5 DFAS	-	8	36	44
I.1.A.6 DRMO	-	-	4	4
I.1.A.7 Danish AF Support	-	-	1	1
I.1.A.8 Defense Investigative Service	-	-	2	2
I.1.A.9 Defense Printing Service	-	-	7	7
I.1.A.10 ENJJPT Instructor Pilots	165	-	-	165
I.1.A.11 FAA	-	-	2	2
I.1.A.12 German AF Support	-	-	6	6
I.1.A.13 Retiree Activity Office	-	-	2	2
I.1.A.14 Sheppard Bank	-	-	8	8
I.1.A.15 US Army Corps of Eng	1	-	20	21
I.1.A.16 US Army Liaison	-	22	-	22
I.1.A.17 US Army Veterinary	-	1	1	2
I.1.A.18 US Navy Liaison	-	3	-	3
I.1.A.19 US Post Office	-	-	6	6
I.1.A.20 USMC Liaison	-	3	-	3
I.1.A.21 Union Square Credit Union	-	-	41	41
<b>TOTAL:</b>				<b>875</b>

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

I.1.B.1 Supported Unit: 344 Recruiting Squadron

GSU - Geographically Separated Unit

Location:

REM - Remote Unit

Support provided: A08 Morale &amp; Fitness, B01 Admin Svs, B02 Audio/Visual Svs, B03 ADP/Automation Svs, B10 Education Svs, B30

Resource Management, A01 Chapel/Chaplain Svs, A02 Command Element, A07 Library Support, A09 Police Svs (Pass &amp;

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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Sheppard AFB - AETC**


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ID), B04 Civ Personnel Svs, B16 Finance/Accounting, B18 Health Svs, B19 Temporary Lodging, B21 Inst Retail Sup/Stor Ops, B23 Legal Svs, B24 Mil Personnel Support, B26 Mortuary Svs, B28 Purchase/Contract Svs, B31 Training Svs (Firing Range)

- I.1.B.2 Supported Unit:** AF Med Logistics Office (OL- GSU **GSU - Geographically Separated Unit**  
**Location:** Wichita, Falls, TX **REM - Remote Unit**  
**Support provided:** A02 Command Element, A08 Morale & Fitness, B01 Admin Svs, B04 Civ Personnel Svs, B12 Equip Ops/Maint/Rep, B16 Finance/Accounting, B18 Health Svs, B21 Inst Retail Sup/Stor Ops, B23 Legal Svs, B24 Mil Personnel Svs, B26 Mortuary Svs, B28 Purchase/Contract Svs, B32 Transportation (TMO), B03 ADP/Automation Svs, B30 Resource Management
- I.1.B.3 Supported Unit:** DET 835, AF Sr ROTC N TX GSU **GSU - Geographically Separated Unit**  
**Location:** Denton TX **REM - Remote Unit**  
**Support provided:** A02 Command Element, B06 Communications Svs, B32 Transportation (TMO), B12 Equip Ops/Maint/Rep, B16 Finance/Accounting, B17 Food Svs, B18 Health Svs, B19 Temporary Lodging, B21 Inst Retail Sup/Stor Ops, B23 Legal Svs, B24 Mil Personnel Support, B26 Mortuary Svs, B28 Purchase/Contract Svs, B03 ADP/Automation Svs, B30 Resource Management, A08 Morale & Fitness, B01 Admin Svs, B02 Audio/Visual Svs, B10 Education Svs
- I.1.B.4 Supported Unit:** Det # 845, AF Sr ROTC, TCU **GSU - Geographically Separated Unit**  
**Location:** **REM - Remote Unit**  
**Support provided:** A08 Morale & Fitness, B01 Admin Svs, B02 Audio/Visual Svs, B03 ADP/Automation Svs, B10 Education Svs, B12 Equip Oper/Maint/Rep, B16 Finance/Accounting, B17 Food Svs, B18 Health Svs, B19 Temporary Lodging, B21 Inst Retail Sup/Stor Ops, B23 Legal Svs, B24 Mil Personnel Support, B26 Mortuary Svs, B28 Purchasing/Contracting Svs, B30 Resource Management, A02 Command Element, B06 Communications Svs, B32 Transportation (TMO)

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

#### 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
RAPCON	3	198503	49552	148951	2756	4533	1928
Tower	3	145977	24611	121366	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 15R

199791 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 may prevent accomplishing our mission.

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

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT SILL distance 41 NM

Nearest major primary airdrop customer: FORT HOOD distance 164 NM

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

Lajes AB: 3458 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

Rota AB: 4513 NM  
 Hickam AFB: 3230 NM  
 RAF Mildenhall: 4395 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	HENRY POST AAF	40
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	ALTUS AFB	56
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	ALTUS AFB	56
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Wichita Valley	7
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	Lawton Municipal	36
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Altus AFB	56
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations		
		Lawton Municipal	36
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations		
		Clinton Sherman	88
I.2.B.11	Other runways on base can be used for emergency landings.		

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

- I.2.C.1 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.
- I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.
- I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-5107B	405 NM	W-228 A,B,C,D	439 NM	W-228C	447 NM
W-228D	447 NM	W-602	452 NM	O'NEILL	478 NM
W-92	566 NM				

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



## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALCON	41 NM	RAZORBACK	230 NM	MELROSE	264 NM
SMOKEY HILL	284 NM	CLAIBORNE	321 NM	McMULLEN	347 NM
CANNON	375 NM	OSCURA	390 NM	AIRBURST	408 NM
SHELBY WEST	507 NM	SHELBY EAST	511 NM	EGLIN C52	650 NM
EGLIN C62	653 NM	ATTERBURY	677 NM	JEFFERSON PROVING G	698 NM
GOLDWATER RANGE 3	717 NM	GOLDWATER RANGE 2	727 NM	HARDWOOD	728 NM
GOLDWATER RANGE 1	732 NM	GOLDWATER RANGE 4	735 NM	HAG/UTTR	778 NM
GRAND BAY	798 NM				

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

RAZORBACK	230 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	572 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

FALCON	41 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	4	11	20	63	100	131
SR	6	26	27	53	71	97
VR	19	21	29	75	103	147
<b>Total Routes:</b>	<b>29</b>	<b>58</b>	<b>76</b>	<b>191</b>	<b>274</b>	<b>375</b>

## Identify Routes:

VR-163 18 NM	VR-159 19 NM	VR-1144 24 NM	VR-1146 24 NM	VR-1138 25 NM	VR-1142 25 NM
VR-1145 26 NM	VR-1139 27 NM	VR-158 28 NM	VR-162 32 NM	VR-1143 36 NM	IR-103 46 NM
IR-105 46 NM	VR-104 49 NM	SR-208 68 NM	SR-217 68 NM	VR-1140 73 NM	IR-139 76 NM
SR-205 77 NM	VR-118 78 NM	SR-296 83 NM	VR-1110 83 NM	SR-294 89 NM	SR-295 89 NM
VR-1141 95 NM	IR-117 97 NM	VR-1137 97 NM	VR-1128 97 NM	VR-1113 97 NM	
SR-206 106 NM	SR-233 115 NM	SR-251 115 NM	SR-250 115 NM	SR-249 115 NM	SR-245 115 NM
SR-244 115 NM	SR-243 115 NM	SR-242 115 NM	SR-240 115 NM	SR-273 115 NM	SR-267 115 NM
SR-258 115 NM	SR-255 115 NM	SR-234 115 NM	SR-236 115 NM	SR-216 120 NM	VR-152 121 NM
IR-129 127 NM	SR-270 127 NM	VR-1116 128 NM	IR-171 131 NM	IR-182 131 NM	IR-145 135 NM
IR-146 135 NM	SR-280 135 NM	IR-155 138 NM	IR-154 141 NM	SR-228 143 NM	

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

IR-181	151 NM	IR-183	151 NM	IR-172	155 NM	VR-1124	155 NM	IR-173	155 NM	IR-175	156 NM
SR-261	160 NM	VR-188	163 NM	IR-128	167 NM	VR-189	170 NM	IR-185	173 NM	VR-101	177 NM
VR-119	180 NM	VR-138	182 NM	IR-124	185 NM	VR-186	185 NM	IR-164	187 NM	VR-1104	187 NM
IR-180	201 NM	VR-143	203 NM	IR-123	209 NM	SR-286	210 NM	IR-503	215 NM	VR-532	217 NM
VR-534	218 NM	VR-535	218 NM	VR-114	222 NM	SR-223	224 NM	SR-224	224 NM	IR-142	225 NM
IR-127	226 NM	VR-187	226 NM	VR-1130	229 NM	SR-290	235 NM	SR-292	235 NM	VR-1182	236 NM
SR-293	237 NM	VR-1122	239 NM	VR-533	240 NM	VR-1174	248 NM	IR-107	251 NM	VR-1120	254 NM
VR-1546	255 NM	VR-125	260 NM	IR-149	263 NM	VR-100	264 NM	VR-106	267 NM	IR-121	270 NM
VR-1103	270 NM	VR-531	271 NM	SR-239	275 NM	IR-150	276 NM	IR-113	279 NM	IR-169	281 NM
VR-544	282 NM	VR-536	284 NM	IR-120	286 NM	VR-1102	286 NM	VR-552	289 NM	IR-170	292 NM
VR-108	292 NM	VR-1105	294 NM	VR-1117	294 NM	VR-156	294 NM	VR-1574	294 NM	VR-1152	294 NM
IR-177	299 NM	IR-502	310 NM	IR-504	310 NM	IR-148	312 NM	SR-218	314 NM	SR-220	314 NM
SR-222	314 NM	SR-227	314 NM	SR-230	314 NM	SR-232	314 NM	SR-237	314 NM	SR-231	314 NM
SR-229	314 NM	SR-226	314 NM	SR-221	314 NM	SR-219	314 NM	VR-196	318 NM	IR-409	324 NM
VR-168	330 NM	IR-116	334 NM	IR-160	337 NM	IR-161	337 NM	IR-506	339 NM	VR-1522	339 NM
IR-130	343 NM	IR-147	344 NM	IR-111	345 NM	VR-1106	345 NM	IR-133	347 NM	VR-1121	348 NM
IR-524	349 NM	VR-1123	349 NM	IR-110	351 NM	VR-151	352 NM	VR-1525	354 NM	IR-134	356 NM
VR-1523	360 NM	IR-414	362 NM	VR-1196	362 NM	SR-213	363 NM	IR-102	365 NM	IR-131	365 NM
IR-141	365 NM	VR-1107	368 NM	IR-507	369 NM	VR-545	369 NM	VR-1195	370 NM	IR-122	371 NM
IR-136	373 NM	SR-214	374 NM	IR-505	375 NM	VR-511	377 NM	VR-512	378 NM	SR-618	380 NM
SR-619	380 NM	VR-1108	387 NM	VR-1109	387 NM	IR-144	392 NM	IR-178	392 NM	IR-165	392 NM
IR-115	394 NM	SR-616	394 NM	SR-617	394 NM	SR-238	395 NM	IR-132	396 NM	IR-135	398 NM
VR-1032	400 NM										
IR-070	401 NM	SR-073	404 NM	SR-074	404 NM	VR-541	406 NM	IR-166	407 NM	IR-068	408 NM
IR-517	422 NM	VR-1520	422 NM	VR-1515	422 NM	IR-415	434 NM	SR-212	435 NM	VR-1072	436 NM
VR-413	436 NM	VR-412	436 NM	SR-075	438 NM	IR-592	442 NM	IR-518	443 NM	IR-527	443 NM
IR-109	444 NM	IR-126	448 NM	IR-167	450 NM	VR-540	452 NM	IR-514	456 NM	VR-176	456 NM
IR-112	461 NM	VR-510	470 NM	IR-044	476 NM	IR-091	476 NM	SR-137	478 NM	VR-1016	479 NM
IR-157	490 NM	IR-174	490 NM	IR-078	493 NM	VR-1033	494 NM	SR-210	506 NM	SR-211	506 NM
VR-1031	507 NM	IR-500	508 NM	IR-501	508 NM	SR-030	510 NM	SR-031	512 NM	VR-179	514 NM
VR-1521	515 NM	VR-1014	519 NM	IR-508	520 NM	IR-509	520 NM	IR-416	522 NM	SR-540	524 NM
SR-541	524 NM	SR-542	524 NM	VR-1083	526 NM	VR-1030	537 NM	SR-029	540 NM	VR-1022	546 NM
VR-615	547 NM	IR-037	552 NM	SR-225	553 NM	SR-059	557 NM	SR-062	557 NM	SR-061	557 NM
SR-060	557 NM	IR-040	560 NM	VR-1024	560 NM	VR-1020	560 NM	VR-1023	560 NM	VR-1021	560 NM
IR-038	563 NM	IR-614	570 NM	VR-1635	570 NM	IR-320	576 NM	IR-066	578 NM	IR-067	578 NM
VR-1051	578 NM	VR-1050	578 NM	VR-060	586 NM	IR-429	587 NM	IR-476	587 NM	IR-473	587 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

IR-499	587 NM	IR-476A	587 NM	VR-1054	597 NM	IR-069	598 NM	IR-077	599 NM		
IR-613	607 NM	VR-1679	608 NM	VR-1233	609 NM	VR-260	609 NM	VR-259	610 NM	VR-268	610 NM
VR-269	610 NM	VR-267	610 NM	VR-263	610 NM	IR-021	613 NM	IR-041	618 NM	IR-063	618 NM
VR-1067	618 NM	SR-069	623 NM	SR-070	623 NM	SR-071	623 NM	SR-072	623 NM	IR-057	627 NM
IR-059	627 NM	VR-1085	627 NM	VR-1084	627 NM	VR-1082	627 NM	SR-101	628 NM	SR-104	628 NM
VR-1070	628 NM	SR-103	628 NM	SR-106	628 NM	IR-618	631 NM	VR-619	631 NM	IR-276	632 NM
VR-092	633 NM	VR-1056	634 NM	IR-089	647 NM	VR-1616	647 NM	IR-030	657 NM	SR-773	657 NM
IR-031	657 NM	IR-017	658 NM	VR-1017	658 NM	SR-774	661 NM	VR-1052	663 NM	SR-039	666 NM
SR-728	672 NM	SR-729	672 NM	SR-038	674 NM	VR-1667	676 NM	VR-239	686 NM	VR-245	686 NM
SR-035	688 NM	SR-037	688 NM	SR-040	688 NM	SR-036	688 NM	VR-1641	690 NM	VR-1642	690 NM
IR-002	691 NM	SR-731	691 NM	SR-730	691 NM	VR-1005	693 NM	IR-430	696 NM	VR-1220	696 NM
VR-1219	696 NM	VR-244	696 NM	VR-246	696 NM	VR-242	696 NM	IR-490	696 NM	IR-492	696 NM
VR-1668	698 NM	VR-223	698 NM	SR-771	700 NM	SR-776	701 NM	VR-1055	706 NM	IR-400	707 NM
SR-785	709 NM	SR-727	710 NM	VR-231	710 NM	IR-254	713 NM	IR-250	714 NM	SR-102	726 NM
VR-1650	726 NM	IR-075	727 NM	IR-042	728 NM	VR-1640	728 NM	VR-1068	728 NM	SR-105	741 NM
IR-083	752 NM	IR-015	765 NM	VR-058	768 NM	VR-1065	770 NM	IR-016	777 NM	IR-079	777 NM
IR-080	777 NM	VR-1406	778 NM	IR-266	779 NM	IR-418	784 NM	IR-420	784 NM	IR-032	786 NM
VR-299	786 NM	VR-097	787 NM	IR-425	789 NM	VR-1267	792 NM	VR-094	795 NM		

**I.2.C.9** IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 587 NM from the base.

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

200 NM	300 NM	500 NM
7	20	53

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-013 WEST	83 NM	AR-102A EAST	95 NM	AR-112 EAST	136 NM	AR-113 WEST	136 NM
AR-104 WEST	143 NM	AR-313 SOUTH	177 NM	AR-013 EAST	179 NM		
AR-313 NORTH	203 NM	AR-113 EAST	205 NM	AR-114	205 NM	AR-312	206 NM
AR-104 EAST	210 NM	AR-330 EAST	217 NM	AR-112 WEST	234 NM	AR-461	242 NM
AR-116 EAST	243 NM	AR-309 EAST	244 NM	AR-116 WEST	265 NM	AR-314 WEST	274 NM
AR-330 WEST	283 NM						
AR-602	307 NM	AR-309 WEST	312 NM	AR-167 NORTH	313 NM	AR-167 SOUTH	313 NM

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AR-623	313 NM	AR-614	314 NM	AR-653	326 NM	AR-110 EAST	345 NM
AR-314 EAST	346 NM	AR-650	346 NM	AR-644 SOUTH	352 NM	AR-637	358 NM
AR-644 NORTH	361 NM	AR-101 SOUTH	387 NM	AR-643	395 NM	AR-318 EAST	413 NM
AR-615	413 NM	AR-115	419 NM	AR-017 NORTH	426 NM	AR-019 NORTH	433 NM
AR-024 NORTH	433 NM	AR-310 EAST	435 NM	AR-310 WEST	435 NM	AR-302 EAST	438 NM
AR-111 EAST	441 NM	AR-110 WEST	446 NM	AR-302 WEST	454 NM	AR-101 NORTH	468 NM
AR-318 WEST	469 NM	AR-016 NORTHEAST	481 NM	AR-103	485 NM	AR-3L	490 NM
AR-622	494 NM						

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

500 NM	700 NM
4403	6699

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-013	83 NM	329	AR-102	95 NM	10	AR-112	136 NM	360	AR-113	136 NM	27
AR-104	143 NM	123	AR-114	205 NM	566	AR-116	243 NM	541	AR-309	244 NM	138
AR-314	274 NM	256	AR-110	345 NM	596	AR-101	387 NM	217	AR-017	426 NM	186
AR-024	433 NM	149	AR-302	438 NM	445	AR-111	441 NM	303	AR-016	481 NM	157
AR-108	503 NM	140	AR-105	513 NM	285	AR-011	546 NM	87	AR-014	546 NM	635

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 205NM from the base."

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

Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	311 NM	✓	✓	✓	0	0
ANTELOPE - FT HOOD	170 NM	✓	✓	✓	1	2
ANTELOPE - PINON	337 NM	✓	✓	✓	0	0
APOLLO (CIR)	339 NM	✓	✓	✓	0	0
ARDMORE(CIR)	76 NM	✓	✓	✓	0	0
ARROWHEAD	224 NM	✓	✓	✓	3	2
ARROYO	346 NM	✓	✓	✓	0	0
BAILEY	284 NM	✓	✓	✓	0	0
BLACKJACK R+CIR	328 NM	✓	✓	✓	0	0

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BRADFORDS FOLLY	306 NM	✓	✓	✓	✓	0	0	0
BRUSHY	330 NM	✓	✓	✓	✓	0	0	0
CHOILA	343 NM	✓	✓	✓	✓	0	0	0
DEVIL	144 NM	✓	✓	✓	✓	0	0	0
DEVILS RIVER	298 NM	✓	✓	✓	✓	0	0	0
EAGLE MOUNTAIN	79 NM	✓	✓	✓	✓	0	0	0
FT HOOD	170 NM	✓	✓	✓	✓	0	1	1
FT SILL CIRCUA	41 NM	✓	✓	✓	✓	1	1	2
GEMINI	339 NM	✓	✓	✓	✓	2	3	3
GERONIMO NORTH	328 NM	✓	✓	✓	✓	0	0	0
GERONIMO SOUTH	328 NM	✓	✓	✓	✓	0	0	0
GRANDMA	328 NM	✓	✓	✓	✓	0	0	0
GRANDMA (CIR)	336 NM	✓	✓	✓	✓	0	0	0
GRANDPA	337 NM	✓	✓	✓	✓	0	0	0
HALL	336 NM	✓	✓	✓	✓	0	0	0
HOGBACK	256 NM	✓	✓	✓	✓	0	0	0
JD (CIR, water)	343 NM	✓	✓	✓	✓	0	0	0
KAREN EAST	262 NM	✓	✓	✓	✓	0	0	0
KAREN WEST	290 NM	✓	✓	✓	✓	0	1	1
MARRION IMC N	290 NM	✓	✓	✓	✓	0	0	0
MARRION IMC S	117 NM	✓	✓	✓	✓	0	14	14
MELROSE	117 NM	✓	✓	✓	✓	0	13	13
MINERAL WELLS	263 NM	✓	✓	✓	✓	5	0	0
MINERAL WIS CAT	70 NM	✓	✓	✓	✓	0	2	2
MINERAL WIS CIR	70 NM	✓	✓	✓	✓	0	2	2
MINERAL WLS SKE	70 NM	✓	✓	✓	✓	0	2	2
PINE	70 NM	✓	✓	✓	✓	0	2	2
PINON	344 NM	✓	✓	✓	✓	0	0	0
PINON (CIR)	344 NM	✓	✓	✓	✓	0	0	0
PREY	344 NM	✓	✓	✓	✓	0	0	0
PRONGHORN	338 NM	✓	✓	✓	✓	0	0	0
RAPIDO	337 NM	✓	✓	✓	✓	0	0	0
RAPTOR	160 NM	✓	✓	✓	✓	0	2	2
RATTLESNAKE	338 NM	✓	✓	✓	✓	0	0	0
ROXANNE	230 NM	✓	✓	✓	✓	3	2	2
SHARON	313 NM	✓	✓	✓	✓	0	0	0
SHARON	333 NM	✓	✓	✓	✓	0	0	0

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SHEILA	333 NM		✓	✓	0	0
SOUTH POLK	321 NM	✓	✓	✓	0	0

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

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
JD (CIR, water)	SR-224								
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
	SR-249	SR-250	SR-251	SR-255					
MELROSE	IR-107	IR-109	IR-111	IR-113	IR-180				
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				

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

ALTUS (C-17) 56 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
MINERAL WELLS	70 NM		✓	✓	0	0
RAPIDO	160 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&gt;

FORT SILL 41 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 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.

