



DEPARTMENT OF THE AIR FORCE

BASE CLOSURE AND REALIGNMENT

RECOMMENDATIONS

DETAILED ANALYSIS

April 1991

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Executive Summary

Subsequent to the 1988 Base Closure Commission recommending the closure of five stateside bases, the Air Force has announced the realignment of an additional stateside base, Tonopah (which did not exceed the Title 10, USC 2687 threshold) and the withdrawal from 28 overseas installations. Further, the Air Force will announce the withdrawal from 9 additional overseas installations once necessary host nation notification and consultations have been completed.

In accordance with the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), the Air Force has developed a list of additional bases for closure and realignment. The Secretary of the Air Force formed the Base Closure Executive Group (BCEG) with the primary objective of ensuring that the Air Force process for closing and realigning bases inside the United States was conducted in accordance with the law. The members of the BCEG included five general officers and five senior civilians from the appropriate offices within the Air Staff and Secretariat. Directors of Plans and Programs from the Major Commands (MAJCOMs) served as advisors to the group. Senior officers from the Air Reserve Component participated as appropriate. A Base Closure Working Group was also formed to support the BCEG. The Working Group consisted of senior technical experts from the Air Staff and Secretariat.

The BCEG reviewed and considered for closure or realignment Air Force bases in the United States which had at least 300 civilian manpower positions authorized. The bases were categorized according to mission. A substantial number of subelements, or measurement factors, were identified under the eight DoD selection criteria, for each category of bases.

Extensive data were gathered to support the evaluation of each base under each criterion. Whenever possible, existing data sources were used. The collection effort was started at the base level. It was verified, and supplemented when required, at the MAJCOM level. It was again verified and supplemented at Headquarters USAF. As an additional control measure, an auditor from the Air Force Audit Agency was tasked to review the Air Force process and procedures for consistency with the law and DoD policy and to ensure that the data validation process was adequate.

Categories of bases which were determined to have insufficient excess capacity to justify closure of a base were recommended to and approved by the Secretary of the Air Force, for exclusion from further closure study. Certain bases having unique military capability and not affected by the DoD Force Structure Plan were also proposed and approved for exemption. The exempted categories and the unique bases remained subject to study as receivers for realignment. All remaining Active Component bases in the non-exempt categories were examined individually on the basis of the eight DoD selection criteria. Each subelement was individually color-coded by each member of the BCEG, and an overall coding for each of the eight DoD selection criteria for each base was agreed upon by the group. In addition, each of the bases in the tactical and strategic subcategories were placed in one of three groups by each member, based on all eight criteria, and a consensus or vote employed to reach agreement. Several different groupings in these two categories were developed by the BCEG using different combinations of emphasis on the eight DoD selection criteria. Air Reserve Component bases required a

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slightly different approach. The BCEG first identified those realignments which could achieve reasonable savings. Then, the eight DoD selection criteria were considered to assure that the realignment would be cost effective, consistent with the military requirements, and otherwise sound. The group's evaluation was presented to the Secretary of the Air Force and Chief of Staff for decisions. The following list reflects decisions made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG:

Base Closures

Bergstrom AFB, Texas	Grissom AFB, Indiana	Richards-Gebaur ARS, Missouri
Carswell AFB , Texas	Loring AFB, Maine	Rickenbacker AGB, Ohio
Castle AFB, California	Lowry AFB , Colorado	Williams AFB, Arizona
Eaker AFB, Arkansas	Moody AFB, Georgia	Wurtsmith AFB, Michigan
England AFB, Louisiana	Myrtle Beach AFB , South Carolina	

Realignment/Partial Closure

MacDill AFB, **Florida***

- **Note:** Partial closure of MacDill **AFB** does not exceed Title 10, **USC 2687**, threshold. However, if this closure is reviewed by the **Base Closure** Commission, successful Closure is likely and proceeds from the sale of real estate will return to the Department of Defense. Although not included in the cost analysis, MacDill AFB has one of the highest potentials to return substantial proceeds from property disposal to the Base Closure Account.