Nature and extent of the conflicts: Wichita Mt Refuge Area restricts weapons delivery run-in. All training requirements can be met.

**I.2.D.20** MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:

I.2.D.20.a Falcon Range Range is open Tue-Sat, 0800-1130, and 1230-1600, local time

**I.2.D.21** MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.

**I.2.D.22** No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.

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

A-561 (Fredrick Muni, OK)	Alert Area
A-636 (Sheppard AFB)	Alert Area
Hollis	MOA
Sheppard 1	MOA
Sheppard 2	MOA
VR-1138	MTA
VR-1139	MTA
VR-1140	MTA
VR-1141	MTA
VR-1142	MTA
VR-1143	MTA
VR-1144	MTA
VR-1145	MTA
VR-1146	MTA
VR-158	MTA
VR-159	MTA
VR-162	MTA
VR-163	MTA
Washita	MOA
Westover 1	MOA
Westover 2	MOA

**Details for airspace scheduled or managed by the base:**
**Airspace: A-561 (Fredrick Muni, OK)**
**I.2.E.2 An environmental analysis has been conducted for this airspace.**
**I.2.E.2.a Status of the environmental analysis and supplement:**

Complete and approved

**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:**

None

- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **There are No restrictions currently acting on this airspace**
- I.2.E.7**      **Published availability of the airspace:**  
                 1300 - 0500Z, MON - FRI  
**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:**
- 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:**  
                 Surface to 4000 ft MSL
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: A-636 (Sheppard AFB)**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**     **Status of the environmental analysis and supplement:**  
                 Complete and Approved
- I.2.E.2.b**     **There are problems No associated with the environmental analysis.**

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- I.2.E.2.c**     **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**  
          None
- I.2.E.3**     **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**     **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**     **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**     **There are No restrictions currently acting on this airspace**
- I.2.E.7**     **Published availability of the airspace:**  
          1300 - 0500Z MON - FRI, up to 4000 ft MSL  
**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:**
- 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:**  
          Surface to 4000 ft MSL
- I.2.E.11**    **100.00 percent of the airspace is usable.**  
**Airspace: Hollis**
- 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:**  
          All EAs are complete

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- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was 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.6** Restrictions currently acting on this airspace:
- I.2.E.7** Published availability of the airspace:  
Controlled MOAs are published available Mon-Fri from 1 hour before sunrise to 1 hour after sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 3,160 hrs
- I.2.E.7.b** Hours used: 1,693 hrs
- I.2.E.7.c** Reasons for non-use:  
79% wx, 7.4% mx, 10.8% ops, 2.8% other
- 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:  
Floor (MSL) 11,000, Ceiling (MSL) 18,000, Area (Sq NM) 1,320,
- I.2.E.11** 99.00 percent of the airspace is usable.  
Airspace: Sheppard 1
- 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:**  
EA is complete
- I.2.E.2.b**     **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**     **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3**     **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**     **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**     **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**     **Restrictions currently acting on this airspace:**  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7**     **Published availability of the airspace:**  
Controlled MOAs are published available Mon-Fri 1 hour before sunrise to 1 hour after sunset.  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**     **Hours scheduled:**     2,460 hrs
- I.2.E.7.b**     **Hours used:**             10,262 hrs
- 87.4%, 2.1% mx, 6.6% ops, 3.9% other.
- 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:**  
Floor (MSL) 8,000, Ceiling (MSL) 18,000, Area (Sq NM) 1,110
- I.2.E.11**     **95.00 percent of the airspace is usable.**

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**Airspace: Sheppard 2**

- 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:  
EA is complete
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.4.a** Public-use airport
- 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:  
Controlled MOAs are published available Mon-Fri 1 hour before sunrise to 1 hour after sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,753 hrs
- I.2.E.7.b** Hours used: 6,070 hrs
- 87.4%, 2.1% mx, 6.6% ops, 3.9% other.
- 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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Floor (MSL) 8,000, Ceiling (MSL) 18,000, Area (Sq NM) 1,290

- I.2.E.11** 90.00 percent of the airspace is usable.  
**Airspace: VR-1138**
- 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:  
EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs
- I.2.E.7.b** Hours used: 482 hrs
- I.2.E.7.c** Reasons for non-use:  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.

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- 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:
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR-1139**
- 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:  
 EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
 The DOPAA was used in the latest environmental analysis and supersonic waiver.  
 Explanation for any lack of reports:
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
 Hours of Operation  
 Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
 MTRs are activated by NOTAM from 1 hour after sunrise to 1 hour before sunset.  
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs

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- I.2.E.7.b**      **Hours used:**            117 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                         79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: VR-1140**
- 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:**  
                         EA is complete.
- I.2.E.2.b**      **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**      **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3**        **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**        **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**        **Restrictions currently acting on this airspace:**  
                         Hours of Operation  
                         Only Subsonic Flight
- I.2.E.7**        **Published availability of the airspace:**



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MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 2,633 hrs**

**I.2.E.7.b Hours used: 10 hrs**

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

79% wx, 7.4% mx, 10.8% ops, 2.8% other.

**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:**

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

**Airspace: VR-1141**

**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:**

EA is complete.

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

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

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

Explanation for any lack of reports:

**I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**

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

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

**I.2.E.6 Restrictions currently acting on this airspace:**

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- Hours of Operation  
Only Subsonic Flight
- I.2.E.7 Published availability of the airspace:**  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a Hours scheduled:** 2,633 hrs
- I.2.E.7.b Hours used:** 15 hrs
- I.2.E.7.c Reasons for non-use:**  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11 100.00 percent of the airspace is usable.**  
**Airspace: VR-1142**
- 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:**  
EA is complete.
- I.2.E.2.b There are problems No associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**

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- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 Hours of Operation  
                 Only Subsonic Flight
- I.2.E.7**      **Published availability of the airspace:**  
                 MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
                 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a**     **Hours scheduled:**    2,633 hrs
- I.2.E.7.b**     **Hours used:**            60 hrs
- I.2.E.7.c**     **Reasons for non-use:**  
                 79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: VR-1143**
- 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:**  
                 EA is complete.
- I.2.E.2.b**     **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**     **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**

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- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs
- I.2.E.7.b** Hours used: 70 hrs
- I.2.E.7.c** Reasons for non-use:  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: VR-1144
- 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:  
EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:

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- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 Restrictions currently acting on this airspace:**  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7 Published availability of the airspace:**  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 2,633 hrs**
- I.2.E.7.b Hours used: 358 hrs**
- I.2.E.7.c Reasons for non-use:**  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11 100.00 percent of the airspace is usable.**  
**Airspace: VR-1145**
- 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:**  
EA is complete.
- I.2.E.2.b There are problems associated with the environmental analysis.**
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**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** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs
- I.2.E.7.b** Hours used: 8 hrs
- I.2.E.7.c** Reasons for non-use:  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: VR-1146
- 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:  
EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.

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- I.2.E.2.c**      **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:**
- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 Hours of Operation  
                 Only Subsonic Flight
- I.2.E.7**      **Published availability of the airspace:**  
                 MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
                 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a**      **Hours scheduled:    2,633 hrs**
- I.2.E.7.b**      **Hours used:            12 hrs**
- I.2.E.7.c**      **Reasons for non-use:**  
                 79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11**      **100.00 percent of the airspace is usable.  
Airspace: VR-158**
- 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:**  
EA is complete.
- I.2.E.2.b**     **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**     **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3**     **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**     **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**     **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**     **Restrictions currently acting on this airspace:**  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7**     **Published availability of the airspace:**  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a**     **Hours scheduled:**     2,633 hrs
- I.2.E.7.b**     **Hours used:**             417 hrs
- I.2.E.7.c**     **Reasons for non-use:**  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11**     **100.00 percent of the airspace is usable.**



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**Airspace: VR-159**

- 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:  
EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs
- I.2.E.7.b** Hours used: 32 hrs
- I.2.E.7.c** Reasons for non-use:  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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.

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- I.2.E.10** Description of the volume or area of the Airspace:
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR-162**
- 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:  
EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
MTRs are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs
- I.2.E.7.b** Hours used: 245 hrs
- I.2.E.7.c** Reasons for non-use:  
79% wx, 7.4% mx, 10.8% ops, 2.8% other.

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- 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:
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR-163**
- 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:  
EA is complete.
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Hours of Operation  
Only Subsonic Flight
- I.2.E.7** Published availability of the airspace:  
MTRs are activated by NOTAM Mon- Fri from 1 hour after sunrise to 1 hour before sunset.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 2,633 hrs

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- I.2.E.7.b**      **Hours used:**            224 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                  79% wx, 7.4% mx, 10.8% ops, 2.8% other.
- 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:**
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: Washita**
- 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:**  
EA is complete.
- I.2.E.2.b**      **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**      **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3**        **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**        **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**        **Restrictions currently acting on this airspace:**  
                  Hours of Operation  
                  Only Subsonic Flight
- I.2.E.7**        **Published availability of the airspace:**

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Controlled MOAs are published available Mon-Fri from 1 hour before sunrise to 1 hour after sunset.

Range scheduling statistics (yearly average from 1990 to 93).

**I.2.E.7.a** Hours scheduled: 3,160 hrs

**I.2.E.7.b** Hours used: 628 hrs

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

79% wx, 7.4% mx, 10.8% ops, 2.8% other.

**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:

Floor (MSL) 11,000, Ceiling (MSL) 18,000, Area (Sq NM) 768

**I.2.E.11** 95.00 percent of the airspace is usable.

**Airspace: Westover 1**

**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:

EA is complete.

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

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

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

Explanation for any lack of reports:

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

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

**I.2.E.4.a** Public-use airport

**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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Hours of Operation  
Only Subsonic Flight

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

Controlled MOAs are published available Mon-Fri from 1 hour before sunrise to 1 hour after sunset.

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled:** 3,160 hrs

**I.2.E.7.b Hours used:** 8,345 hrs

79% wx, 7.4% mx, 10.8% ops, 2.8% other.

**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:**

Floor (MSL) 9,000, Ceiling (MSL) 18,000, Area (Sq NM) 2,090

**I.2.E.11 99.00 percent of the airspace is usable.**

**Airspace: Westover 2**

**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:**

EA is complete.

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

**I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) does Not define 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.4.a** Public-use airport

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

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**I.2.E.6 Restrictions currently acting on this airspace:**

Hours of Operation  
Only Subsonic Flight

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

Controlled MOAs are published available Mon-Fri from 1 hour before sunrise to 1 hour after sunset.

**Range scheduling statistics (yearly average from 1990 to 93).**

**I.2.E.7.a Hours scheduled:** 3,160 hrs

**I.2.E.7.b Hours used:** 3,622 hrs

79% wx, 7.4% mx, 10.8% ops, 2.8% other.

**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:**

Floor (MSL) 10,000, Ceiling (MSL) 18,000, Area (Sq NM) 1,980

**I.2.E.11 9900.00 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:**

<b>Airfield:</b>	<b>Airfield:</b>
Archer City, TX	Civilian
Bowie, TX	Civilian
Chattanooga Sky Harbor, OK	Civilian
Clear Lake, TX	Civilian
Danaher, TX	Civilian
Duncan Halliburton, OK	Civilian
Frederick, OK	Civilian
Grandfield, OK	Civilian
Henry Post AAF, OK	Military
Jacksboro, TX	Civilian

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Kickapoo Downtown, TX	Civilian
Lawton Municipal, OK	Civilian
Locket, TX	Civilian
Nocona, TX	Civilian
Olney, TX	Civilian
Seymour, TX	Civilian
Tipton, OK	Civilian
Wichita Valley, TX	Civilian
Wilbarger, TX	Civilian

**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 10.0 percent. Rationale for estimate:**  
                  Limited expansion in the direction away from DFW airport is possible.
- I.2.F.2**      **Current access is expected to change.**
- I.2.F.3**      **Reductions in training airspace are expected**
- I.2.F.3.a**    **Estimated reduction potential is 10.0 percent. Rationale for estimate:**  
                  Ft Worth Center expects to ask for some of Sheppard's air space in the next few years.
- I.2.F.4**      **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a**    **Deployed, off-station training is not required to meet training requirements.**

**G. Composite / Integrated Force Training**

- I.2.G.1**      **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**  
                  FORT SILL  
                  41 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
                  Tng Wg 2, Kingsville NAS  
                  420 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                  301 Ftr Wg, Carswell AFB  
                  93 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

Applies to missile bases only. Responses are classified.

**I. Technical Training (Air Education and Training Command)**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

*1. TECHNICAL TRAINING (AIR EDUCATION AND TRAINING COMMAND)*

#### I.2.1 Trained personnel requirements over the Future Years Defense Plan:

##### Forecast trained personnel requirements over the FYDP:

Forecast for:	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENLISTED	47944	54348	58070	62674	62360	62149	62149
OFFICER	13844	13882	13844	13705	13637	13568	13501
<b>TOTALS:</b>	<b>61788</b>	<b>68230</b>	<b>71914</b>	<b>76379</b>	<b>75997</b>	<b>75717</b>	<b>75650</b>
<b>PERCENT CHANGE:</b>		<b>+10.4%</b>	<b>+16.4%</b>	<b>+16.4%</b>	<b>+23.6%</b>	<b>+23.0%</b>	<b>+22.5%</b>

#### 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:
98.2	97.3	90.7	86.7	84.4

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

I.2.J.2.a Is at or below 15 knots 98.7 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).

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Frederick Aux Afd	Aux Fld - Leased	9	9	
II.1.A.2	Sheppard AFB	Main Base	5,719	5,561	162
		<b>TOTALS:</b>	5,728	5,570	162

##### 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	1	1	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	10,213	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	40,743	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	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	459	459	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	5,307	5,307	100.0	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	2,359,169	85.0	15.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	101,678	76,822	0.0	100.0	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	7,737	7,737	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	206,448	81.0	19.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	42,000	40,084	1.0	99.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	7,200	5,374	100.0	0.0	0.0	0

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	26,000	23,678	98.0	2.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	30,011	33,327	100.0	0.0	0.0	3,316
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	20,840	19,620	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	147,645	73,748	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	10,377	10,377	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	39,867	91.0	0.0	9.0	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	6,500	2,645	0.0	0.0	100.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	2,680	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	13,376	33.0	67.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	10,000	11,104	19.0	81.0	0.0	1,104
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	16,700	22,045	100.0	0.0	0.0	5,345
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	6,065	7,976	0.0	100.0	0.0	1,911
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	9,900	6,200	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	79,151	73.0	13.0	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	50,000	50,000	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	18,730	43.0	18.0	39.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	8,961	8,961	100.0	0.0	0.0	0

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### Sheppard AFB - AETC

II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	6,697	6,697	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	2,527	2,527	100.0	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	300	100.0	0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	294,124	64.0	12.0	24.0	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	10,000	10,000	0.0	0.0	100.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	147,794	168,220	44.0	25.0	31.0	20,426
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	282,971	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	1,358	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	20,253	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	418,873	69.0	25.0	6.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	8,074	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	5,688	6,480	100.0	0.0	0.0	792
II.1.B.1.cc	722	Dining Hall	SF	N/A	102,378	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	102,378	102,378	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	659	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	132,968	69.0	25.0	6.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	604,631	88.0	1.0	11.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	2,750	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	699,999	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	579,828	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	492,656	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	688,375	100.0	0.0	0.0

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### Sheppard AFB - AETC

II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	250	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	330,600	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	469,592	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,010	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	963,991	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	762,542	100.0	0.0	0.0

#### Notes for specific Cat Codes:

II.1.B.1.a	111	Frederick Aux Fld = 101700 Sheppard AFB 699999
II.1.B.1.b	112	Frederick Aux Fld = 39555 Sheppard AFB 313059
II.1.B.1.c	113	Frederick Aux Fld = 18333 Sheppard AFB 563296
II.1.B.1.e	812	Frederick Aux Fld = 10640 Texoma RCTN Annex = 4136 Sheppard AFB = 688375
II.1.B.1.f	822	Sheppard AFB = 250
II.1.B.1.g	832	Frederick Aux Fld = 33 Texoma RCTN Annex = 11600 Sheppard AFB = 338600
II.1.B.1.h	842	Frederick Aux Fld = 70 Texoma RCTN Annex = 5127 Sheppard AFB = 469592
II.1.B.1.i	843	Sheppard AFB = 2010
II.1.B.1.j	851	Frederick Aux Fld = 736 Texoma RCTN Annex = 11111 Sheppard AFB 745892
II.1.B.1.k	852	Texoma RCTN Annex = 898 Sheppard AFB = 745892

#### 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:

1287

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

0

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

23

(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:

-250

(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:

589

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

AIRCFT F I 00J

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

897

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

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

0

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

II.1.C.3.a 36.0 percent of officer families live on base.

II.1.C.3.b 54.0 percent of enlisted families live on base.

II.1.C.3.a 50.0 percent of all military families live on base.

### 2. Airfield Characteristics

II.2 Runway Table:

Primary Designation	Length	Dimensions: Width	Cross Runway	Aircraft Arresting Systems (II.2.D)		
				Number	Types	
15L	Secondary	8800 ft	150 ft	No	2	MA1A
17	Secondary	7000 ft	150 ft	No	None	
15R	Primary	13100 ft	300 ft	No	2	MA1A

II.2.A There are 3 active runways.

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

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

II.2.C Dimensions of the primary runway (15R).

II.2.C.1 Length: 13,100 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 75 ft wide.

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

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

Aircraft Group	Criteria	Primary Pavements		
		Runways	Taxiways	Aprons
Fighter	F-15	61 Kips	300,000 Passes	
		Supports Now	Supports Now	Supports Now

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### Sheppard AFB - AETC

II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

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

II.2.G.1 The total usable apron space for aircraft parking is 531,423 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.)	
	Base OPS	450 ft	900 ft	Neither
Hangar Apron	425 ft	450 ft	Neither	ENJIPT
Operational	2,635 ft	675 ft	Neither	ENJIPT
SAC Alert	1,835 ft	400 ft	Neither	Acft Stor/MCycle Crs
School Apron	3,522 ft	690 ft	Neither	Park Tng Aircraft

II.2.G.2 Permanently assigned aircraft currently require 403,651 Sq Yds of parking space.

II.2.G.3 178,441 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

None other than loading. All pavements cannot accept all aircraft types. The SAC Alert Apron is not easily accessible for training aircraft use because of it's remote location.

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:

None other than loading. All pavements cannot accept all aircraft. The SAC Alert Apron is not accessible due to remote location.



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

#### 3. Utility Systems

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

	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	11.0 MG/D	MG/D - million gallons per day	17 %
II.3.A.2 Sewage:	2.0 MG/D		67 %
II.3.A.3 Electrical distribution:	33.9 MW	MW - million watts	68 %
II.3.A.4 Natural Gas:	0.166 MCF/D	MCF/D - million cubic feet per day	56 %
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:**

Sewer contract has connection charge, no natural gas purchased through DFSC central office but expect to begin in Oct 94, no electrical power is purchased from FPM A, cathodic protection on fire sprinkler/portions of water sys, anodes on steel

#### 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:** 2404      Hanger

**Current Use:** Maintenance Dock

**II.4.A.2 Size (SF):** 19,984 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:	198 ft	29 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	29 ft	82 ft

**II.4.A.1 Facility number:** 2406      Hanger

**Current Use:** Maintenance Dock

**II.4.A.2 Size (SF):** 19,984 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:	198 ft	29 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	29 ft	82 ft

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II.4.A.1 Facility number: 2408 Hanger

Current Use: Maintenance Dock

II.4.A.2 Size (SF): 20,165 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:	198 ft	29 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	29 ft	82 ft

II.4.A.1 Facility number: 2410 Hanger

Current Use: Maintenance Dock

II.4.A.2 Size (SF): 20,165 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:	198 ft	29 ft	
II.4.A.6 Largest unobstructed space inside the facility:	198 ft	29 ft	82 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
Dental Training I	10,882 SF	171-623	Dental tng clsrooms/labs used in support of training in above listed facility.
Dental Training II	126,000 SF	171-621	Dental tng clsrooms/labs with sterilization areas, lead lined rooms, grinding and polishing stations with exhaust vents, X-ray units, patient treatment areas in support of Dental training.
High-Bay Tech Tng I	106,000 SF	171-625	Propulsion Tng facility with approx 18K SF of clsrooms and 74K SF of labs. Houses C-130 a/c, 53 jet eng trainers of various models, 4 turboprop eng, 4 eng hoist, 3 prop chg areas, associated tools and stands used to provide student access during tng.
High-Bay Tech Tng II	20,744 SF	171-625	High-bay space with specialized power and environmental support for CE carpenter training. Unique in size and scope, including large capacity dust collection system.
High-Bay Tech Tng III	22,440 SF	171-625	Test cells converted to pwr pro clsroom/labs. Some areas arranged for fuels maint and cryogenics tng, relocated to Sheppard from Chanute, as workarounds until FY95. Bldg will resume former tng when workaround is completed.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

Medical Training	226,029 SF	171-627	Medical tng labs which support med svcs tng and approximates an actual hospital including patient wards, emergency room, operating room, central sterile supply system, X-ray fac, complete hosp lab, kitchen, physical therapy sections and pharmacy.
Pilot Training	SF		According to MOU, 9 Sep 80 between 12 participating NATO nations, the ministers of each have agreed for ENJJPT to be located at SAFB through the duration of the program. US is committed to provide ENJJPT at SAFB through CY 2005.
Res Comp Med Tng	3,600 SF	171-450	Used for Medical Readiness Training on a 44-acre field training site.
Tech Tng Classroom	23,557 SF	171-621	Fiber Optic tng with interconnecting local area network between Bldg 962 and Bldg 1950 is used to train all DoD personnel in fiber optic cable systems maintenance.
Tech Tng Lab/Shop I	31,093 SF	171623	Test cells converted to pwr pro clsroom/labs. Some areas arranged for fuels maint a cryogenics tng, relocated to Sheppard from Chanute, as workarounds until FY95. Resume former tng when workaround is completed.
Tech Tng Lab/Shop II	14,363 SF	171-623	Test cells converted to pwr pro clsroom/labs. Some areas arranged for fuels maint and cryogenics tng, relocated to Sheppard from Chanute, as workarounds until FY95. Bldg will resume former tng when workaround is completed.
Tech Tng Lab/Shop III	1,873 SF	171-623	Harvest Bare Training Lab supports a reverse osmosis water purification system with a 15,000 CF potable water source to train Harvest Bare personnel.
Tech Tng Lab/Shop IV	24,000 SF	171-623	Weapons Sys Sup Tng labs and classrooms with specialized parachute packing rooms with require environmental and anti-static sup. Unique in size, roughly 6-10 times the size of a standard base-level operation. Supports Fabrication/Parachute tng.
Tech Tng Lab/Shop V	29,661 SF	171-623	CE Tng labs with specially installed heating, boiler, and air conditioning systems to support CE HVAC maintenance training.
Tech Tng Lab/Shop VI	6,274 SF	171-623	Training labs with specialized corrosion control work areas with environmental controls used to train aircraft corrosion control.
Tech Tng Lab/Shop VII	12,187 SF	171-623	Comm tng labs for DoD tng in elect switching sys with specialized environmental controls. Has 2 mile loop-back LAN sys and Minute Man ICBM Launch Control Fac (LCF) trainer with hardened intersite cable systems (HICS) LAN installed.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

Tech Tng Support	8,823 SF	171-627	Harvest Bare Tng lab/clsroom with complete fire suppression system, plumbing, det sys, elect controls are permanently installed as part of the bldg. Mech portion of sys is connected to clsroom for CE tng. Fac also has 4160 volt pwr for HB Pwr tng
Training Aid	SF	179-371	73 Acres outdoor tng areas with assoc bldgs, unique in support capabilities as constructed: 20 acres-CE elect pole climbing tng area; 40 acres-CE hvy equip/pave tng area; 10 acres-cable splicing; 3 acres Runway Lt tng.

### 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	15R/C/L	CZ	0	459	0.0	Gen Compat	0.0	0.0	0.0	82.0	0.0	18.0
	17	CZ	0	68	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33L/C/R	CZ	0	620	0.0	Gen Compat	0.0	0.0	0.0	60.0	0.0	40.0
	35	CZ	0	68	0.0	Gen Compat	0.0	0.0	0.0	80.0	0.0	20.0
II.6.A.2	15R/C/L	APZ 1	35	662	8.0	Incompat	0.0	0.0	0.0	3.0	0.0	97.0
	17	APZ 1	0	56	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33L/C/R	APZ 1	3	747	1.0	Gen Compat	0.0	0.0	0.0	10.0	0.0	91.0
	35	APZ 1	0	56	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	15R/C/L	APZ 2	187	926	3.0	Sig Incompat	0.0	0.0	0.0	0.0	0.0	100.0
	17	APZ 2	0	56	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33L/C/R	APZ 2	138	919	1.0	Gen Compat	0.0	0.0	0.0	0.0	1.0	99.0
	35	APZ 2	0	56	0.0	Gen Compat	0.0	14.0	0.0	0.0	0.0	86.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.4	65-70	4,898	7,718	1	Gen Compat	14.0	8.0	1.0	0.0	1.0	77.0
II.6.A.5	70-75	1,582	5,660	1	Gen Compat	9.0	4.0	0.0	0.0	1.0	86.0
II.6.A.6	75-80	351	3,143	2	Gen Compat	0.0	1.0	0.0	0.0	1.0	98.0
II.6.A.7	80+	21	1,279	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:

				Percent	Percent	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

	Runway Number	Area	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.B.1	15R/C/L	CZ	0	459	0	Gen Compat	0.0	0.0	0.0	82.0	0.0	18.0
	17	CZ	0	68	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33L/C/R	CZ	0	620	0	Gen Compat	0.0	0.0	0.0	60.0	0.0	40.0
	35	CZ	0	68	0	Gen Compat	0.0	0.0	0.0	82.0	0.0	18.0
II.6.B.2	15R/C/L	APZ 1	35	662	8	Incompat	0.0	0.0	0.0	3.0	0.0	97.0
	17	APZ 1	0	56	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33L/C/R	APZ 1	3	747	1	Gen Compat	0.0	0.0	0.0	9.0	0.0	91.0
	35	APZ 1	0	56	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	15R/C/L	APZ 2	187	926	3	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	17	APZ 2	0	56	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33L/C/R	APZ 2	138	919	1	Gen Compat	0.0	0.0	0.0	0.0	1.0	99.0
	35	APZ 2	0	56	0	Gen Compat	0.0	14.0	0.0	0.0	0.0	86.0

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	4,898	7,718	1	Gen Compat	14.0	8.0	1.0	0.0	1.0	77.0
II.6.B.5	70-75	1,582	5,660	1	Gen Compat	9.0	4.0	0.0	0.0	1.0	86.0
II.6.B.6	75-80	351	3,143	2	Gen Compat	0.0	1.0	0.0	0.0	1.0	98.0
II.6.B.7	80+	21	1,279	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 Jan 93

**II.6.D** Current AICUZ study's flying activities subsection reflects all currently assigned aircraft  
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft  
 Current AICUZ study's flight track figure/map reflects current flight tracks.

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

Government name:                      Types of controls in place                      Types of encroachment limited:

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

City of Wichita Fall	Zoning	YES
Wichita County	Zoning	Yes

#### II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
City of Wichita Fall	Zoning	YES
Wichita County	Zoning	Yes

#### 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
Wichita Falls	101724	96265	94201	96259	99525
Iowa Park	3295	5796	6184	6072	6100
Burkburnett	7621	9230	10668	10145	10500

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Wichita SMSA	129638	126322	128348	130351	132500

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Wichita	123538	120563	121082	122378	128372

#### II.6.I Clear zone acquisition has Not been completed.

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost

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**1995 AIR FORCE BASE QUESTIONNAIRE****Sheppard AFB - AETC**

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35	12 acres	TBD	Unknown
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**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** 3.0 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** Flt trks are routed to minimize noise impacts on the surrounding community. Eng run-up areas & test cells are sited to reduce noise disturbance. Hush houses & sound suppressors are in use. Sound attenuation design is incorpd into on-base const.

# 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AFTC

### 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

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					Refuel by truck only
C-5					Refuel by truck only
KC-10					Refuel by truck only

##### 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

0 hydrant pits are operational.

##### III.1.C.3

##### III.1.C.4

No pits are certified for hot pit operations.

##### III.1.C.5

The base bulk storage facility is serviced by a pipeline.

##### III.1.D

The pipeline is Not the primary fuel source for the bulk storage facility.

##### III.1.D.1



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

- III.1.D.3** Excess storage capacity for Sheppard AFB is 40,712 barrels.  
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).  
Storage for others is excluded.
- III.1.D.4** Other receipt modes available: Tank truck is the only receipt mode available.  
Number of offload headers: 5  
5 tank trucks can be simultaneously offloaded  
Tank cars can Not be offloaded.
- III.1.D.5** 3 refueling unit fillstands are available.
- III.1.D.5.a** 3 refuelers can be filled simultaneously.
- III.1.D.6** Current dispensing capabilities as defined in AFR 144-1      sustained: 24571  
   maximum: 30857
- III.1.D.7** The base is Not directly supported by an intermediate Defense Fuels Supply Point.

- III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.
- III.1.E.1** Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:  
Square footage available (including physical capacity limit):
- III.1.E.2** Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	307	44
Square footage available (including physical capacity limit):	4850	2826
Normal installation mission storage requirement:	0	0

- III.1.F** The base has a dedicated hot cargo pad.
- III.1.F.1** Access to the hot cargo pad is not limited.
- III.1.F.2** The size of the hot cargo pad is 45,000 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 1
- 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 0.
- III.1.F.6** Aircraft using pad over the last 5 years:  
C-12, U-21 and C-130

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

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 SILL	41 NM
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III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Altus - Altus AFB	57 NM
Dallas - Grand Prairie	106 NM
Enid - Vance	147 NM
Lawton - Chickasha	69 NM
McAlester - Savanna	141 NM
Midwest City	103 NM

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

III.1.H The base does Not have a dedicated passenger terminal.

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

III.1.J The base medical treatment facility routinely receives referral patients.

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Whiteman AFB MO	ETOH Depn, Major Depressive D/O
Ft Huachuca AZ	ETOH Depn
Scott AFB IL	ETOH Depn
McClellan AFB CA	ETOH Depn
Charleston AFB SC	ETOH Depn
Ft Polk LA	ETOH Depn
Keesler AFB MS	ETOH Depn
Nellis AFB NV	ETOH Depn
Tyndall AFB FL	ETOH Depn
Travis AFB CA	ETOH Depn
Wilford Hall Medical Center	ETOH Depn
Davis Monthan AFB AZ	ETOH Depn
Ft Hood TX	EOTH Depn

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

Fitzsimons Hosp, Denver CO	EOTH Depn
McDill AFB FL	EOTH Depn
Cannon AFB NM	EOTH Depn
Barksdale AFB LA	EOTH Depn
Offutt AFB NE	EOTH Depn
Ft Carson CO	EOTH Depn
Fairchild AFB WA	EOTH Depn
Holloman AFB NM	EOTH Depn

**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:

Aerospace Physiology Chamber and Dental Residency Program;FFGK2,FFGK4,FFGK5,FFGK6,FFGK7,FFGLC,FFGK3:CRH (318), Blo

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:

Repair Mech Sys Ph II, Ph III and Ph IV. Repair Baths Ph II and Ph III. Inst/Upgrade Hosp PA Sys. Const Bee Svs Bldg. Repair Elevato

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

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

**III.1.M.2** Major MCP completed since 1989:

Renovation of hospital entrances and various clinics to include pharmacy and records area.

**III.1.N** Base facilities have a total excess storage capacity of 25,771 sq ft.

**III.1.N.1** Base facilities have a total covered storage capacity of 168,679 sq ft.

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Sheppard AFB - AETC**

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<b>Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):</b>	146,617 sq ft
<b>Mobility storage:</b>	21,603 sq ft
<b>War Readiness Support Kits (WRSK) storage:</b>	0 sq ft

- III.1.O**     **106 light military vehicles are on base.**
- III.1.P**     **278 heavy military and special vehicles are on base.**

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

## 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
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,464.20 \$sK	0.80 \$sK	1,465.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,223.90 \$sK	0.00 \$sK		1,223.90 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	411.90 \$sK	0.00 \$sK			411.90 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	254.80 \$sK	69.70 \$sK				324.50 \$sK
		<b>xxx56 TOTALS:</b>			1,465.00 \$sK	1,223.90 \$sK	411.90 \$sK	324.50 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	19,252.90 \$sK	1,189.00 \$sK	20,441.90 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	862.80 \$sK	0.00 \$sK		862.80 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	6,932.60 \$sK	110.50 \$sK			7,043.10 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	32.10 \$sK	0.00 \$sK				32.10 \$sK
		<b>xxx76 TOTALS:</b>			20,441.90 \$sK	862.80 \$sK	7,043.10 \$sK	32.10 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2,831.80 \$sK	0.10 \$sK			2,831.90 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,660.20 \$sK	617.10 \$sK				2,277.30 \$sK
		<b>xxx78 TOTALS:</b>					2,831.90 \$sK	2,277.30 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	27.10 \$sK	0.00 \$sK			27.10 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2.50 \$sK	0.00 \$sK				2.50 \$sK
		<b>xxx90 TOTALS:</b>					27.10 \$sK	2.50 \$sK

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,060.00 \$sK	14.50 \$sK	1,074.50 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,065.60 \$sK	20.00 \$sK		1,085.60 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,033.80 \$sK	16.20 \$sK			1,050.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	740.00 \$sK	56.40 \$sK				796.40 \$sK
		xxx95 TOTALS:			1,074.50 \$sK	1,085.60 \$sK	1,050.00 \$sK	796.40 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	13,297.70 \$sK	92.50 \$sK	13,390.20 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	12,824.80 \$sK	388.10 \$sK		13,212.90 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	20,766.40 \$sK	1,544.10 \$sK			22,310.50 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	22,260.40 \$sK	1,255.90 \$sK				23,516.30 \$sK
		xxx96 TOTALS:			13,390.20 \$sK	13,212.90 \$sK	22,310.50 \$sK	23,516.30 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,812.90 \$sK	153.90 \$sK	5,966.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,814.40 \$sK	151.30 \$sK		4,965.70 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,386.30 \$sK	159.70 \$sK			5,546.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,633.60 \$sK	150.00 \$sK				4,783.60 \$sK
		MFH TOTALS:			5,966.80 \$sK	4,965.70 \$sK	5,546.00 \$sK	4,783.60 \$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: \$ 10,794.00 K

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Sheppard AFB - AETTC**

**Section IV/V Level Playingfield COBRA Data**

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IV/V.59

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

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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)



## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

## 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 4.7 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: \$670

Describe the transportation systems.

- VII.1.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:  
Bus Service provided by Wichita Falls Transit System from 0530 hours to 2030 hours daily.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 3 miles
- VII.1.B.2 Airport name: Wichita Falls Municipal Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 2
- VII.1.B.4 Average round trip commuting time to work: 31 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	Lucy Park	4		06	Min.
VII.1.C.2 Movie theater	Sikes Mall	8		08	Min.
VII.1.C.3 Public golf course	LaVista	2		04	Min.
VII.1.C.4 Bowling lane	Falls Bowl	8		08	Min.
VII.1.C.5 Boating	Lake Arrowhead	21		30	Min.
VII.1.C.6 Fishing	Plum Lake	3		04	Min.
VII.1.C.7 Zoo	Dallas Marsielieus	132	2	30	Min.
VII.1.C.8 Aquarium	Dallas Fair Park	132	2	30	Min.
VII.1.C.9 Family theme park	Fun Land	9		11	Min.
VII.1.C.10 Professional sports	Texas Stadium, Irving, TX	129	2	30	Min.
VII.1.C.11 Collegiate sports	Midwestern State Univ	7		08	Min.

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Sheppard AFB - AETC

VII.1.C.12	Camping facilities	Red River Bend RV Park	4		Hrs.	06	Min.
VII.1.C.13	Beaches (lake or ocean)	Possum Kingdom Lake	60		1 Hrs.	12	Min.
VII.1.C.14	Outdoor winter sports	Red River Ski Resort	339		7 Hrs.		Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
Sikes Senter Mall 8 min (8 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
Dallas TX 2 hrs 30 min (132 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.) 827

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.) 6329

## 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 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:

Vernon Regional Junior College, Avalon Vo-Tech Inst, Aladdin Beauty College

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

Vernon Regional Junior College, Midwestern State University

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

Midwestern State University

## 3. Spousal Employment

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Sheppard AFB - AETC**

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- VII.3.A** 76.1 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B** 65.9 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 6.0 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D** 3.8 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: 1.8 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 5.8 beds/1000 people

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

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

- VIII.1.A** Air Quality Management District for the base: Wichita County Attainment Zone
- VIII.1.B** The base is NOT located within a maintenance or non-attainment area for pollutants.
- VIII.1.C** There are NO critical air quality regions within 100 kilometers of the base  
(Critical air quality regions are non-attainment areas, national parks, etc.)
- VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.  
(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)
- VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions  
(i.e. carpooling or emissions credit transfer)
- VIII.1.E** Restrictions placed on operations by state or local air quality regulatory agencies:
- VIII.E.1** Aerospace Ground Equipment (AGE):
- E.1.a** The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.
- E.1.b** No state or local air quality regulatory agency Requires permits for such units.
- E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.
- E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.
- VIII.E.2** Infrastructure Maintenance / Public Works
- E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).
- E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Sheppard AFB - AETC

#### VIII.E.3 Open Burn/Open Detonation

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

#### VIII.E.4 Fire Training

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

#### VIII.E.5 Signal Flares

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

#### VIII.E.6 Emergency Generators

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

#### VIII.E.7 Short-term Activities

- E.7.a 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:

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

Lake Arrowhead and Lake Kickapoo

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

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

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

**3. Water - Ground Water**

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

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

**VIII.3.C** No water wells exist on the base.

**VIII.3.D** No wells have been abandoned.

**4. Water - Surface Water**

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

Location	Surface area size
Golf Course	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

(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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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

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**5. Wastewater**

- VIII.5.A** Base wastewater is treated by On-Base facilities.
- VIII.5.B** The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:  
One Treatment Plant
- 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:  
2 EPA permits and 2 TNRCC permits: 1ea for SAFB & 1ea for Texoma Rctn Annex. The SAFB permits monitors 3 outfalls and is beginning stormwater discharge monitoring at 3 sites. The Texoma permits monitors 1 outfall for the treatment plant facility.
- VIII.6.B** The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:  
Treated water is discharged into a tributary which joins Plum Creek (off base)
- VIII.6.C** The base has No discharge impoundments.
- VIII.6.D** There are no discharge violations or outstanding discharge open enforcement actions pending.

**7. HAZARDOUS MATERIALS - Asbestos**

- VIII.7.A** 100.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1** 95.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2** 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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**Sheppard AFB - AETC**

**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.**

Wildlife in wetlands on NW portion of base

**VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Wetlands on NW portion of base

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

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

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

**VIII.8.D The presence of these resources 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
Texas Horned Lizard	Animal	Federa	Proposed	Threatened

**VIII.9.B Special Concern species identified on the base:**

Species	Kingdom			Remarks
Texas Horned Lizard	Animal	Federa		Special Concern

**VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.**

**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:**

Palustrine Emergent	27
Palustrine Forested	7
Palustrine Scrub Shrub	2
Palustrine Unconsolidated Bottom	4
Palustrine Unconsolidated Shore	1



**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

Riverine Intermittent Stream Bed	2
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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 been surveyed for wetlands in accordance with established federally approved guidelines.
- VIII.10.B.1** Survey was completed in Sep 93
- VIII.10.B.2** 100 percent of the base was included in the survey.
- VIII.10.B.3** Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):  
 COE Delineation and USFWS Natl Wetlands Inventory
- 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** Historic, prehistoric, archaeological sites or other cultural resources located on the base:

**VIII.12.A.1** Sites: Significant status:

Kell Air Field Terminal "Little Adobe"	Local and State register
--	--------------------------

- VIII.12.B** 2 percent of the buildings on base are over 50 years old.
- VIII.12.C** No Historic Landmark/Districts, or NRHP properties are located on base.
- VIII.12.C.1** Some properties have been determined to be or may be eligible for the NRHP.
- VIII.12.C.2** Buildings 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** 100 percent of the base has been surveyed.
- VIII.12.D.2** No archeological sites have been found.
- VIII.12.D.3** No archeological collections are housed on base.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

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**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

### Sheppard AFB - AETC

#### 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 19 IRP sites have been identified

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

VIII.13.A.3 3All on-site remediation is estimated to be in place in 4335

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 6 sites are being investigated and remediated.

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

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Air Emmisions Fee	\$9.900 K	\$9.900 K	\$9.900 K	\$9.900 K	\$9.900 K
Drinking Water	\$3.000 K	\$3.000 K	\$3.000 K	\$3.000 K	\$3.000 K
Hazardous Waste Disposal/Remediation	\$149.000 K	\$200.000 K	\$200.000 K	\$200.000 K	\$200.000 K
IRP	\$1.560 K	\$285.000 K	\$70.000 K	\$70.000 K	\$50.000 K
Natural Resources	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K
USTS	\$2.000 K	\$2.000 K	\$2.000 K	\$2.000 K	\$2.000 K
Waste Water	\$5.000 K	\$5.000 K	\$5.000 K	\$5.000 K	\$5.000 K

#### 15. Other Issues

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Sheppard AFB - AETC**

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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:  
Wichita County Attainment Zone
- VIII.16.B** Air quality regulatory agency responsible for the AQCA: Texas Natural Resource Conservation Commission Region 3
- VIII.16.B** Name and phone number of the AQCA program manager for issues pertaining to the base:  
Rod Weeks 915-698-9674
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- |  |  |
|--|--|
| <b>VIII.16.C.1</b> In Attainment for Ozone                                   | <b>VIII.16.C.2</b> In Attainment for Carbon Monoxide |
| <b>VIII.16.C.3</b> In Attainment for Particulate matter (PM-10)              | <b>VIII.16.C.4</b> In Attainment for Sulfur Dioxide  |
| <b>VIII.16.C.5</b> In Attainment for Nitrogen Dioxide (Not NO <sub>x</sub> ) | <b>VIII.16.C.6</b> 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: 235.00 ppm
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 100.0 ppm
- VIII.16.D.3** Ozone Design value is 195833.3% of NAAQS
- VIII.16.D.4** Carbon monoxide Design value is 1111.1% of NAAQS

Air Quality Survey complete, No additional data required.