The above **closures/realignments** should lead to annual savings of **\$635** million. For these **savings** to be realized, the **Air** Force forecasts a DoD **Base Closure** Account funding requirement of approximately **\$1.1** billion. The **Base Closure** Account funding requirement does not include projected environmental cleanup costs.

The **Air** Force continues to support the closure of all the bases recommended by the 1988 **Base Closure** Commission. However, the baseline upon which the 1988 Commission made its recommendations has changed dramatically. The changes recommended below are a direct result of force structure and base structure changes and will result in a **military** construction cost avoidance of **\$84M**.

Chanute AFB , Illinois:	Potentially contract fire training. Realign fuels training to Sheppard AFB , Texas. Courses designated for Lowry AFB, Colorado--TBD
Norton AFB , California:	Realign 45 Headquarters Air Force Audit Agency manpower authorizations to the National Capital Region.
George AFB, California:	Realign some F-4G aircraft to the Idaho and Nevada Air National Guard and inactivate the 35th Tactical Fighter Wing. Keep the 41st

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Electronic Combat Squadron (EC-130H aircraft) in place. Realign EF-111 aircraft to Cannon AFB, New Mexico. Establish a composite Wing at Mt Home AFB, Idaho.

Mather AFB, California:

Realign Undergraduate Navigator Training to Randolph, AFB, ~~Texas~~. Realign the 940th Air Refueling Group (AFRES) to McClellan AFB, California. Leave the base hospital open as an annex of McClellan AFB, California.

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The Air Force Process for Selecting Bases for Closure and Realignment

Selecting Air Force bases to close because of reductions in force structure is an extremely difficult task. There are no "obsolete" or "rundown" Air Force bases that are obvious candidates for closure. All of our bases suit their current purposes and are in good physical condition. Most have had substantial amounts of construction or renovation on them during the last decade as we strove to provide high quality facilities for our people to work and live in. Moreover, the level of community approval and cooperation we enjoy is very high at all of our bases. We cannot choose "bad bases" to close--there are none.

Following the Defense Base Closure and Realignment Act of 1990 (P.L. 101-510), and OSD guidance, the Air Force developed a structured process (Atch 1) that would treat all bases equally, without regard to past studies or announcements. The basis for selection was the DoD Force Structure Plan submitted to Congress in March, 1991, by the Secretary of Defense, and the eight DoD selection criteria approved by the Secretary on February 15, 1991.

The Secretary of the Air Force appointed a Base Closure Executive Group of five general officers and five comparable (SES-level) career civilians. Areas of expertise included environment; facilities and construction; finance; law; logistics; operations; personnel and training; and research, development and acquisition. Directors of Plans and Programs from the Major Commands (MAJCOMs) served as advisors to the group. Senior officers from the Air Reserve Component participated as appropriate. The group met frequently from December on; daily in February and March. A working group of senior experts was established to provide staff support.

The BCEG reviewed all bases, active and reserve components, with more than 300 civilians authorized to be employed. Data on all such bases in the United States was collected on a standard questionnaire directly from the bases, with validation by the MAJCOMs and Air Staff. Data and process validation continued throughout the study process with the assistance of an Air Force Audit Agency representative. Members of the BCEG frequently challenged data based on their own substantial knowledge and experience, and new data was provided where appropriate. In a few instances, data determined by the group to be inaccurate was challenged and corrected.

The BCEG placed all the bases in categories (see Atch 2) and conducted a capacity analysis based on the DoD Force Structure Plan. Categories/subcategories having no excess capacity were recommended for exclusion from further study and approved by the Secretary of the Air Force. These categories/subcategories were flying/mobility, flying/other, and the support category including depots, and product divisions/laboratories and test facilities (see Atch 3). All bases in the remaining categories/subcategories were evaluated on the basis of military requirements (the first three DoD selection criteria). As a result, certain bases having unique missions not affected by the DoD Force Structure Plan, in geographic locations where a base was required, or otherwise militarily needed were proposed for exemption from further study and approved by the Secretary of the Air Force (see Atch 4). Both groups remained subject to study as receivers.