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Sheppard AFB - AETC**

**Section IX**

**14-Feb-95**

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**IX.73**

# Document Separator

CPA19 Lead  
2/25

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

**MEMORANDUM OF MEETING**

**DATE:** March 27, 1995

**TIME:** 1 p.m.

**MEETING WITH:** Reps from Springfield, Ohio

**SUBJECT:** Springfield-Beckley MAP, AGS

**PARTICIPANTS:**

*Name/Title/Phone Number:*

**Matt Kridler, City Manager, City of Springfield, Ohio**  
**Lt. Col. Homer Smith, ANG**  
**Eileen Austria, Dist. Director, Rep. Dave Hobson (R-OH)**

*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 Schufreider; Manager, House Liaison**  
**Ben Borden, Director, Review & Analysis**  
**Frank Cirillo, Air Force Team Leader**  
**Bob Cook, Interagency Issues Team Leader**

**MEETING PURPOSE:**

(mm-sbmap.doc)



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

**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:**

Springfield Air National Guard Base  
proposed realignment to Wright Patterson  
Air Force Base (Ohio)

• **COMMUNITY SPOKESPERSON:**

Matt Kridler, City Manager  
City of Springfield, Ohio

• **PROPOSED AGENDA:**

Cost analysis review and related issues

• **OTHER ITEMS**

N/A

Attendees: Matt Kridler, City Manager  
Homer Smith, Lt. Col. ANG  
Eileen Austria, District Director  
for Congressman Dave Hobson

513-325-0474

Please return by fax to (703) 696-0550:

**Attention:**

Cace Carman, Director of Intergovernmental Affairs \_\_\_\_\_  
Chip Walgren, Manager, State and Local Liaison \_\_\_\_\_  
Jim Schufreider, Manager, House Liaison \_\_\_\_\_  
Sylvia Davis-Thompson, Manager, Re-use issues \_\_\_\_\_



# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG - NGB

**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 DIX	96 NM
FORT INDIANTOWN GAP	129 NM

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

Railheads within 150 NM:

Bayonne	50 NM
E. Greenwich - Davisville	118 NM
Eatontown - Earle	77 NM
Groton - New London	91 NM
Harrisburg - New Cumberland	148 NM
Havre De Grace	148 NM
Kendaia	144 NM
Philadelphia	105 NM
Picatinny - Picatiiny	38 NM
Rome	118 NM
Scranton	70 NM
Watervliet	75 NM

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

Deep water ports within 150 NM:

Bayonne	52 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.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Stewart IAP ANGS - NGB**


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

BY ISSA WITH KELLER ARMY HOSPITAL, THE 105TH USAF CLINIC ACTS AS HOST TO AN ACTIVE US ARMY ARMED FO

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 34,037 sq ft.****III.1.N.2 Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	34,037 sq ft
Mobility storage:	225 sq ft
War Readiness Support Kits (WRSK) storage:	1,250 sq ft

**III.1.O 64 light military vehicles are on base.****III.1.P 124 heavy military and special vehicles are on base.**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG5 - NGB

**Section IV**

**1. Base Budget**

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

IV.1.A	xxx56	Environmental Compliance		<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		91	0.00 \$sK	0.00 \$sK	0.00 \$sK		
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		92	12.20 \$sK	0.00 \$sK	12.20 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		93	16.90 \$sK	0.00 \$sK		16.90 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		94	7.00 \$sK	0.00 \$sK			7.00 \$sK
		<b>xxx56 TOTALS:</b>					
				0.00 \$sK	12.20 \$sK	16.90 \$sK	7.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A		<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		94	18.20 \$sK	0.00 \$sK			18.20 \$sK
		<b>xxx76 TOTALS:</b>					18.20 \$sK
IV.1.C	xxx78	Real Property Maintenance S		<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		93	7.70 \$sK	0.00 \$sK		7.70 \$sK	
		<b>xxx78 TOTALS:</b>				7.70 \$sK	
IV.1.E	xxx95	Communications		<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		91	341.30 \$sK	25.70 \$sK	367.00 \$sK		
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		92	325.20 \$sK	15.00 \$sK	340.20 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		93	242.60 \$sK	18.50 \$sK		261.10 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		94	175.30 \$sK	15.00 \$sK			190.30 \$sK
		<b>xxx95 TOTALS:</b>					
				367.00 \$sK	340.20 \$sK	261.10 \$sK	190.30 \$sK
IV.1.F	xxx96	Base Operating Support		<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>			
		91	3,982.30 \$sK	304.80 \$sK	4,287.10 \$sK		

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FY-92	Appropriation	Direct	Reimbursable				
	92	3,747.70 \$sK	279.80 \$sK		4,027.50 \$sK		
FY-93	Appropriation	Direct	Reimbursable				
	93	3,619.60 \$sK	282.10 \$sK			3,901.70 \$sK	
FY-94	Appropriation	Direct	Reimbursable				
	94	3,324.60 \$sK	157.50 \$sK				3,482.10 \$sK
xxx96 TOTALS:				4,287.10 \$sK	4,027.50 \$sK	3,901.70 \$sK	3,482.10 \$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

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**Section IV/V Level Playingfield COBRA Data**

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**Section VI Economic Impact****Economic Area Statistics:****Newburgh, NY-PA PMSA****Total population: 315,000 (FY 92)****Total employment: 140,567 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****6.0% / 6.6% / 5.3%****Average annual job growth: 3,859****Average annual per capita income: \$19,762****Average annual increase in per capita income: \$5.2%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>905</b>	
<b>Indirect Job Loss:</b>	<b>361</b>	
<b>Closure Impact:</b>	<b>1,266</b>	<b>( 0.9% of employment total)</b>
<b>Other BRAC Losses:</b>	<b>(3)</b>	
<b>Cumulative Impact:</b>	<b>1,263</b>	<b>( 0.9% of employment total)</b>

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**Section VII**

**17-Feb-95**

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

**VIII.1.A** Air Quality Management District for the base: HUDSON VALLEY AIR QUALITY CONTROL REG

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

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

**VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.  
(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

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

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

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

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

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

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

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

**VIII.E.2 Infrastructure Maintenance / Public Works**

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

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

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

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

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#### VIII.E.3 Open Burn/Open Detonation

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

#### VIII.E.4 Fire Training

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

#### VIII.E.5 Signal Flares

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

#### VIII.E.6 Emergency Generators

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

#### VIII.E.7 Short-term Activities

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

#### VIII.E.8 Monitoring

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

#### VIII.E.9 BACT/LAER

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

## 2. Water - Potable

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

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**CATSKILL AQUEDUCT**

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

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

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

**3. Water - Ground Water**

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

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

**VIII.3.C No water wells exist on the base.**

**VIII.3.D No wells have been abandoned.**

**4. Water - Surface Water**

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

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

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

**VIII.4.B Special permits are required as follows:**

**SPDES PERMIT FOR STORM WATER DISCHARGES FROM CONSTRUCTION**

**(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 discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.

Violation date	Nature of violation	Current status of violation	Compliance attainment date
Aug 90	AFFF DISCHARGED TO SANITARY SEWER. .	CONSTRUCTION OF AN ADDITIONAL RETENTION BASIN IS PROGRAMMED TO BE COMPLETED IN 1995. THIS WILL PREVENT FUTURE DISCHARGES OF AFFF TO SANITARY SEWER.	May 95

#### 6. Discharge Points / Impoundments

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

APPLICATION FOR SPDES PERMIT WAS MADE IN JULY 1991. FINAL PERMIT HAS NOT BEEN RECEIVED TO DATE.

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

BASE CURRENTLY HAS ONE 500,000 GALLON STORM WATER LAGOON USED FOR COLLECTION OF AIRCRAFT DEICING RUNOFF WHICH DISCHARGES TO THE SANITARY SEWER. .

VIII.6.C The base has discharge impoundments.

VIII.6.C.1 There are No water/wastewater treatment impoundments.

VIII.6.C.2 There are 1 industrial wastewater treatment impoundments.

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

#### 7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.

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

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.



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**11. Biological - Floodplains**

VIII.11.A There are No floodplains on the base.

**12. Cultural**

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

VIII.12.B 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.1 100 percent of the base has been surveyed.

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

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

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

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

Agreements include Programmatic Agreements and Memorandum of Agreements.

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

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

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

VIII.13.A.1 2 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 1999

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

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

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

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

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

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

**14. Compliance / IRP Costs (\$000)**

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$12.000 K	\$12.000 K	\$9.000 K	\$9.000 K	\$9.000 K
IRP	\$183.000 K	\$56.000 K	\$1,000.000 K	\$1,100.000 K	\$100.000 K
Natural Resources	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Press Pipe Testing	\$1.800 K	\$1.800 K	\$1.800 K	\$2.000 K	\$2.000 K
Other(s) Specify: Monitor Well Analysis	\$3.000 K	\$3.000 K	\$3.000 K	\$3.100 K	\$3.100 K
Permits	\$1.000 K	\$1.000 K	\$1.000 K	\$1.000 K	\$1.000 K

**15. Other Issues**

VIII.15.A Description of other activities which may constrain or enhance base operations:

STATE: AIRFIELD IS OWNED AND OPERATED BY THE STATE OF NY

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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:**  
HUDSON VALLEY AIR QUALITY CONTROL REGION

**VIII.16.B Air quality regulatory agency responsible for the AQCA:.** NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL  
CONSERVATION

**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**  
MR. ROBERT J. STANTON 914 255-5453

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

#### 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 WESTOVER AFB	2 hrs, 30 min

**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 LOCATIONS CHANGE YEARLY	min
IX.2.B.2 LOCATIONS CHANGE YEARLY	min

**IX.3 Available dormitory space will house 0.0 percent of the population requiring billets**

**IX.3.A 13.0 percent of the reservists/guardsmen require billeting during drill weekends.**

**IX.3.B 0.0 percent drill billeting requirements are met with commercial billeting establishments.**

**IX.4 Adequate dining facilities are available.**

**IX.5 A physical fitness center is Not available..**

**IX.6 A consolidated club is Not available..**

**IX.7 Ninety percent of the unit's population**  
**Is within 80 min travel time from the base.**  
**Lives within 75 miles of the base.**

**IX.8 22.1 Percent of the recruiting areas's population is in the recruitable range.**

**IX.9 2,627,867 is the total population of the recruiting area.**

**IX.10 94.7 percent of the recruitable population has completed high school.**

**IX.11 90.0 percent of the of the authorized personnel have been assigned over the last 5 years.**

**IX.12 There are a total of 4 other reserve components in the local recruiting area:**

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ARMY NATIONAL GUARD, ARMY RESERVE, NAVAL RESERVE, AND MARINE CORPS RESERVE.

IX.13 The current total reserve component population is 1.17 percent of the recruitable age range.

IX.14 93.7 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 7.9 (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	<b>POL:</b>	Host Unit	<i>Definitions:</i>	
IX.16.B	<b>Security:</b>	Host Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
IX.16.C	<b>Base Supply:</b>	Tenant Unit	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
IX.16.D	<b>Tower/ATC:</b>	Civil	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
IX.16.E	<b>Base CE:</b>	Host 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>

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**Stewart IAP ANG5 - NGB**

**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 Flight Safety Service Corp	-	-	5	5
I.1.A.2 US Army MEDAC	2	5	3	10
I.1.A.3 USMC MALS 49 (active duty)	4	59	-	63
I.1.A.4 USMC MALS 49 (reserve)	8	102	-	110
I.1.A.5 USMC Site Support Stewart (reserve)	1	-	-	1
I.1.A.6 USMC Site Support Stewart (active duty)	-	5	-	5
I.1.A.7 USMC VMGR 452 (active duty)	8	115	-	123
I.1.A.8 USMC VMGR 452 (reserve)	27	179	-	206
<b>TOTAL:</b>				523

**I.1.B No Remote/Geographically Separated Units receive more than 50% of Base Operational Support from the base.**

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#### 2. Operational Effectiveness

##### A. Air Traffic Control

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

I.2.A.1 Some of the base ATCALs are officially part of the NAS.

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	1	143045	0	0	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 09

128740 operations were conducted this runway during calendar year 1993

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

NONE

I.2.A.6 The base 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: 1510

The average length of the delays: 0:20

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

COMBINATION OF IFR RELEASE FROM CENTER DUE TO HIGH TRAFFIC LOADS AND SEVERE WEATHER

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT DIX distance 96 NM

Nearest major primary airdrop customer: FORT DEVINS distance 127 NM

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

Lajes AB: 2162 NM

Rota AB: 3167 NM

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Hickam AFB: 4396 NM  
 RAF Mildenhall: 3092 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	BRADLEY INTL	69
I.2.B.4	Military airfield, runway >= 8,000ft	BRADLEY INTL	69
I.2.B.5	Military airfield, runway >= 10,000ft	CALVERTON NWIRP	69
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Orange County Apt	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Newark International Apt	50
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	JFK International	58
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Bradley International Apt	69
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Calverton Naval Wpns Ind	69
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-107 A,D,E,F	151 NM	W-107 A,D,E,F,	151 NM	W-105 A,B,D,E,G	165 NM
W-155 A,B,D,E,G	165 NM	W-105A	183 NM	W-108 A,B	191 NM
W-108 A,B	191 NM	W-386 A,B,C,D,E	237 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-107 A,D,E,F	151 NM	W-107A	151 NM	W-107 A,D,E,F,	151 NM
W-105 A,B,D,E,G	165 NM	W-155 A,B,D,E,G	165 NM	W-105E	173 NM
W-105A	183 NM	W-108 A,B	191 NM	W-108 A,B	191 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-107 A,D,E,F	151 NM	W-107A	151 NM	W-107 A,D,E,F,	151 NM

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W-105 A,B,D,E,G	165 NM	W-155 A,B,D,E,G	165 NM	W-105E	173 NM
W-105A	183 NM	W-108 A,B	191 NM	W-108 A,B	191 NM
W-386B	233 NM	W-386 A,B,C,D,E	237 NM	W-387 A,B	274 NM
W-387A	274 NM	W-102 LOW	288 NM	W-72A	318 NM
W-72 A,B	335 NM	W-72B	349 NM	W-122 A,B,C,F,G,H,I,J	395 NM
W-122 D	433 NM	W-122 E	433 NM	W-122C	435 NM
W-122F	458 NM	W-122 A,B,C,D,E,F,G,H,I	469 NM	W-122G	487 NM
W-122I	494 NM	W-177A	541 NM	W-122J	543 NM
W-161A,B/W-177A,B	552 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
WARREN GROVE	110 NM	INDIANTOWN GAP	133 NM	FT DRUM	176 NM
NAVY DARE COUNTY	355 NM	USAF DARE COUNTY	359 NM	CHERRY POINT BT-11	406 NM
GRAYLING	500 NM	JEFFERSON PROVING G	539 NM	POINSETT	551 NM
ATTERBURY	562 NM	TOWNSEND	699 NM	HARDWOOD	722 NM
GRAND BAY	768 NM				

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

WARREN GROVE	110 NM
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## I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

OCEANA TACTS	334 NM
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## I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

WARREN GROVE	110 NM
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## I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	0	2	24	42	63
SR	2	11	12	39	55	76
VR	1	4	12	33	72	106
<b>Total Routes:</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>96</b>	<b>169</b>	<b>245</b>

## Identify Routes:

SR-901 82 NM	SR-900 92 NM	VR-707 99 NM			
SR-847 101 NM	VR-724 109 NM	VR-725 109 NM	SR-905 117 NM	SR-800 132 NM	SR-801 132 NM
SR-805 132 NM	SR-904 135 NM	SR-844 136 NM	SR-845 136 NM	SR-846 136 NM	VR-1801 144 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Stewart IAP ANG5 - NGB

IR-716	168 NM	VR-704	168 NM	VR-705	168 NM	SR-902	168 NM	VR-1757	181 NM	VR-708	183 NM
IR-801	184 NM	VR-1711	195 NM	VR-1713	195 NM	VR-1712	195 NM	VR-1709	196 NM		
VR-1800	203 NM	VR-840	210 NM	VR-842	210 NM	VR-841	210 NM	SR-825	213 NM	SR-802	218 NM
SR-808	218 NM	SR-807	218 NM	SR-803	218 NM	SR-804	218 NM	SR-806	218 NM	SR-820	225 NM
SR-835	225 NM	SR-823	225 NM	SR-821	225 NM	IR-843	230 NM	IR-843A	230 NM	VR-1759	263 NM
IR-714	264 NM	VR-1753	264 NM	VR-1754	264 NM	IR-760	264 NM	VR-1755	264 NM	SR-818	272 NM
VR-1758	273 NM	SR-817	279 NM	SR-867	280 NM	IR-720	282 NM	IR-719	292 NM	SR-815	309 NM
SR-816	309 NM	SR-822	309 NM	IR-715	317 NM	IR-718	317 NM	IR-761	322 NM	VR-1751	322 NM
IR-800	323 NM	IR-804	323 NM	IR-800A	323 NM	VR-1722	325 NM	IR-762	329 NM	VR-1756	329 NM
IR-850	330 NM	IR-851	330 NM	IR-852	330 NM	VR-1061	335 NM	VR-1752	336 NM	VR-073	351 NM
VR-096	356 NM	IR-610	371 NM	VR-1057	371 NM	IR-721	372 NM	IR-800B	380 NM	IR-062	384 NM
VR-1721	384 NM	IR-723	386 NM	IR-608	388 NM	SR-871	389 NM	SR-873	389 NM	SR-872	389 NM
SR-874	389 NM	VR-1058	390 NM	SR-707	395 NM	SR-708	395 NM	SR-710	395 NM	SR-714	395 NM
SR-713	395 NM	SR-711	395 NM	VR-1624	396 NM	VR-1625	396 NM				
SR-737	401 NM	SR-738	402 NM	SR-709	406 NM	SR-712	406 NM	SR-715	406 NM	IR-805	408 NM
VR-085	409 NM	VR-086	409 NM	SR-701	410 NM	SR-703	410 NM	SR-702	412 NM	SR-733	415 NM
VR-1631	416 NM	VR-1632	416 NM	VR-1633	416 NM	SR-732	419 NM	SR-735	419 NM	SR-734	420 NM
VR-1043	422 NM	IR-726	425 NM	VR-1726	425 NM	VR-1046	429 NM	IR-802	430 NM	IR-803	430 NM
IR-743	433 NM	VR-1743	433 NM	VR-1627	437 NM	VR-1628	437 NM	VR-093	438 NM	VR-1617	447 NM
VR-1638	447 NM	SR-782	452 NM	IR-022	457 NM	IR-012	472 NM	SR-781	472 NM	VR-664	476 NM
IR-082	477 NM	VR-1626	484 NM	VR-1060	485 NM	VR-1074	494 NM	IR-035	497 NM	VR-087	497 NM
VR-1069	497 NM	VR-1040	499 NM	IR-081	500 NM	VR-1645	500 NM	VR-1644	501 NM	VR-1647	501 NM
VR-088	531 NM	VR-1640	533 NM	IR-074	535 NM	VR-1668	539 NM	VR-634	542 NM	IR-079	544 NM
IR-080	544 NM	VR-1639	546 NM	VR-1013	552 NM	VR-097	560 NM	VR-095	562 NM	VR-1641	562 NM
VR-1642	562 NM	VR-1667	563 NM	VR-1636	565 NM	IR-075	568 NM	VR-1059	574 NM	SR-105	576 NM
VR-058	576 NM	IR-036	578 NM	IR-090	578 NM	VR-1055	590 NM	IR-002	591 NM	SR-166	591 NM
IR-083	597 NM										
IR-042	608 NM	VR-1068	608 NM	IR-618	610 NM	VR-619	610 NM	SR-102	617 NM	VR-1041	624 NM
IR-609	630 NM	VR-1679	635 NM	VR-1049	640 NM	IR-018	654 NM	IR-023	661 NM	SR-774	661 NM
VR-1052	666 NM	VR-1003	669 NM	SR-771	671 NM	SR-035	675 NM	SR-036	675 NM	SR-040	675 NM
SR-037	675 NM	VR-092	677 NM	IR-089	681 NM	VR-1648	681 NM	VR-1011	682 NM	SR-059	688 NM
SR-060	688 NM	SR-062	688 NM	SR-061	688 NM	SR-773	688 NM	VR-1666	690 NM	SR-225	692 NM
IR-614	695 NM	VR-1635	695 NM	VR-615	704 NM	VR-1001	711 NM	SR-785	726 NM	VR-1004	731 NM
VR-094	736 NM	IR-016	740 NM	IR-069	740 NM	VR-1002	743 NM	SR-776	744 NM	VR-1629	744 NM
IR-077	748 NM	IR-157	751 NM	IR-174	751 NM	IR-066	757 NM	VR-1051	757 NM	VR-1050	757 NM
IR-067	757 NM	SR-038	759 NM	VR-1650	759 NM	VR-1066	760 NM	IR-033	762 NM	VR-1009	767 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG - NGB