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All Active Component bases not exempted in the remaining categories were individually examined on the basis of the eight selection criteria established by the Secretary of Defense, and approximately 80 subelements. The subelements were developed by the Air Force to provide specific data points for each criterion. They are specific to Air Force basing requirements and vary somewhat by category. For example, suitability for tanker operations is important for strategic flying bases but not for flying training; while nearby ranges are vital to tactical flying bases, of some value for strategic bases but not relevant to technical training bases. Each subelement for each base was individually color-coded by each member of the BCEG, based on the data presented. An overall coding for each criterion for each base was agreed upon by the group (consensus or vote). Because of the large number of bases in the strategic and tactical flying subcategories, each base was placed in one of three groups by each member, based on all eight DoD selection criteria, and a consensus vote was employed to reach an agreed grouping for each base.

For the tactical subcategory, five options were developed (six for strategic subcategory). Each option assigned the bases to three pups, in order of desirability for retention (Group One being the most desirable). The basic scoring employed all eight criteria, with priority to the first four (Option 1). Other options were developed by applying all eight criteria, but rescoring all bases in the category with added weight placed on specified factors. For example, one option gave added weight to factors relating to future encroachment on land and flying activities; another weighted cost to close; and another weighted military value, future encroachment, and cost equally. For strategic bases, the sixth option was scored based on wartime value, since strategic aircraft fight from their peacetime bases.

The Air Reserve Component Category required a slightly different approach. Air National Guard and Air Force Reserve Component bases do not readily compete against each other. Air Reserve Component units enjoy a special relationship with their respective states and local communities. Further, consideration must be given to the recruiting needs of these units. The BCEG first identified those realignments which would achieve reasonable savings. Then, the eight DoD selection criteria were considered to assure that the realignment would be cost effective, consistent with military requirements, and otherwise sound.

Intercommand and interservice utilization analysis was accomplished. The Directors of Plans and Programs from the Major Commands met on several occasions with the BCEG. Also, at the senior military and civilian level, consultations with Army and Navy base closure representatives occurred regarding potential interservice base realignments and facility use.

Recommendations were presented to the Secretary of the Air Force and the Chief of Staff in person by the entire pup. The Secretary of the Air Force, with the advice of the Chief of Staff, and in consultation with the BCEG, selected the bases for inclusion on the base closure and realignment list. No bases were recommended for closure from the Other category. (Supporting analysis at Atch 5)

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Statement of Purpose

Background

For the past several years, the Air Force has operated with a continually declining budget. The budget decline has steepened in the recent past and is projected to continue in the Future Years Defense Plan (FYDP). The disintegration of the Warsaw Pact and the perceived reduction in the Soviet threat over the past two years allowed the Air Force to accommodate a declining budget by reducing its force structure. The combination of reduced budgets and force structure reductions necessitates a major reduction in the Air Force base structure.

Applicable Specific Legislation

In January 1990, the Secretary of Defense announced DoD's intent to study several bases for closure and requested special legislation to streamline the closure process. Congress responded by terminating the Secretary of Defense's study process and by enacting the Base Closure and Realignment Act of 1990 (BC&RA/90 or Public Law 101-510).

Purpose

The purpose of this document is to forward the recommendations of the Secretary of the Air Force and supporting rationale in compliance with the BC&RA/90 and DoD policy.

Air Force Basing Concept

The Air Force base structure is intended to optimally support its force structure, support the training of the personnel required to man that force structure, support the maintenance of that force structure, and support the research and development necessary to modernize that force structure. A combination of threat and commitment to allies drives a balance of domestic and overseas bases.

The array of domestic bases is determined by a variety of factors such as survivability, dispersion, proximity to and unencroached access to training airspace and ranges, suitable weather, and adequate base infrastructure. Additionally, the Air Force must look to the future. As the Air Force is compelled to close bases, it must insure that the potential for limitations such as encroachment and airspace congestion are minimized at our remaining bases. Likewise, locations or regions where there is greater potential for future airspace/range expansion must be optimized.

In determining base structure, the Air Force focused on future concepts: increasing close air support interoperability with the Army and the development of a modernized Global Reach/Global Power concentration of fire power - the composite wing. With regard to increasing close air support interoperability, the Air Force will base, to the maximum extent, its remaining active A-10/OA-10 force structure on bases near major Army installations. This will provide daily interoperability with Army units at the division level and below, and enhance the development of improved interoperability and fire power

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support. At Ft Bragg, it is envisioned that when, for example, the 82nd Airborne Division deploys, the A-10 squadron to be based at Pope AFB will deploy with it. Because these units will have trained together on a daily basis, they will employ as a better integrated fighting team and the "come as you are" force projection utility of the 82nd Airborne Division will be significantly enhanced. Finally, because these A-10/OA-10 squadrons will be based at the bases which support other missions as well, the Air Force can attain budget efficiencies.

Within the context of Global Reach/Global Power, the Air Force will establish a composite wing at Mt Home AFB, Idaho. As this concept evolves, this wing will be equipped with a balance of fighter, tanker and, potentially bomber aircraft. This core fighting team will be able to reach out and employ a lethal concentrated blend of fire power anywhere in the world. Because this unit will train together daily, deployment/employment interoperability will be maximized and doctrine will be developed which will enhance total air power employment. Additionally, supporting force structure from nearby units, from both the active and reserve components, is available to train. With this composite force on a frequent basis on some of the most capable ranges in the United States.

The bases which will remain in the Air Force basing structure will effectively and efficiently support the programmed force structure. This base structure will retain the flexibility to accommodate absorption of overseas force structure if needed as well as accommodate changes in the strategic threat. Obviously, future changes in force structure as well as changes in factors which enhance training, such as airspace, ranges, encroachment and congestion, will cause the Air Force to continuously seek ways to operate more effectively and efficiently.

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Service Projected Force Structure

The attached matrix displays the Air Force force structure extracted from the DoD Force Structure Plan (FY92-FY97). Additionally, the force structure for FY90 and FY91 is included for ready reference. Basing recommendations have been made in full consideration of the needs to support that force structure. The remaining base structure provides flexibility to accommodate changes in that force structure which could result from an increase in the threat or reduced overseas requirement.