SR-039 768 NM	IR-078 773 NM	VR-1054 774 NM	VR-1006 775 NM	VR-1007 775 NM	VR-1056 782 NM
VR-607 783 NM	VR-1008 784 NM	IR-017 785 NM	VR-1017 785 NM	IR-019 788 NM	SR-069 789 NM
SR-070 789 NM	SR-071 789 NM	SR-072 789 NM	IR-041 790 NM	IR-063 790 NM	VR-1067 790 NM
VR-1005 793 NM	IR-592 796 NM	VR-604 798 NM	VR-1065 799 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 1116 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	24

**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-609	118 NM	AR-631	151 NM	AR-206H	181 NM	AR-206L	181 NM
AR-204 NORTHEAST	204 NM	AR-212 NORTHEAST	204 NM	AR-612	208 NM	AR-777	229 NM
AR-218H	252 NM	AR-616B	265 NM	AR-218L	268 NM	AR-636	282 NM
AR-608	288 NM						
AR-616A	314 NM	AR-217	317 NM	AR-204 SOUTHWEST	333 NM	AR-212 SOUTHEAST	333 NM
AR-205	333 NM	AR-020 NORTHEAST	380 NM	AR-632A	437 NM	AR-328	462 NM
AR-207SW SOUTHW	472 NM	AR-455 WEST	472 NM	AR-632B	485 NM		

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

500 NM	700 NM
1519	3848

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-206H	181 NM	50	AR-206L	181 NM	20	AR-204	204 NM	319	AR-212	204 NM	356
AR-218	252 NM	359	AR-205	333 NM	43	AR-455	472 NM	372			0

**I.2.C.10c** The nearest concentrated receiver area (AR track with at least 500 events) is 586NM 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	Height?	Personnel?	Equipment?	Route ID	Count



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG5 - NGB

Name	Distance	Flight:	Personnel:	Equipment:	IR	SR
AEGIS	155 NM	✓	✓	✓	0	1
ANDREWS	205 NM		✓		0	1
BLACKSTONE	320 NM	✓	✓	✓	0	1
CHUTE (CIR)	173 NM	✓	✓	✓	0	1
DOVE - FT PICKETT	318 NM	✓	✓	✓	0	1
FRAMHART	346 NM	✓	✓	✓	0	0
JERSEY DEVIL	89 NM	✓	✓	✓	0	5
MCLEAN	132 NM	✓		✓	0	0
MEACHAM LAKE	183 NM		✓		0	0
MOUNTAIN	172 NM	✓		✓	1	0
PANTHER	172 NM	✓	✓	✓	1	0
PUDGY	89 NM	✓	✓	✓	0	5
SEAL WATER	287 NM	✓	✓		0	0
SWAN CREEK	155 NM	✓	✓	✓	0	0
TATER EAST	236 NM	✓		✓	0	0
TURNER	124 NM	✓	✓	✓	0	2
WOODLAWN BEACH	225 NM		✓		0	1
ZIMMER	173 NM	✓	✓	✓	1	0
ZIPGUN-WATER	288 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								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
MOUNTAIN	IR-801								
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 217 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Stewart IAP ANGS - NGB

1.2.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
JERSEY DEVIL	89 NM	✓	✓	✓	0	0

1.2.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 LEJEUNE 438 NM

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Stewart IAP ANGS - NGB**

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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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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Stewart IAP ANGS - NGB**

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**E. Airspace Used by Base**

**I.2.E.1**      **Airspaces scheduled or managed by the base:**  
                  BANGOR IAP, ME

                  GRIFFISS AFB, NY

**Details for airspace scheduled or managed by the base:**

**Airspace: BANGOR IAP, ME**

**I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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

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

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

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

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

**Range scheduling statistics (yearly average from 1990 to 93.**

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Stewart IAP ANGS - NGB**

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**I.2.E.7.b**      **Hours used:**

**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**

**Airspace: GRIFFISS AFB, NY**

**I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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

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

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

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

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

**Range scheduling statistics (yearly average from 1990 to 93.**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANGS - NGB

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

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

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

#### 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:
AEROFLEX-ANNOVER, PA	Civilian
DANBURY MUNICIPAL, CT	Civilian
DUTCHESS COUNTY AIRPORT	Civilian
ESSEX COUNTY, NJ	Civilian
GREENWOOD LAKE, NY	Civilian
KINGSTON-ULSTER, NY	Civilian
LINCOLN PARK, NJ	Civilian
MONTICELLO, NY	Civilian
ORANGE COUNTY AIRPORT, NY	Civilian
RANDALL, NY	Civilian
SKY ACRES, NY	Civilian
SKY PARK, NY	Civilian
STORMVILLE, NY	Civilian
SULLIVAN CTY., INT'L, NY	Civilian
SUSSEX, NY	Civilian
WATERBURY-OXFORD, CT	Civilian
WESTCHESTER COUNTY, NY	Civilian
WURTSBORO-SULLIVAN COUNTY, NY	Civilian

UNCLASSIFIED

**1995 AIR FORCE BASE QUESTIONNAIRE**

**Stewart IAP ANGS - NGB**

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

17-Feb-95

UNCLASSIFIED

1.13

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANGS - NGB

#### 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 40.0 percent. Rationale for estimate:  
 BY USING ALL POSSIBLE TRAINING BASES WITHIN OUR 450 NM TRAINING AREA (1 HR. FLYING TIME) i.e. ANDREWS AFB, LANGLEY AFB, WURTHSMITH AFB, K.I. DAWYER AFB AND SELFRIDGE ANGB.
- 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 DIX  
 96 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:  
 VMGR 452, STEWART, NY  
 0 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:  
 LANGLEY AFB, VA  
 360 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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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Stewart IAP ANG5 - NGB**


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**I. Technical Training (Air Education and Training Command)**

I.2.1 No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.7	97.2	85.4	78.9	75.8

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

I.2.J.2.a Is at or below 15 knots 95.7 percent of the time

I.2.J.2.b Is at or below 25 knots 99.4 percent of the time

I.2.J.3 33 Days have freezing participation (mean per year).

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Stewart IAP ANGS - NGB

## Section II

## 1. Installation Capacity &amp; Condition

## A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	STEWART IAP ANGS	MAIN BASE	273	198	18
<b>TOTALS:</b>			273	198	18

## 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	27	27	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	6,211	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	33,433	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	30,815	30,815	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	74,938	92.0	0.0	8.0	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	453,235	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	195,350	195,350	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	92,439	92,439	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	19,882	19,882	100.0	0.0	0.0	0

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANGS - NGB

II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	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	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	83,034	83,034	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0	0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	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	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	62,530	62,530	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0	0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0	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	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	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	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0	0	0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	21,489	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	12,224	12,224	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	1,635	1,635	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	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0	0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	10,447	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	10,447	10,447	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	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	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	19,800	19,800	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-652	Survival Equipment Shop (Parachute)	SF	0	0	0	0.0	0.0	0
II.1.B.1.k.iii	218-668	Precision Measurement Equipment Lab	SF	0	0	0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	18,128	100.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0	0	0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDTE&E Facilities	SF	N/A	0	0	0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDTE&E Facs	SF	N/A	0	0	0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDTE&E Facilities	SF	N/A	0	0	0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDTE&E Facilities	SF	N/A	0	0	0.0	0.0	N/A
II.1.B.1.r	318	Population RDTE&E Facilities	SF	N/A	0	0	0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	50,000	49,407	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	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	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	0

17-Feb-95

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II.17

## 1995 AIR FORCE BASE QUESTIONNAIRE Stewart IAP ANGS - NGB

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 Equipment)	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	0	0	0.0	0.0	0
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	0	0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	N/A	52,967	0.0	0.0	N/A
II.1.B.1.v.ii	442-258	LOX Storage	GA	N/A	0	0.0	100.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	0	0	0.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W)	SF	50,780	50,780	100.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	0	0	0.0	0.0	0
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0	0.0	100.0	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	0	0.0	0.0	N/A
II.1.B.1.aai	610-144	Munitions Maintenance Administration	SF	N/A	23,368	0.0	0.0	N/A
II.1.B.1.aaii	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	0	0	0.0	0.0	0
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	N/A	0	0.0	0.0	N/A
II.1.B.1.cc	722	Dining Hall	PN	0	0	0.0	0.0	0
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	N/A	14,237	0.0	100.0	N/A
II.1.B.1.dd	724	Unaccompanied Officer Housing (OO & VOO)	PN	14,237	14,237	100.0	0.0	0
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	14,654	0.0	0.0	N/A
II.1.B.1.f	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	0	0.0	0.0	N/A
II.1.B.1.gg	852-273	Act Support Equipment Storage	SY	9,261	9,261	100.0	0.0	0

**Notes for specific Cat Codes:**

- II.1.B.1.d 171|22,000 SF - USMCR USAGE 787 SF AMB ULENCE SHELTER
- II.1.B.1.e 211|135,905 SF - USMCR USAGE
- II.1.B.1.e.i 211-111|85,775 SF - USMCR USAGE
- II.1.B.1.e.ii 211-152|21,700 SF - USMCR USAGE
- II.1.B.1.k.i 218-712|4,500 SF - USMCR USAGE
- II.1.B.1.s.i 411-135|Cur. Cap. - Shell Cap. - Unusable Space + Manifold Capacity.

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

Facility Category	Units of	Current	Percentage (%)	Percentage (%)	Percentage (%)

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG5 - NGB

	Code	Category Description	Measure	Capacity	Cona Code 1	Cona Code 2	Cona 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	356,069	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	22,576	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	15,209	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	2,338	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	23,432	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	67,065	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	140,794	46.0	54.0	0.0

**Notes for specific Cat Codes:**

II.1.B.1.c	113	93,393 SY - USMCR USAGE
II.1.B.1.k	852	54% CONDITION CODE 2 AREAS WILL BE REDUCED AS SOON AS NEW PERMIT IS FINALIZED

### 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)

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANGS - NGB

- 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 0.0 percent of officer families live on base.
- II.1.C.3.b 0.0 percent of enlisted families live on base.
- II.1.C.3.a 0.0 percent of all military families live on base.

## 2. Airfield Characteristics

### II.2 Runway Table:

Primary Designation		Dimensions: Length      Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number    Types	
16	Secondary	6006 ft	150 ft	Yes		
09	Primary	11818 ft	150 ft	No	None	

- II.2.A There are 2 active runways.
- II.2.A.1 There are 1 cross (30 degrees from primary) runways.
- II.2.B There are NO parallel runways.
- II.2.C Dimensions of the primary runway (09).
- II.2.C.1 Length: 11,818 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).

Procedures in AFM 88-24 were used to perform calculations for this section.

				Primary Pavements			
Aircraft Group		Criteria		Runways	Taxiways	Aprons	
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Upgrade Needed

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG5 - NGB

II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	5"	272,425	ASHPHALT OVERLAY
Aprons	B-52	4"	272,425	ASHPHALT OVERLAY

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

**II.2.G.1 The total usable apron space for aircraft parking is 356,044 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.)	
Area 1	1,100 ft	2,108 ft	Primary Aircraft	C-5 parking
Area 2	720 ft	1,230 ft	Primary Aircraft	KC130-T apron

**II.2.G.2 Permanently assigned aircraft currently require 356,069 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:**

NONE

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

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

**II.2.J Critical features relative to the airfield pavement system that limit its capacity:**

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Stewart IAP ANGS - NGB

## 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:	0.6 MG/D	MG/D - million gallons per day	64 %
II.3.A.2 Sewage:	0.125 MG/D		40 %
II.3.A.3 Electrical distribution:	4.0 MW	MW - million watts	49 %
II.3.A.4 Natural Gas:	1.80 MCF/D	MCF/D - million cubic feet per day	19 %
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:

ALMOST ALL FACILITIES UTILIZING NATURAL GAS FOR HEATING HAVE DUEL FUEL CAPABILITY TO BURN No. 2 FUEL OIL IN LIEU OF GAS.

## 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: 100	Hanger		
	Current Use:	ISOCHRONAL MAINT/OPPORTUNE MAINTENANCE		
II.4.A.2	Size (SF):	82,500 SF		
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose:	C 5A/B		
	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	275 ft	75 ft	
II.4.A.6	Largest unobstructed space inside the facility:	255 ft	65 ft	280 ft
II.4.A.1	Facility number: 101	Hanger		
	Current Use:	AIRCRAFT WASHING /FUEL CELL MAINT/OPPORTUNE MAINT		
II.4.A.2	Size (SF):	66,044 SF		
II.4.A.3-4	Largest aircraft the hanger/ nose dock can COMPLETELY enclose:	C 5A/B		
	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	275 ft	75 ft	
II.4.A.6	Largest unobstructed space inside the facility:	255 ft	65 ft	280 ft



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANG5 - NGB

II.4.A.1 Facility number: 102 Hanger  
Current Use: FUEL CELL MAINT / NOSE DOCK

II.4.A.2 Size (SF): 29,980 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C5A/B

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	254 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	234 ft	30 ft	167 ft

II.4.A.1 Facility number: 300 Hanger  
Current Use: ISOCHRONAL MAINT/OPPORTUNE MAINT

II.4.A.2 Size (SF): 31,952 SF

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

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	310 ft	46 ft	
II.4.A.6	Largest unobstructed space inside the facility:	290 ft	36 ft	77 ft

II.4.A.1 Facility number: 301 Hanger  
Current Use: AIRCRAFT WASHING FUEL SYSTEM MAINT

II.4.A.2 Size (SF): 17,330 SF

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

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	163 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	142 ft	36 ft	78 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.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Stewart IAP ANGS - NGB

#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

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

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

III.1.A.1.a The limiting factor is Load Crews

III.1.A.1.b Current MHE: 2 EA. 10K F/L, 2 EA. 25 K LDRS, 10K AT FL, 1 EA. 15K FL, 1 EA. 40 FT TRAILER W/ 7 TON TRACTOR.

III.1.A.2 4 C-141 equivalent aircraft can be refueled at one time.

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

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

Aircraft	Widebody Capabilities:				Remarks:
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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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Stewart IAP ANG5 - NGB**


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**III.1.D.3 NONE**

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: 4

4 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

**III.1.D.5 2 refueling unit fillstands are available.**

**III.1.D.5.a 2 refuelers can be filled simultaneously.**

**III.1.D.6 Current despensing capabilities as defined in AFR 144-1**      sustained: 743

maximum: 1488

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

**III.1.D.7.a Supporting DFSP: GATX TERMINALS CORPORATION, NY**

**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
0	0	0
0	0	0
0	0	0

**III.1.F The base does not have a dedicated hot cargo pad.**

# Document Separator

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**USAF BASE FACT SHEET  
STEWART INTERNATIONAL AIRPORT  
AIR GUARD STATION, NEW YORK**

**MAJCOM/LOCATION/SIZE:** ANG station four miles west of Newburgh with 304 acres

**MAJOR UNIT/FORCE STRUCTURE:**

- 105th Airlift Group  
-- 12 C-5A

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

MILITARY--ACTIVE	2
GUARD	<u>1,730</u>
TOTAL	1,732

**ANNOUNCED ACTIONS:** None

**MILITARY CONSTRUCTION PROGRAM (\$000):**

**FISCAL YEAR 94:**  
Industrial Wasteholding Pond 320

**FISCAL YEAR 95:**  
None

**SIGNIFICANT INSTALLATION ISSUES/PROBLEMS:** None

Basing Manager: Mr DiCamillo/XOOB/53019  
Editor: MS Wright/XOOBD/46675/1 Mar 95

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**TINKER AFB DATA SHEET**

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10-Jan-95

**MAJOR COMMAND:** AFMC  
**BRAC CATEGORY:** Large AC(T) \*  
**JOINT CROSS-SERVICE GROUP:** Depot, Test & Evaluation, Laboratories  
**STATE:** OK  
**NEAREST CITY:** Oklahoma City  
**INSTALLATION TYPE:** Air Logistics Center  
**RESOURCES:** 22-E3, 3-E/C135, 10KC135(R)  
**MAJOR UNITS ASSIGNED:** 72d Air Base Wing, 552d Air Control Wing, 507th Air Refueling Wing (R)  
**INSTALLATION MISSION:** Integrated Weapon System Management for B1B, B2, B52, C/KC135, KC10, E3 - bombers, jet engines, instruments and electronics.  
**AUTHORIZED MILITARY:** 6,989  
**AUTHORIZED CIVILIAN:** 11,476  
**AVERAGE NUMBER OF STUDENTS:**  
**FY 93 OPERATING COSTS:**  
**NATIONAL PRIORITY LIST SITE:** Yes  
**TOTAL ACRES:** 4,885  
**TOTAL BUILDING SQUARE FOOTAGE:**  
**FAMILY HOUSING UNITS:** 730  
**UNACCOMPANIED OFFICER HOUSING UNITS:**  
**UNACCOMPANIED ENLISTED HOUSING SPACES:**  
**AREA COST FACTOR:**  
**HOSPITAL BEDS:** 25  
**IMPACT OF PREVIOUS BRAC:**  
**GOVERNOR:** David L. Walters  
**SENATORS:** Jim Inhofe  
Don Nickles  
**REPRESENTATIVE:** J.C. Watts

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

**MEMORANDUM OF MEETING**

DATE: January 10, 1995

TIME: 8:30  
~~3:00~~ pm

MEETING WITH: Gen. Dick Burpee

SUBJECT: Tinker AFB

**PARTICIPANTS:**

*Name/Title/Phone Number:*

Gen. Dick Burpee (405) 341-2980 ext. 2550

*Commission Staff:*

David Lyles, Staff Director

Charles Smith, Executive Director/Special Assistant

Cece Carman, Director of Congressional and Intergovernmental Affairs

Chip Walgren, Manager, State and Local Liaison

Ben Borden, Director, Review & Analysis

Frank Cirillo, Air Force Team Leader

Bob Cook, Interagency Issues Team Leader

\* Jim Owsley, Cross-Service Team Leader

Bob Buins

**MEETING PURPOSE:**

Concern on sending B-2 to Palm Dale (Printed letter  
Northrup issue) Avionics & Software @ Tinker  
OSD had Coopers & Lyman study to assess

60,000  
120,000  
200

Abey...  
Hollow

AF said all at Tinker

DRAFT

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**TINKER AFB DATA SHEET**

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11-Jan-95

**MAJOR COMMAND:** AFMC  
**BRAC CATEGORY:** Large AC(T) \*  
**JOINT CROSS-SERVICE GROUP:** Depot, Test & Evaluation, Laboratories  
**STATE:** OK  
**NEAREST CITY:** Oklahoma City  
**INSTALLATION TYPE:** Air Logistics Center  
**RESOURCES:** 22-E3, 3-E/C135, 10KC135(R)  
**MAJOR UNITS ASSIGNED:** 72d Air Base Wing, 552d Air Control Wing,  
TACAMO (USN), 507th Air Refueling Wing (R)  
**INSTALLATION MISSION:** Integrated Weapon System Management for B1B,  
B2, B52, C/KC135, KC10, E3 - bombers, jet  
engines, instruments and electronics.  
**AUTHORIZED MILITARY:** 6,989  
**AUTHORIZED CIVILIAN:** 11,476  
**AVERAGE NUMBER OF STUDENTS:**  
**FY 93 OPERATING COSTS:**  
**NATIONAL PRIORITY LIST SITE:** Yes  
**TOTAL ACRES:** 4,885  
**TOTAL BUILDING SQUARE FOOTAGE:**  
**FAMILY HOUSING UNITS:** 730  
**UNACCOMPANIED OFFICER HOUSING UNITS:**  
**UNACCOMPANIED ENLISTED HOUSING SPACES:**  
**AREA COST FACTOR:**  
**HOSPITAL BEDS:** 25  
**IMPACT OF PREVIOUS BRAC:**  
**GOVERNOR:** ~~David L. Walters~~  
**SENATORS:** Jim Inhofe  
Don Nickles  
**REPRESENTATIVE:** J.C. Watts

EG(USN)

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GARY PENCE  
MANAGER  
COMMERCIAL AVIATION

**Oklahoma City**

CHAMBER OF COMMERCE

123 PARK AVE., OKLAHOMA CITY, OK 73102

405/297-8953, FAX 405/297-8916

"IT'S A WONDERFUL LIFE!"