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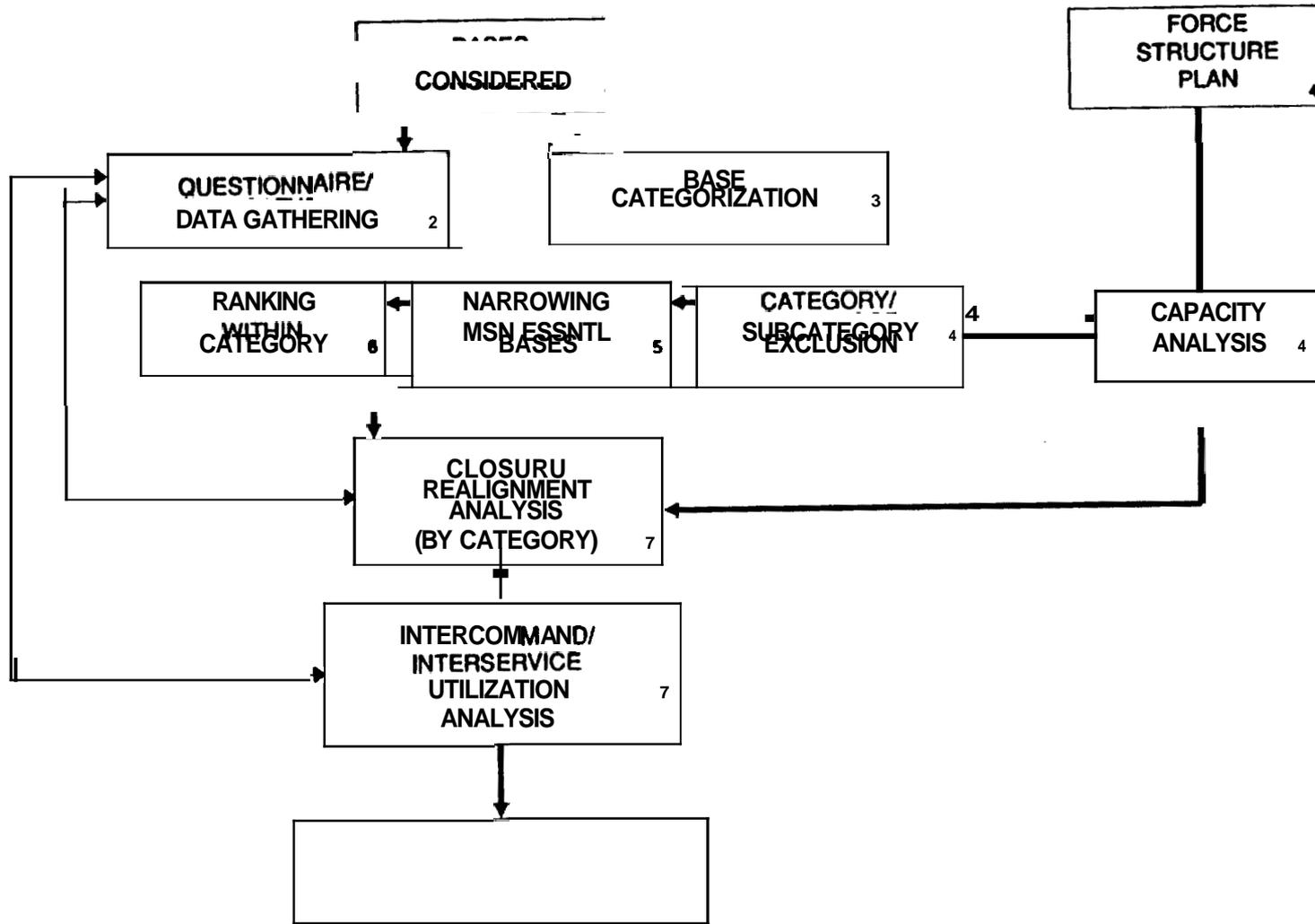
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BASE CLOSURE FORCE STRUCTURE

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**TAB4 ATCH 1
AIR FORCE PROCESS**



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TAB 4 Atch 2 . category Descriptions

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

<u>Depots</u>	<u>Product Divisions and Laboratories</u>	<u>Test Facilities</u>
Hill AFB, Utah	Brooks AFB, Texas	Eglin AFB, Florida
Kelly AFB, Texas	Gunter AFB, Alabama	Edwards AFB, California
McClellan AFB, California	Hanscom AFB, Massachusetts	
Newark AFB, Ohio	Kirtland AFB, New Mexico	
Robins AFB, Georgia	Los Angeles AFB, California	
Tinker AFB, Oklahoma	Wright-Patterson AFB, Ohio	

Training - The primary purpose of bases in this category is to support basic military training; initial skills and follow on technical training; professional military education; and initial commissioning education and training. Bases in this category are:

Goodfellow AFB, Texas
Keesler AFB, Mississippi
Lackland AFB, Texas
Lowry AFB, Colorado
Maxwell AFB, Alabama
Sheppard AFB, Texas
USAF Academy, Colorado

Flying - The primary purpose of bases in this category is to support flying operations. This category is divided into five subcategories:

- Strategic** - Bombers, Missiles, Tankers, and Strategic Reconnaissance
- Tactical** - Fighters, Tactical Reconnaissance, Observation, and Attack
- Mobility** - Strategic and Tactical Airlift
- Training** - Undergraduate Pilot Training
- Other** - Special Operations, Airborne Warning and Control, Command and Control, Electronic Warfare, Weather, and Rescue

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Bases in the Flying Category are:

<u>a</u>	<u>Tactical Subcategory</u>	<u>Mobility Subcategory</u>
Andersen AFB, Guam	Bergstrom AFB, Texas	Altus AFB , Oklahoma
Barksdale AFB, Louisiana	Cannon AFB , New Mexico	Andrews AFB, Maryland
Beale AFB, California	Davis-Monthan AFB, Arizona	Charleston AFB , South Carolina
Carswell AFB , Texas	Eielson AFB , Alaska	Dover AFB, Delaware
Castle AFB , California	Elmendorf AFB , Alaska	Hickam AFB, Hawaii
Dyess AFB , Texas	England AFB , Louisiana	Little Rock AFB , Arkansas
Eaker AFB , Arkansas	Holloman AFB, New Mexico	McChord AFB , Washington
Ellsworth AFB , South Dakota	Homestead AFB , Florida	McGuire AFB , New Jersey
Fairchild AFB, Washington	Langley AFB, Virginia	Pope AFB , North Carolina
Grand Forks AFB , North Dakota	Luke AFB , Arizona	Travis AFB, California
Griffiss AFB , New York	MacDill AFB , Florida	
Grissom AFB, Indiana	Moody AFB, Georgia	
Loring AFB, Maine	Mc Home AFB , Idaho	
Malmstrom AFB, Montana	Myrtle Beach AFB, South Carolina	
March AFB, California	Nellis AFB , Nevada	
McConnell AFB, Kansas	Seymour Johnson AFB , North Carolina	
Minot AFB , North Dakota	Shaw AFB , South Carolina	
Offutt AFB, Nebraska	Tyndall AFB , Florida	
Plattsburgh AFB , New York		
KJ Sawyer AFB , Michigan		
FE Warren AFB, Wyoming		
Whiteman AFB , Missouri		
Wurtsmith AFB, Michigan		
<u>Training Subcategory</u>	<u>Other Subcategory</u>	
Columbus AFB, Mississippi	Hurlburt AFB , Florida	
Laughlin AFB, Texas		
Reese AFB, Texas		
Vance AFB, Oklahoma		
Williams AFB , Arizona		

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Other - Generally, the *primary* purpose of installations in this category is to support space operations and major air command headquarters. Installations in this category are:

Battle Creek Cataloging and Standardization Center, Michigan
Bolling AFB, District of Columbia
Falcon AFB, Colorado
Patrick AFB, Florida
Peterson **AFB**, Colorado
Randolph **AFB**, Texas
Scott AFB, Illinois
Vandenberg **AFB**, California

Air Reserve Component - The primary purpose of installations in this category is to support Air National Guard and Air Force Reserve operations and training. Installations in this category are:

Air National Guard

Boise **Air Terminal AGS**, Idaho
Buckley **AGB**, Colorado
Fresno **Air Terminal, AGS**, California
Great Falls IAP, AGS, Montana
Martin State APT. AGS, Maryland
Otis **AGB**, Massachusetts
Portland **IAP, AGS**, Oregon **
Rickenbacker **AGB**, Ohio **
Selfridge **AGB**, Michigan **
Stewart **IAP, AGS**, New York
Tucson **IAP, AGS**, Arizona

Air Force Reserve

Dobbins **ARB**, Georgia *
Gen Mitchell **IAP, ARS**, Michigan *
Greater Pittsburgh **IAP, ARS**, Pennsylvania *
Minn/St Paul **IAP, ARS**, Minnesota •
Niagara Falls **IAP, ARS**, New York *
O'Hare IAP, ARS, Illinois *
Richards-Gebaur **ARS**, Missouri
Westover ARB, Massachusetts
Willow Grove **ARS**, Pennsylvania
Youngstown **MPT, ARS**, Ohio