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**DAVID G. WANTLAND**  
*DEFENSE PROJECT COORDINATOR*  
*BUSINESS DEVELOPMENT DIVISION*



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**OKLAHOMA DEPARTMENT OF COMMERCE**  
*P.O. Box 26980/6601 Broadway, Oklahoma City, Oklahoma 73126-0980*  
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**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION**  
**1700 NORTH MOORE STREET, SUITE 1425**  
**ARLINGTON, VIRGINIA 22209**  
**(703) 696-0504**

**MEMORANDUM OF MEETING**

**DATE:** March 15, 1994

**TIME:** 9:00 a.m.

**MEETING WITH:** Tinker Task Force

**SUBJECT:** Tinker AFB

**PARTICIPANTS:**

*Name/Title/Phone Number: 405/278-8900*

**Dave Wantland; Oklahoma Department of Commerce**  
**Gary Pence; Oklahoma City Chamber of Commerce**

*Commission Staff:*

**Ben Borden; Director of R&A**  
**\*Frank Cirillo; Air Force Team Leader**  
**Bob Cook; Issues Team Leader**  
**Mary Woodward; Legislative Liaison**

**MEETING PURPOSE:** Only two of the originally planned party attended due to conflicts with the delegation on the Hill. Staff covered the BCRC Process Briefing as both visitors asked for full update. They will meet with several DoD personnel in the next day including Bob Bayer, Gen Carnes and General Klugh (DoD Joint Study Group). They pointed out the existence of total interservicing at Tinker with the E-6/AWACS mix between Navy and USAF. They indicated that TACAMO will soon take over the Offutt Air Borne Command Post mission. Both individuals were concerned with the fact that Mr. Boatright mentioned in his HAC/MILCON statement that the decision to do Depot PDM of the B-@ at Tinker was on hold. We also discussed SAF/MILs 3-point plan (BRAC, Demolition, Downsizing) to reduce infrastructure. fac

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

**MEMORANDUM OF MEETING**

**DATE:** March 15, 1994

**TIME:** 9:00 a.m.

**MEETING WITH:** Tinker Task Force

**SUBJECT:** Tinker AFB

**PARTICIPANTS:**

*Name/Title/Phone Number: 405/278-8900*

Lt. Gen. Air Force (Ret.) Richard Burpee; V.P. Univ. of Central Oklahoma  
Stanley Hupfeld; CEO Baptist Medical Center, Chairman Oklahoma City Chamber  
of Commerce

Dan Hogan; CEO Oklahoma City Journal Record Publishing Company

RADM (Res-Ret) Ray Ackerman; CEO Ackerman McQueen Advertising

Gerald Gamble; CEO Gerald Gamble Company

→ Dave Wantland; Oklahoma Department of Commerce

→ Gary Pence; Oklahoma City Chamber of Commerce

*Commission Staff:*

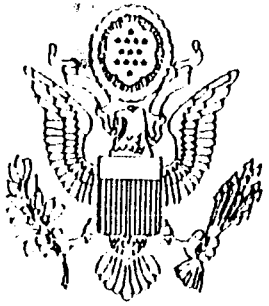
Ben Borden; Director of R&A

\*Frank Cirillo; Air Force Team Leader

Bob Cook; Issues Team Leader

**MEETING PURPOSE:**

- Will meet w/ Beyer, Carver, Gen Kwe
- E6 / PWACS - Interfering - same training contract  
↳ soon to take over Air Base Comd Post
- B-2 work no longer to go to Tinker - concern to private
- Discussed SAF/MII 3 point plan
- All Mntce trnd @ San Antonio - McClan take all space??



***DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION***

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***THE BASE CLOSURE AND REALIGNMENT PROCESS***



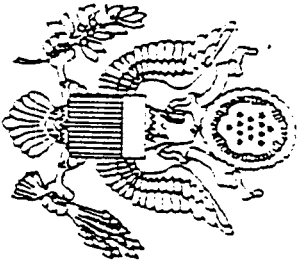
## ***DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION***

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***P.L. 101-510***

### ***CHANGES FOR THE 1995 ROUND***

- ***SUBMISSION DATE***
- ***SUBMISSION OF CERTIFIED DATA***
- ***TESTIMONY UNDER OATH***
- ***PUBLIC NOTICE OF PROPOSED CHANGES***
- ***MANAGEMENT AND DISPOSAL OF PROPERTY***
- ***MANAGEMENT OF BASE CLOSURE ACCOUNT***
- ***SENSE OF CONGRESS ON CRITERIA***



# DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

## THE BRAC PROCESS

President Nominates Commissioners (January 3, 1995)

↓  
Senate Confirmation

↓  
Commission Business Meeting (January - March)

↓  
Secretary of Defense Delivers Recommendations to the Commission (March 1)

↓  
Commission Meets and Conducts Hearings and Deliberations (March 1 - June 30)

↓  
(GAO Delivers Report on DoD Process - April 15)

↓  
Commission Delivers Recommendations to the President (July 1)

↓  
↓  
↓  
←  
←  
←  
←  
←  
←  
←  
←

President Considers Recommendations (July 1 - July 15)

AND

↓  
↓  
↓  
←  
←  
←  
←  
←  
←  
←

Accepts Report

Rejects Report

↓  
Congress Has 45 Legislative Days to Disapprove

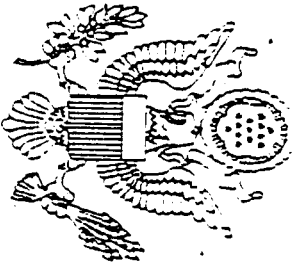
↓  
(If President Rejects Report  
Second Time, No Action Is Taken)

(Back to  
Commission  
for 30 Days)

Approves  
= Implementation

Rejects  
= No Action Is Taken





# **DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

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## **COMMISSION PROCESS**

*Secretary of Defense Delivers Recommendations to the Commission (March 1)*

↓  
*Investigative Hearings (March — April)*

↓  
*General Compliance Review*

↓ ↓  
*(GAO Delivers Report on DoD Process - April 15)*

↓  
*Base Visits (April — May)*

↓  
*Regional Hearings (April — May)*

↓  
*Specific Compliance Review*

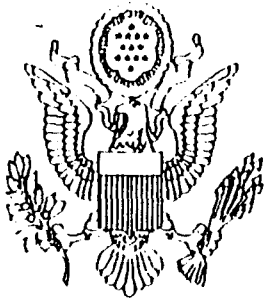
↓  
*Adds/Substitutions Hearing (mid-May)*

↓  
*List of Bases Added for Consideration Published in Federal Register (May 17)*

↓  
*Base Visits and Regional Hearings for Added Bases (May — June)*

↓  
*Final Deliberation Hearings (June)*

↓  
*Commission Delivers Recommendations to the President (July 1)*



# ***DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION***

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## **DEPARTMENT OF DEFENSE PROCESS**

***Secretary of Defense Issues Guidance to the Military Departments and Defense Agencies (7 Jan 94)***



***Military Departments and Defense Agencies Establish Study Groups***



***Military Departments and Defense Agencies Issue Guidance to Major Subordinate Commands***



***Military Departments and Defense Agencies Categorize Installations for Study***



***Assess Military Value of Installations by Category Based on Final Selection Criteria***



***Conduct Capacity Analysis of Installations by Category Based on Force-Structure Plan***



***Determine Exclusions***



***Develop Candidates for Further Study for Closure and Realignment***



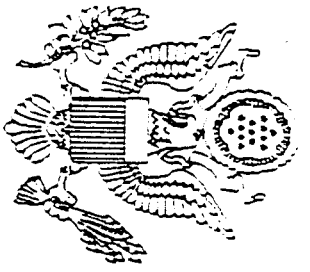
***Analyze Candidates in Terms of Operational Feasibility, Return on Investment, and Impacts on Local Economy and the Environment***



***Military Departments and Defense Agencies Recommend Installations for Closure and Realignment to Secretary of Defense (Jan-Feb 95)***



***Secretary of Defense Approves Recommendations and Submits Report to the Commission (1 Mar 95)***

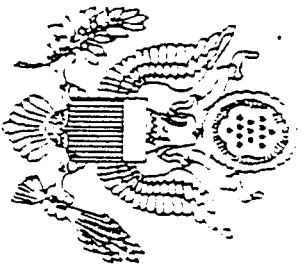


## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

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### FORCE STRUCTURE

	<u>FY 1990</u>	<u>1991 Commission FY 1995</u>	<u>1993 Commission FY 1997</u>	<u>Bottom-Up Review</u>	<u>1995 Commission FY 1999</u>
<i>Army Divisions (Active)</i>	28 (18)	18 (12)	18 (12)	15 + (10)	??
<i>Aircraft Carriers (Training)</i>	16 (1)	13 (1)	13 (1)	12 (1)	??
<i>Carrier Air Wings (Active)</i>	15 (13)	13 (11)	13 (11)	11 (10)	??
<i>Battle Force Ships</i>	545	451	425	346	??
<i>Marine Corps Divisions (Active)</i>	4 (3)	4 (3)	4 (3)	4 (3)	??
<i>Tactical Fighter Wings (Active)</i>	36 (24)	26 (15)	26 (15)	20 (13)	??

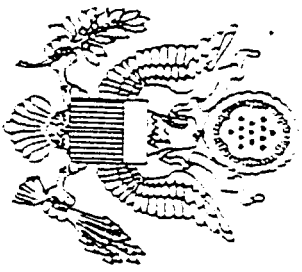


## **DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**

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### **FINAL SELECTION CRITERIA**

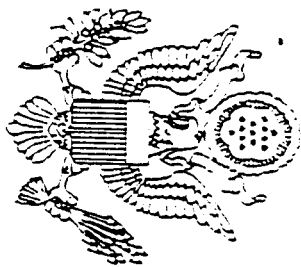
- **MILITARY VALUE**
  1. **THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS ON THE DEPARTMENT OF DEFENSE'S TOTAL FORCE.**
  2. **THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.**
  3. **THE AVAILABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.**
  4. **THE COST AND MANPOWER IMPLICATIONS.**
- **RETURN ON INVESTMENT**
  5. **THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS.**
- **IMPACTS**
  6. **THE ECONOMIC IMPACT ON COMMUNITIES.**
  7. **THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL.**
  8. **THE ENVIRONMENTAL IMPACT.**



# DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

## BASE CLOSURE AND REALIGNMENT SUMMARY

	<u>1988</u>	<u>1991</u>	<u>1993</u>	<u>TOTAL</u>
<u>ARMY</u>				
CLOSURES	74	6	1	81
REALIGNMENTS	12	23	10	45
<u>NAVY</u>				
CLOSURES	7	16	74	97
REALIGNMENTS	1	18	22	41
<u>AIR FORCE</u>				
CLOSURES	5	13	5	23
REALIGNMENTS	0	6	10	16
<u>DEFENSE AGENCIES</u>				
CLOSURES	0	0	50	50
REALIGNMENTS	0	0	3	3
<u>TOTAL</u>				
CLOSURES	86	35	130	251
REALIGNMENTS	13	47	45	105

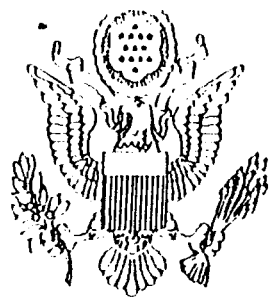


## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

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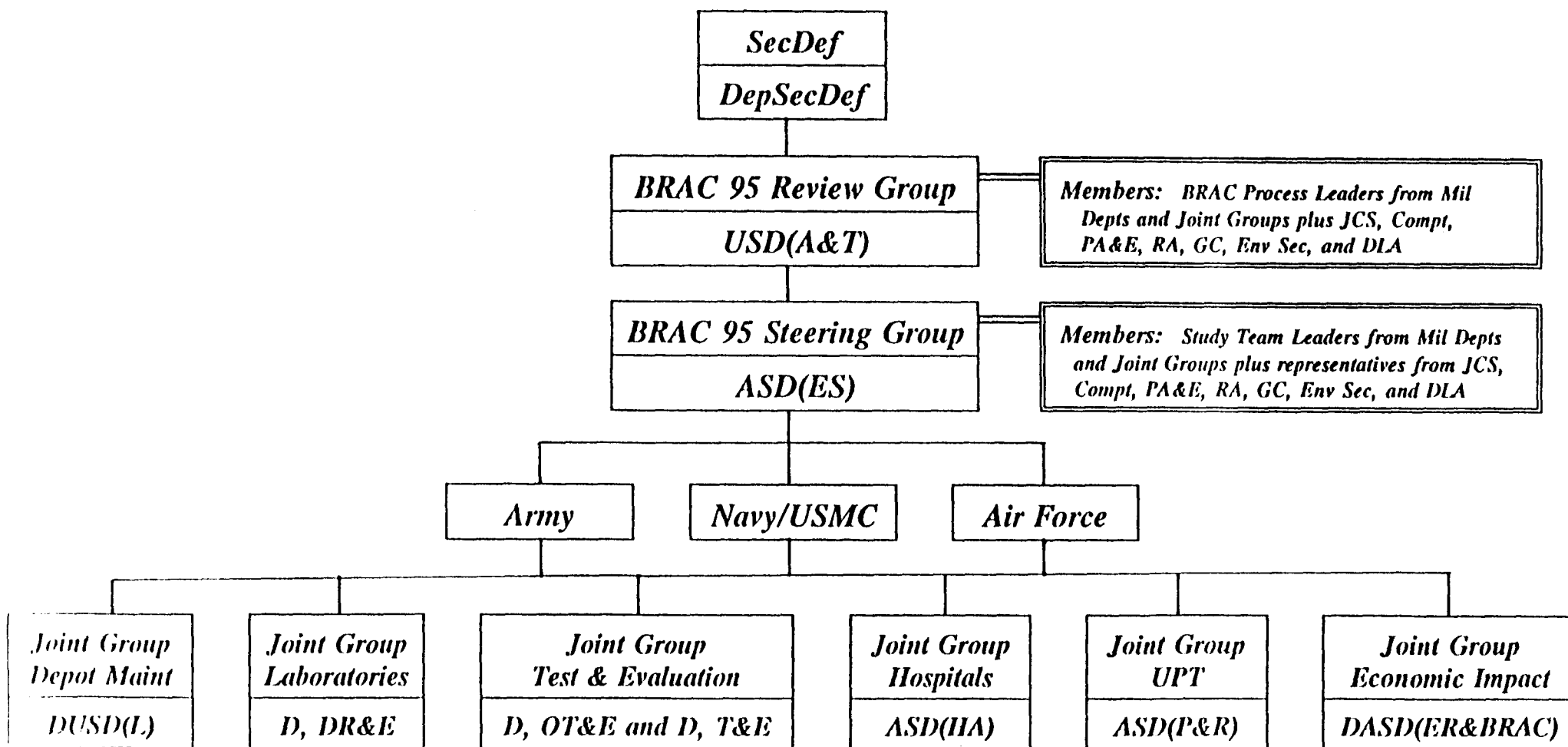
### 1993 BASE CLOSURE AND REALIGNMENT RECOMMENDATIONS

	<u>DOD</u>				
	<u>SUBMITTAL</u>	<u>ACCEPTS</u>	<u>REJECTS</u>	<u>CHANGES</u>	<u>ADDS</u>
ARMY	10	6	2	2	3
NAVY	99	85	12	2	9
AIR FORCE	14	10	2	2	3
DEFENSE LOGISTICS AGENCY	14	9	4	1	0
DEFENSE INFORMATION SYSTEMS AGENCY	44	42	2	0	1
TOTAL	181	152	22	7	16



# DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

## DoD BRAC 95 ORGANIZATION FOR ANALYSIS



# Document Separator



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

**MEMORANDUM OF MEETING**

**DATE:** March 15, 1994

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**MEETING WITH:** Tinker Task Force

**SUBJECT:** Tinker AFB

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*Name/Title/Phone Number: 405/278-8900*

**Dave Wantland; Oklahoma Department of Commerce**  
**Gary Pence; Oklahoma City Chamber of Commerce**

*Commission Staff:*

**Ben Borden; Director of R&A**  
**\*Frank Cirillo; Air Force Team Leader**  
**Bob Cook; Issues Team Leader**  
**Mary Woodward: Legislative Liaison**

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*Commission Staff:*

**Ben Borden; Director of R&A**

**\*Frank Cirillo; Air Force Team Leader**

**Bob Cook; Issues Team Leader**

**MEETING PURPOSE:**

## ISSUES

### I. Interserviceability

Tinker Air Force Base is leading the way in interservicing. The integration of the Navy's Strategic Wing One with the Air Force's AWACS and the Oklahoma City Air Logistics Center has been remarkable. The consolidation of Air Force and Navy Strategic missions and the sharing of functions and facilities at Tinker Air Force Base has resulted in monumental cost savings and efficiencies. Tinker has the capability and capacity to assume additional Navy missions and workload as the Department of Defense downsizes and closes existing bases and facilities. Tinker Air Force Base is the showcase of interservicing and should be the model for future consolidations.

### II. Competition

The key to maintaining high quality while at the same time reducing costs for the defense industrial base is competition. The services should compete with each other and with the private sector within the laws as established by congress. Significant cost savings have already been realized through competition and the surface has barely been scratched. There is still a large amount of depot maintenance workload within the services that has not been offered up for competition. Without competition, decisions about defense depot maintenance will require choices defined by conflicting interests. Competition is the right strategy for building a defense industrial base that best supports the war fighters.

### III. B-2 Stealth Bomber Depot Maintenance

The Oklahoma City Air Logistics Center at Tinker Air Force Base is the designated organic maintenance repair facility for the Air Forces' strategic bomber and tanker force. The B-52, B-1B, and C-135 along with the E-3 aircraft, have been maintained, modified and repaired at Tinker since their inception in the Air Force. In order to benefit from this wealth of experience and knowledge in maintaining strategic aircraft, Tinker was selected as the maintenance facility for the B-2 Stealth Bomber.

In January 1992, the President announced the B-2 fleet acquisition would be reduced to 20 aircraft. The change caused the Air Force to reexamine whether the B-2 should be organically maintained at an Air Force depot or maintained by a civilian contractor. The pros and cons of this issue have been debated throughout the Air Force. Studies have shown that contractor repair is the most expensive for the long term. But more importantly, can this country leave to chance that a contractor will always be available to maintain this key weapon system, which will be an integral part of the strategic force. Prudent advice based on years of experience in maintaining strategic weapon systems would say not to leave maintenance solely in the hands of a contractor!

### IV. Tinker AFB Building 3001 and Large Hangars

Tinker Air Force Base's Building 3001 is one of the world's largest industrial facilities. It is 7/10 of a mile long, with 61 acres under one roof. It contains 2.7 million square feet of high and low bay shop and management space. Building 3001 is a unique structure in that the mission of management, repair, and overhaul of aircraft, engines and commodity items are all accomplished under one roof.

The Oklahoma City Air Logistic's Center also has numerous large hangars to perform indoor maintenance on B-52, B-1B, C-135, and E-3 aircraft. The large hangars provide the flexibility to perform maintenance on large as well as small aircraft. Building 3001 is definitely a national asset.

#### V. Economic Impact

Tinker Air Force Base has an enormous impact on the economy of the entire State of Oklahoma. No less than 37 of the state's 77 counties have citizens who work at Tinker. Civilian workers, appropriated and non-appropriated funded, and military in uniform total 25,696 direct jobs. Together, the military and civilian employees of Tinker put \$719,567,734 per year into the Oklahoma economy. Using the economic impact formula provided by the Department of Defense, the 25,696 direct jobs at Tinker create some 25,389 secondary jobs for the Oklahoma economy. The total jobs, primary and secondary, combine to infuse into the Oklahoma economy more than \$2.6 billion annually.

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**(703) 696-0504**

**MEMORANDUM OF MEETING**

**DATE:** March 14, 1994

**TIME:** 3:30 p.m.

**MEETING WITH:** Everett Homeport Delegation

**SUBJECT:** Naval Station Everett

**PARTICIPANTS:**

*Name/Title/Phone Number: 202/225-2605*

**Steve McBee; Rep. Al Swift (D-WA)**  
**Mayor Ed Hansen**  
**Pat McClain; Director of Homeport Northwest**  
**Jim Langus**  
**Admiral Jim Seely**

*Commission Staff:*

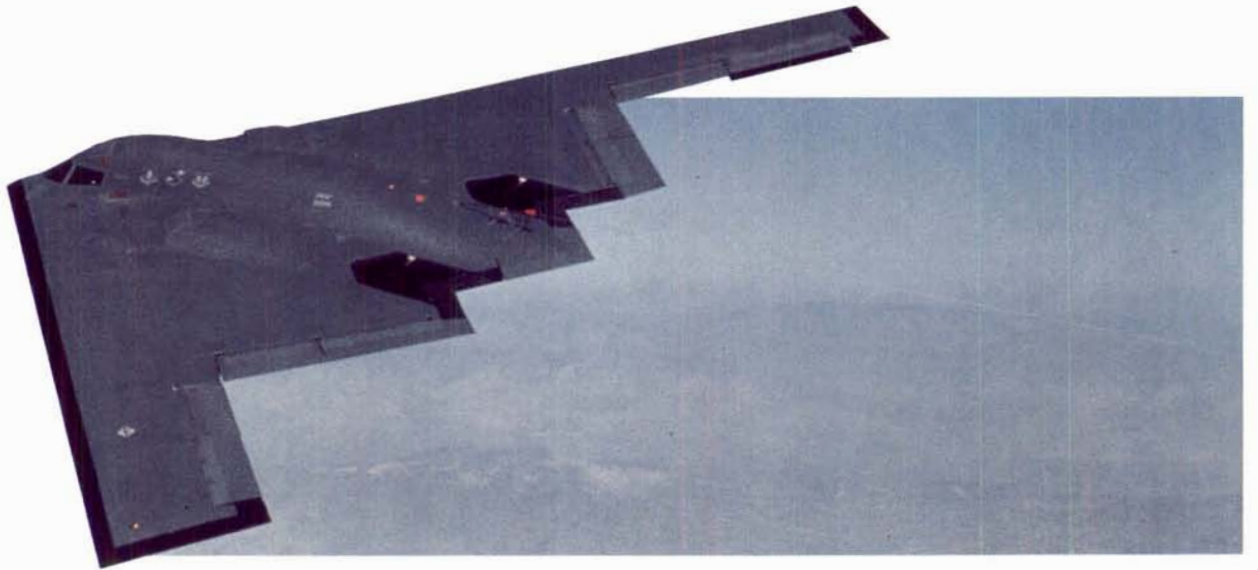
**Ben Borden; Director of R&A**  
**Alex Yellin; Navy Team Leader**  
**Frank Cirillo; Air Force Team Leader**  
**Bob Cook; Issues Team Leader**

**MEETING PURPOSE:**

# Document Separator

# Document Separator

# Partners in Defense



Tinker Air Force Base  
& Oklahoma City





**LATE IN 1940, AFTER THE NAZIS HAD OVERRUN EUROPE,  
LOCAL BUSINESSMEN FORMED THE  
OKLAHOMA INDUSTRIES FOUNDATION  
TO BID FOR A WAR DEPARTMENT MAINTENANCE  
AND SUPPLY DEPOT TO BE LOCATED IN THE MIDWEST.  
THEY WERE SUCCESSFUL.**

## Reflecting On A Rich Heritage

In April of 1941, the foundation acquired 1,440 acres of land and gave it to the federal government for construction of the Midwest Air Depot. Construction commenced on the depot and in October 1942, it was named Tinker Field to honor an Oklahoma native, Major General Clarence L. Tinker, who had lost his life leading bombers on a long-range strike against Wake Island. In 1943, the Douglas Aviation Plant began operations immediately east of the Midwest Air Depot and produced more than 5,000 C-47 and C-54 aircraft, as well as A-26 attack bombers.