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TAB 4 Atch 3

Category/Subcategory Exclusions

Flying/Mobility - The force structure supported by this subcategory of bases remains stable in the DoD Force Structure Plan. The geographical location and the capacity of this base structure provide near optimum support for both the strategic and tactical airlift missions. The current utilization of these bases is high and the Air Force concluded that there was insufficient excess capacity to justify closure of a base in this subcategory. Therefore, the Air Force exempted the bases in this subcategory from further consideration except as potential receivers for realigned units.

Flying/Other - The only base in this subcategory is Hurlburt AFB, Florida. It is the only base in the Air Force dedicated to Special Operations and is the home for Headquarters, AF Special Operations Command. The base is just completing a substantial renovation which tailored the facilities for the assigned mission. There is no excess capacity and very little space for any additional units. Therefore, the Air Force excluded this base from further consideration.

Depots - There is no direct link between the DoD Force Structure Plan and depot requirements although it is obvious that, as force structure reduces over time, workload at the depots will also reduce. Functionally, the depot structure has been studied extensively in other forums over the past year and the Air Force has relied heavily on the results of these studies for their capacity analysis. These results indicate a current excess capacity of approximately 15 percent which provides a prudent surge capacity to meet contingency requirements. In fact, some of this surge capacity has been used to support Desert Storm. The analysis further indicates that this excess capacity could grow to approximately 30 percent based on projected force structure reductions. This would appear to justify closure of one of the depots in this subcategory. However, some of this excess capacity may be required to absorb additional unprogrammed requirements generated by Desert Shield/Storm. The estimates of future excess capacity based on force structure reductions is not sufficiently reliable to be used for a decision to close a depot. The translation of projected force structure reduction to reduced depot workload requires further evaluation and definition. Therefore, the Air Force exempted the bases in this subcategory from further consideration for closure at this time. The installations in this subcategory will be examined as potential receivers for realigned units. However, since there is considerable potential for substantial excess capacity in this subcategory in the future, the Air Force plans to continue study of the depot structure and be prepared to address the depot capacity issue more precisely prior to the next base closure/realignment commissions in 1993 or 1995. In addition, the Air Force will continue its efforts both to streamline the overall depot management and the operation of the individual depots in order to achieve maximum efficiency. Excess building space at the depots which may result will be placed in mothball status in order to maximize cost savings.

Product Divisions and Laboratories - Review of the DoD Force Structure Plan does not highlight the potential for excess capacity in this subcategory. Data show that the product division/laboratory manpower will reduce from approximately 30,400 to approximately 23,000 over the FYDP; however, this reduction will be spread across all product divisions/laboratories. This will create some excess capacity within the individual

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divisions and laboratories but the requirements for all of the product divisions and the laboratory specialties remain. Additionally, many of the facilities in the laboratory structure are very **specialized** (in some **cases one-of-a-kind** nationally) and relocation would be extremely costly. **Also**, during this period the product division/laboratory budget is **projected to increase**. Therefore, the Air Force decided that there was insufficient excess capacity projected to warrant closure of a base in this subcategory at this time. However, these bases remain potential candidates for receiving realigned units.

The Air Force is continuing the development of a separate plan for some laboratory consolidation which **will provide** improved support for product divisions but none of the consolidations will **exceed the Title 10, U.S. Code Section 2687** threshold nor justify a base closure. **Also**, the Air Force plans to continue evaluating the possible **relocation** of one or more product divisions in order to enhance the relationship between product divisions and laboratory activities. **This** could result in one or more **base** closures and the **Air Force will be prepared to address this** prior to the 1993 or 1995 Base Closure/Realignment Commissions. In addition, the Air Force will continue management streamlining initiatives throughout **this structure in order to operate more efficiently**.