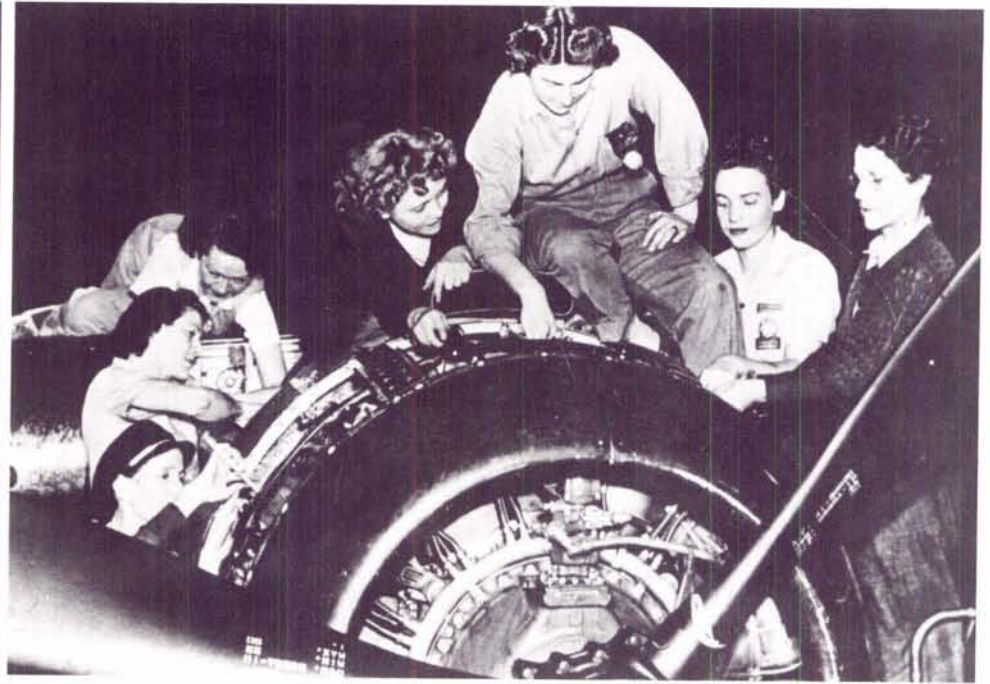
**MAJOR GENERAL CLARENCE L. TINKER**

During World War II, thousands of Tinker employees worked on B-17 B-24 and B-29 aircraft. The work force also overhauled tens of thousands of engines which powered the bombers.

Immediately after the war, the depot acquired the Douglas Aviation Plant, now Building 3001, and took a new name -- Oklahoma City Air Materiel Area -- OCAMA. It remained an important air logistics center and became a key jet engine and jet aircraft overhaul center.

In the 1950's, OCAMA refurbished the giant B-36 bombers and assumed system management of the Air Force's latest weapon systems.

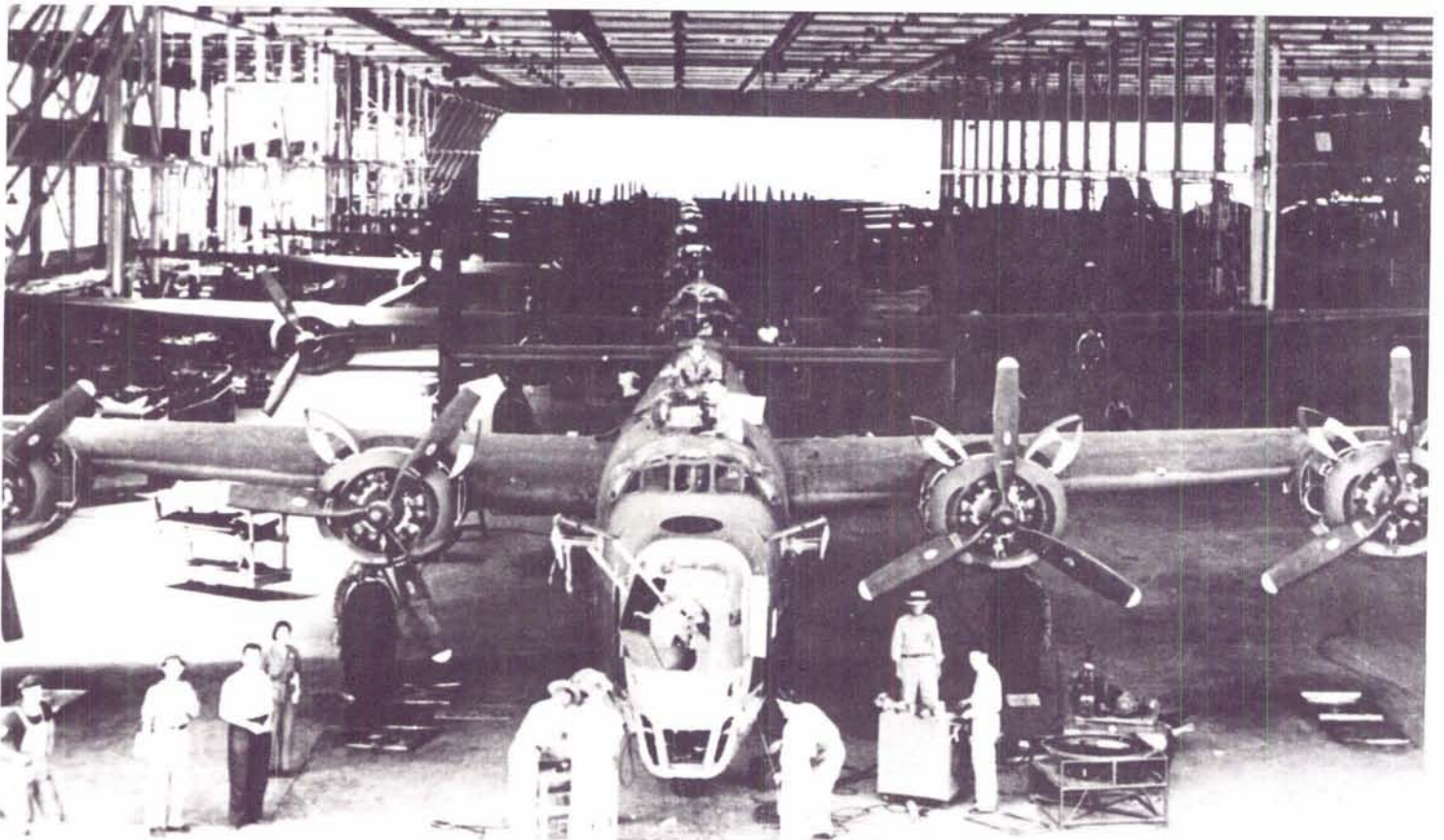
In the 1960's, Tinker supported the nation's efforts in the Cuban missile crisis. Also, as tensions increased in the Viet Nam War, Tinker played an even



more important role in supporting B-52 and KC-135 aircraft.

The 552nd Air Control Wing and its E-3 aircraft came to Tinker in the 1970's, along with management of

the A-7D Corsair, the E-4 Worldwide Airborne Command Post aircraft, and air and ground launched cruise missiles. In 1974, OCAMA became the Oklahoma City Air Logistics Center -- OC-ALC.



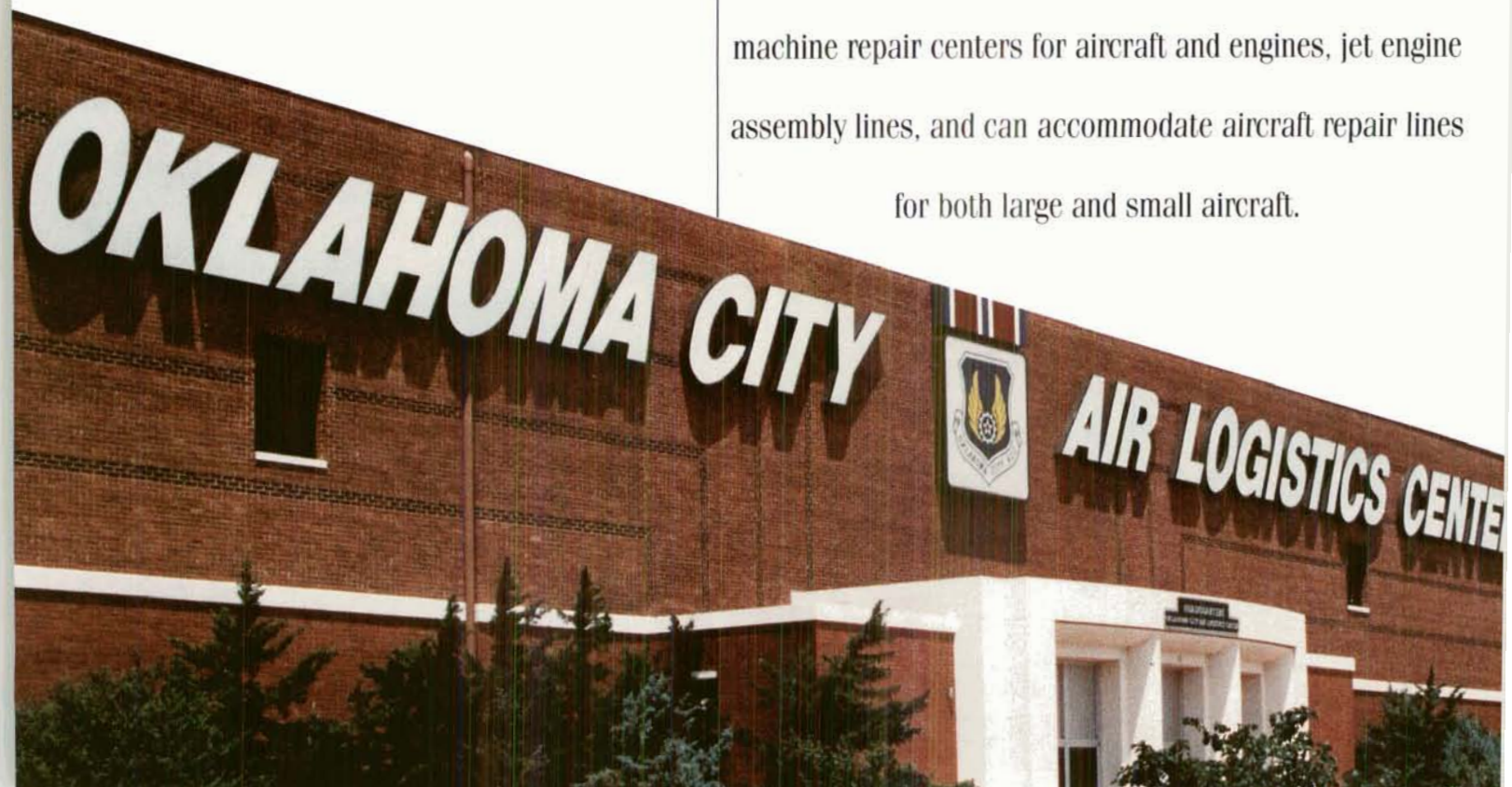
**THE OKLAHOMA CITY AIR LOGISTICS CENTER,  
TINKER AIR FORCE BASE, IS ONE OF FIVE DEPOTS  
IN THE UNITED STATES AIR FORCE.**

# Maintaining America's Aerospace Weapon Systems



Located southeast of the Oklahoma City metropolitan area, it covers 5,021 acres and has 759 buildings. It is the only Air Force depot that has dual runway capability.

Building 3001, providing over 62 acres of floor space and nearly one mile in length, is the most versatile and flexible facility in the Air Force. It provides office space for administration, engineers and materiel managers, machine repair centers for aircraft and engines, jet engine assembly lines, and can accommodate aircraft repair lines for both large and small aircraft.





**(ABOVE) AN AERIAL VIEW OF TINKER AIR FORCE BASE.**

Tinker is the host for three Associate Organizations with key flying missions for the Department of Defense. The United States Air Force 552nd Air Control Wing with its 25 assigned E-3 Sentry Aircraft performs the Air Surveillance Mission. The Air Force Reserve 507th Air Refueling Group with 10 KC-135R aircraft is capable of refueling both Air Force and Navy aircraft. The United States Navy Strategic Communications Wing One with 16 E-6 TACAMO aircraft is responsible for communications to nuclear submarines.

Tinker AFB is also host to one of the largest supply and distribution centers in the Defense Logistics Agency.

The Communication Systems Center is located at Tinker AFB. This center provides computer and communications systems for the Air Force and specified Department of Defense agencies worldwide.

The 3rd Combat Communications Group, located at Tinker AFB, provides 1,000 personnel and \$240 million in equipment for worldwide wartime, contingency and emergency mission taskings.

The 654th Communications-Computer Systems Group at Tinker AFB, operates the Automated Digital Weather Switch (ADWS). The group collects and disseminates weather data to airmen worldwide.

**(LEFT) "BUILDING 3001" AT TINKER AIR FORCE BASE IN OKLAHOMA CITY.**



**THE OKLAHOMA CITY AIR LOGISTICS CENTER  
HAS A LONG HISTORY OF PROVIDING WORLDWIDE  
LOGISTICS SUPPORT AND DEPOT REPAIR  
FOR BOMBER AND AIR REFUELING AIRCRAFT.**

# Aircraft Maintenance Facilities

Tinker provides cradle to grave management support for the B-1B, B-52, and KC-135 multi-purpose aircraft.





In addition to these major weapon systems, the center manages all contract logistics support for 17 different types of special mission aircraft to include the aircraft for the President of the United States.

The aircraft maintenance center also manages and repairs missiles launched from aircraft. These include large missiles such as the Air Launch Cruise Missile, the Harpoon and the Short Range Attack Missile, plus several smaller missile systems.

**(ABOVE) THIS FACILITY IS USED FOR REPAIRING B-1BS.**

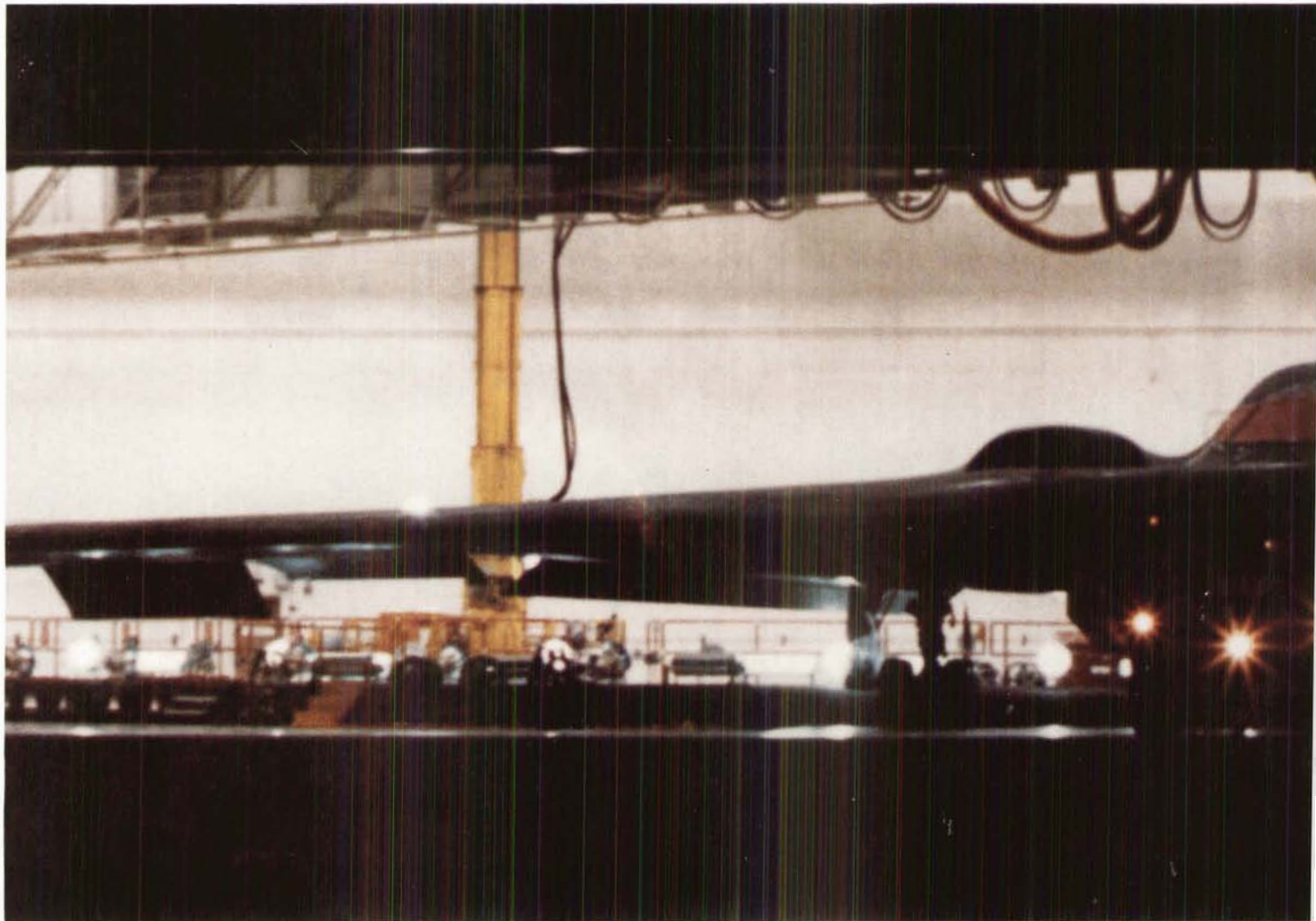


**(LEFT) SEVERAL KC-135S LINE THE EXTERIOR OF THE KC-135 HANGAR.**



EVERY AIRCRAFT IN THE AIR FORCE INVENTORY CAN BE ACCOMMODATED AT THE CENTERS CORROSION CONTROL FACILITY. THE FACILITY CAN HOUSE A C-5 AND B-52 SIMULTANEOUSLY.

**THE OKLAHOMA CITY AIR LOGISTICS CENTER  
HAS BEEN DESIGNATED TO MANAGE  
AND REPAIR THE MOST MODERN BOMBER  
IN THE AIR FORCE, THE B-2.**





THE CENTER HAS THE ONLY HANGAR IN THE AIR FORCE WITH A SPECIAL HIGH BEAM CEILING TO ACCOMMODATE THE E-3 AIRCRAFT RADAR RADOME.







**THE OKLAHOMA CITY AIR LOGISTICS CENTER**

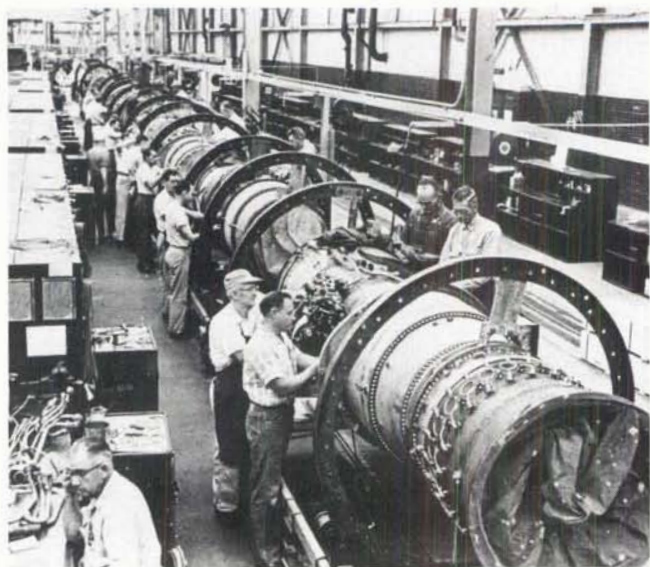
**HAS BEEN PERFORMING DEPOT REPAIRS**

**ON ENGINES FOR OVER 50 YEARS.**

**IT WAS THE FIRST OF EXISTING CENTERS TO REPAIR**

**JET ENGINES FOR THE AIR FORCE.**

# Aircraft Engine Maintenance & Parts Repair

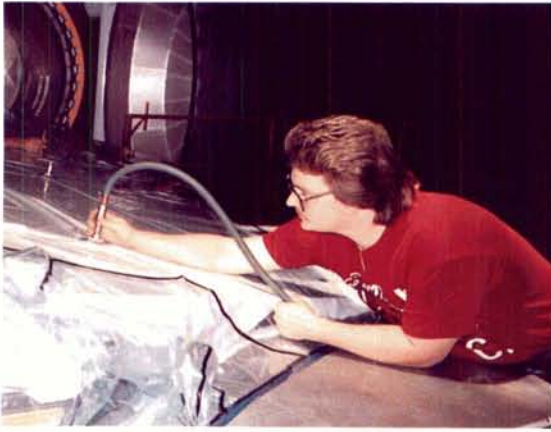


**(ABOVE) 1964 ENGINE REPAIR LINE**

**(RIGHT) 1994 ENGINE REPAIR LINE**

Presently, the center manages and repairs 15 different types of jet engines with a total inventory of 17,400 engines. Production goals are easily attained using the modern modular repair centers and assembly lines. The center performs depot repairs on United States Navy F-14 aircraft engines, the TF-30 and F-110.





**THE AUTOCLAVE FACILITY USED TO REPAIR COMPLEX COMPOSITE REPAIR SURFACES SUCH AS THOSE ON THE B-2 IS CURRENTLY IN OPERATION AT THE CENTER.**



**THE WORK FORCE, WITH SKILLS REQUIRING LONG TRAINING PERIODS, HAS THE HIGHEST QUALITY AND RELIABILITY STANDARDS IN THE AIRCRAFT MAINTENANCE BUSINESS.**

**THE OKLAHOMA CITY AIR LOGISTICS CENTER MANAGES  
AND REPAIRS OVER 430,000 AIRCRAFT PARTS.**

**REPAIRS RANGING FROM SMALL INTRICATE JET ENGINE FUEL CONTROLS  
TO LARGE AIRCRAFT SURFACES ARE COMMON FOR WORKERS AT TINKER.**



**THE NEW JET ENGINE BLADE REPAIR FACILITY IS THE LARGEST AND MOST MODERN FACILITY IN THE DEPARTMENT OF DEFENSE. TINKER PERSONNEL CAN REPAIR OVER 4.5 MILLION JET ENGINE BLADES ANNUALLY.**



**TINKER AIR FORCE BASE SERVES  
AS A MODEL FOR THE DEPARTMENT OF  
DEFENSE IN CROSS SERVICING.**

# Cross Servicing

The Navy Strategic Communications Wing One, with its E-6 aircraft, is located at the Oklahoma City Air Logistics Center, where the intermediate and depot maintenance is performed by Air Force personnel.







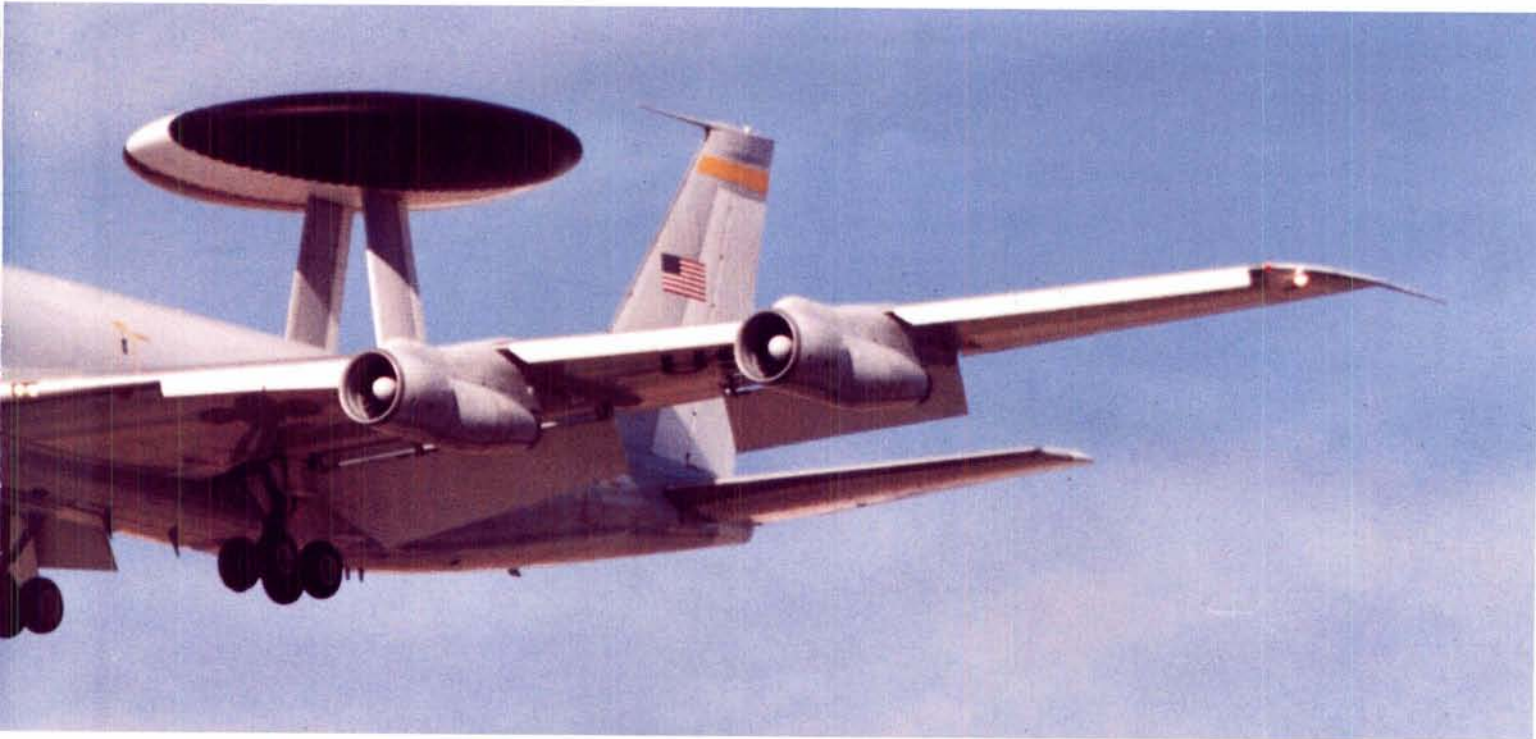
*(ABOVE)* USAF-USN "PARTNERS IN SAVINGS".

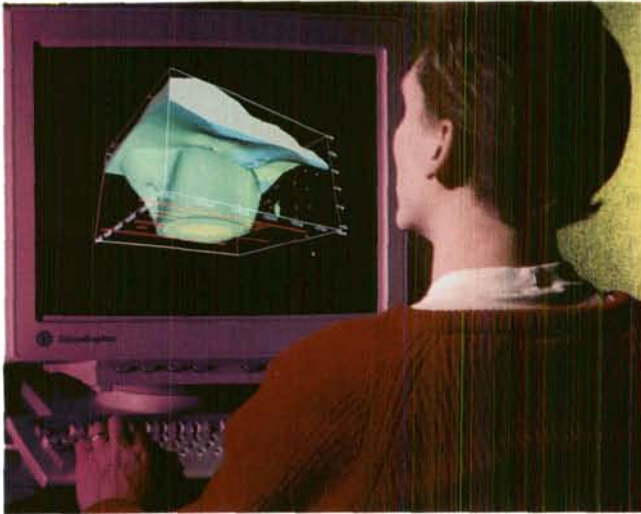
The Navy Wing shares aircraft maintenance trainers and a modern aircrew alert facility with the Air Force Air Control Wing and 507th Air Refueling Group.

Savings of \$250,000,000 annually to the Department of Defense have been realized by cross servicing with the Navy unit at Tinker Air Force Base.

*(LEFT)* AIR FORCE TECHNICIANS REPAIRING NAVY ENGINES.

*(RIGHT)* US NAVY STRATEGIC COMMUNICATION WING FACILITIES.





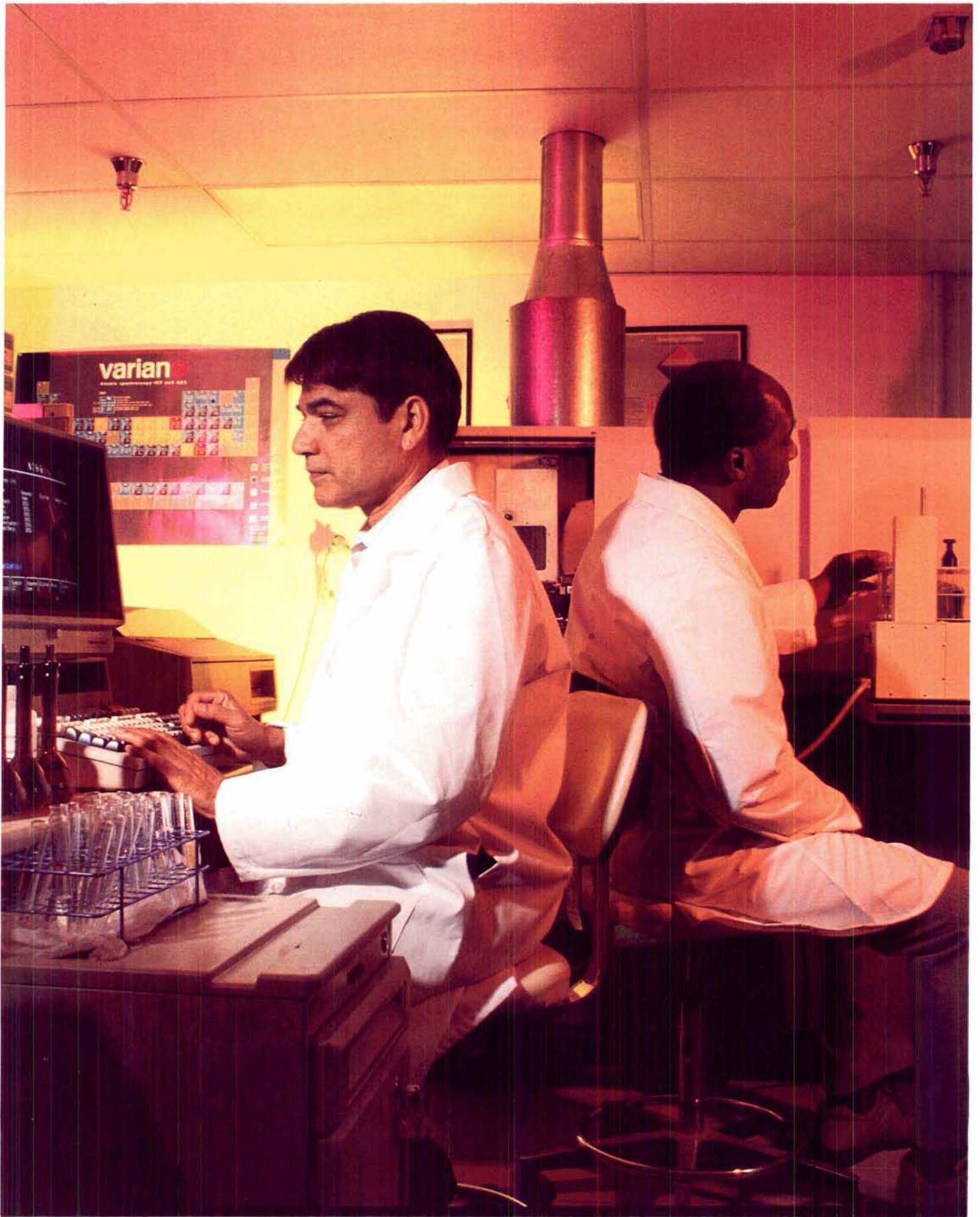
**ENVIRONMENTAL TECHNICIAN USES LATEST TECHNOLOGY TO PERFORM GROUND WATER ANALYSIS.**

**TINKER AIR FORCE BASE HAS LED THE DEPARTMENT OF DEFENSE IN ENVIRONMENTAL CLEAN UP. IN 1990, THE BASE WON THE COVETED DEPARTMENT OF DEFENSE "SECRETARY OF DEFENSE ENVIRONMENTAL QUALITY AWARD". IN 1994, TINKER AIR FORCE BASE WON THE PRESTIGIOUS DEPARTMENT OF DEFENSE "SECRETARY OF DEFENSE POLLUTION PREVENTION AWARD".**

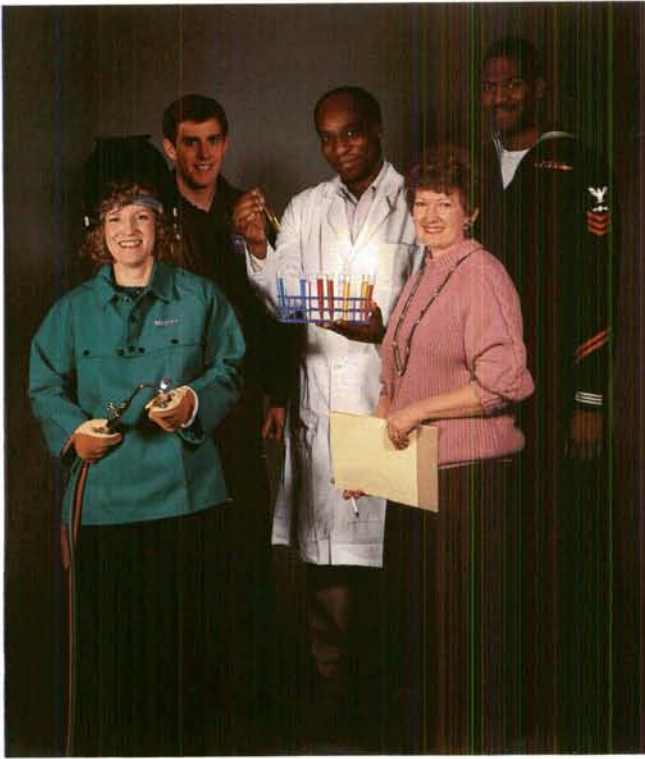
# Environmental Excellence

Tinker Air Force Base is committed to a dual mission. Personnel are dedicated to providing timely logistics support for defense aerospace weapon systems worldwide, while at the same time protecting and enhancing the environment. In the past, these were considered opposing concepts. Today, that just isn't so. The many fine organizations comprising Tinker's workforce have consistently proven that the vital Air Force mission can work hand-in-hand with proper environmental stewardship for the benefit of all.

**(RIGHT) TINKER ENGINEERS PERFORM ON-GOING ANALYSIS TO PROTECT THE ENVIRONMENT.**







**PEOPLE ARE THE HEART OF THE OKLAHOMA**

**AIR LOGISTICS CENTER'S SUCCESS.**

**THE WORK ETHIC IS THE HALLMARK OF THIS ALC AND  
WAS SO RECOGNIZED IN 1991 WITH THE "PRESIDENT'S**

**AWARD FOR QUALITY AND PRODUCTION."**

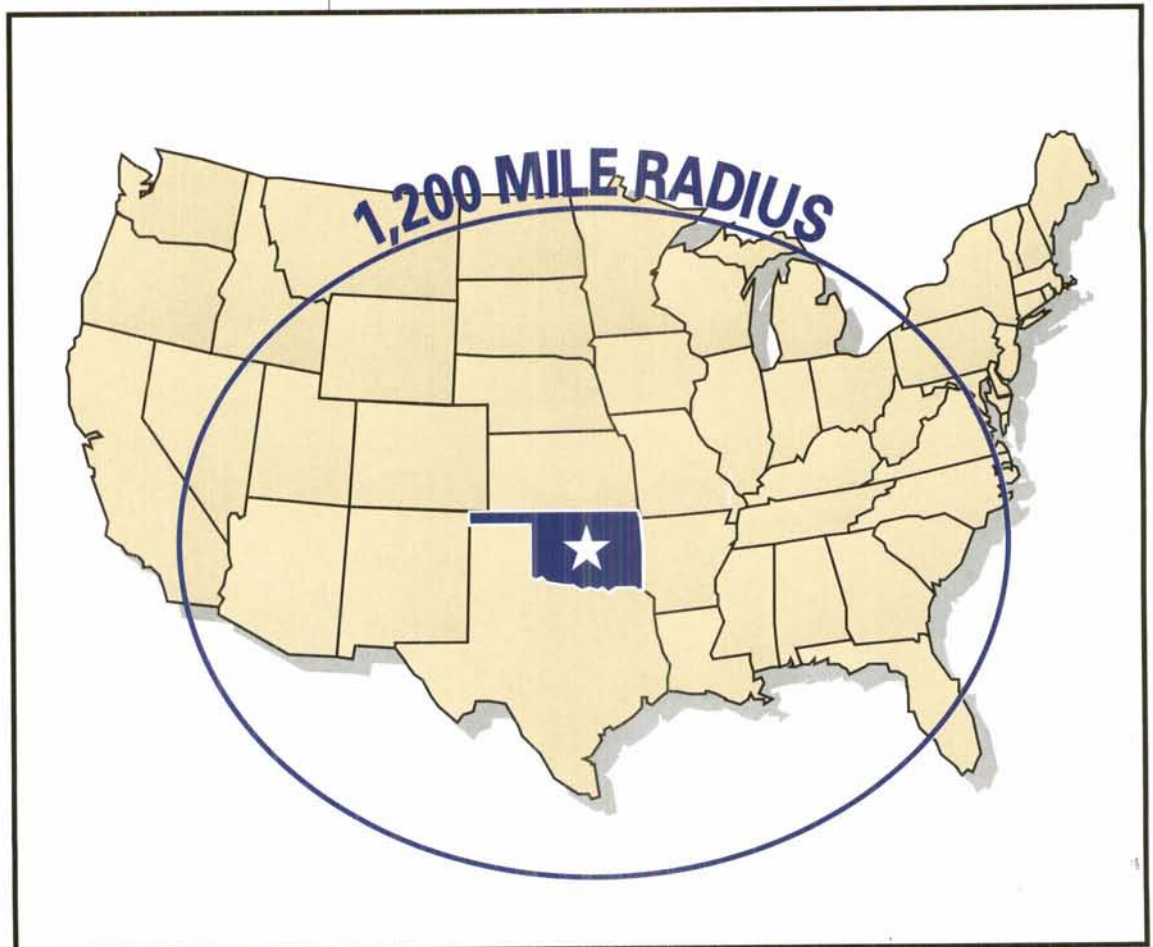
# Economic Impact

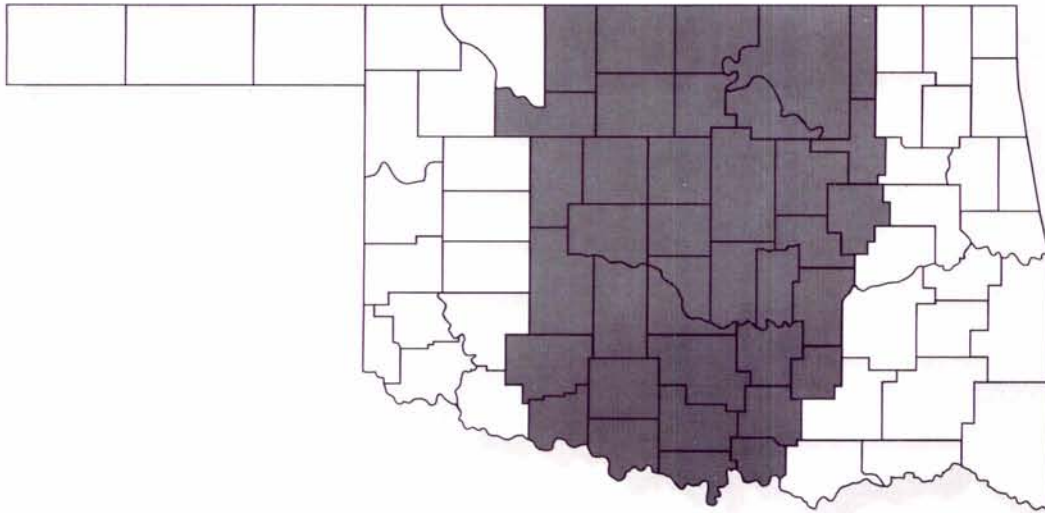
The center enjoys high productivity rates,

and low delinquency rates for

producing aircraft, parts and engines.

**THE CENTRAL LOCATION OF  
TINKER AIR FORCE BASE  
IN THE UNITED STATES  
PROVIDES EASY ACCESS TO  
56 AIR FORCE AND 134 DOD  
INSTALLATIONS. ANOTHER  
IMPORTANT FACTOR IS THE  
EMERGING TWO LEVEL  
MAINTENANCE CONCEPT  
THAT THE AIR FORCE IS  
IMPLEMENTING INTO THE  
LOGISTIC SUPPORT SYSTEM.  
TINKER'S LOCATION WILL BE  
THE MOST CONVENIENT AND  
RESPONSIVE OF ANY ALC  
WITH THE LOWEST COST FOR  
TRANSPORTATION.**





**EMPLOYEES LIVE IN 37 OF 77  
COUNTIES IN OKLAHOMA .**

**THE TOTAL MILITARY AND  
CIVILIAN EMPLOYMENT AT  
TINKER IS 22,118.**

**TOTAL ECONOMIC IMPACT  
IS \$2.7 BILLION DOLLARS  
ANNUALLY.**

**TOTAL SECONDARY JOBS  
CREATED - 28,294**

(SOURCE IS TINKER AFB,  
PUBLIC AFFAIRS OFFICE, MAY 23, 1994)





# Tinker Task Force '95

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Printing by Journal Record Publishing Company