Test Facilities - Nothing in the DoD Force Structure Plan indicates a significant reduction in Air Force testing requirements. The near term workload is unaffected by **recent** funding reductions for acquisition programs and production delays and quantity reductions have little effect on testing requirements. The **Air Force** considers its test centers to be irreplaceable national assets that support sea, land, and aerospace ranges that cannot be duplicated. Replication of specialized equipment, facilities and **land** is cost prohibitive. Therefore, the **Air Force** exempted this category from further evaluation for closure; however, these bases will remain candidates for receiving realigned units.

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TAB 4 Atch 4 Geographically Key/Mission Essential

Geographically Key Bases: The Air Force considered that the location of some bases was of prime importance to the DoD mission; ~~or~~, because of its location, the base was so geopolitically significant that further closure consideration was not warranted. Those bases exempted from further review are as follows:

Andersen AFB, Guam: Key staging base for Strategic Air Command and Military Airlift Command (MAC) in the Pacific

Andrews AFB, Maryland: Key base for Presidential/Congressional support

Bolling AFB, District of Columbia: Key base for support of Air Force and joint activities in Washington metropolitan area

Elmendorf AFB, Alaska: Key MAC Port of Entry into Alaska; crucial to reinforcement of Pacific; and crucial to defense of Alaska

Hickam AFB, Hawaii: Key Port of Entry into Hawaiian Islands; crucial to reinforcement of Pacific; defense of Hawaiian Islands; and Headquarters, Pacific Air Forces

Mission Essential: The Air Force determined that there were some bases that support missions which remained unchanged and specialized (e.g. Space Operations, Education) and were so tailored to support that mission that relocation would not be reasonable or cost effective. For the above reasons, the Air Force recommended that the bases listed below be exempted from further closure analysis:

Falcon AFB, Colorado: Critical support of the Consolidated Space Operations Center, National Test Facility for Strategic Defense Initiative

Maxwell AFB, Alabama: Unique education complex supports the Air University, Air War College, Air Command and Staff College, Squadron Officer School, and numerous other training and education programs

Nellis AFB, Nevada: Supports an irreplaceable, very large, range complex and the AF Tactical Fighter Weapons School

Pamck AFB, Florida: Critical support to Cape Canaveral (the USAF's sole equatorial orbit space launch facility) and home of Eastern Space and Missile Center

Yandenberg AFB, California: USAF's sole polar orbit space launch facility and home of Western Space and Missile Center

FE Warren AFB, Wyoming: Air Force's only Peacekeeper missile base; The DoD Force Structure Plan reflects no decrease in Peacekeeper missiles; very expensive to relocate

USAF Academy, Colorado: One-of-a-kind facility, a primary commissioning source for USAF officers

These bases continued to be considered as potential receiving bases.

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TAB 4 Atch 5 Other Category

Some of *the* installations in this category were excluded earlier as geographically key and specialized mission installations. These remaining installations were evaluated by the BCEG against the eight DoD selection criteria and Air Force subelements. It was determined that these installations satisfactorily support their mission and that closure would be very costly with little or no savings. Based on the DoD Force Structure plan, none of the remaining installations is programmed for any significant reduction in force structure or other reduction in mission. Excess capacity, if any, was not sufficient to justify a base closure. Therefore, the Secretary of the Air Force with advice from the Air Force Chief of Staff and in consultation with the BCEG decided not to close any of the remaining installations in *this* category. Installations remaining in this category after geographically key and specialized mission installations were removed are:

Battle Creek Cataloging and Standardization Center, Michigan
Peterson AFB, Colorado
Randolph AFB, Texas
Scott AFB, Illinois

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OTHER CATEGORY

DESCRIPTION OF CATEGORY

OTHER

The primary purpose of installations in this category is to support dissimilar specialized functions. The primary attribute is how the installation supports the mission assigned it.

Installations in this category are:

Battle Creek Cataloging and Standardization Center, Michigan
Peterson AFB, Colorado
Randolph AFB, Texas
Scott AFB, Illinois

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**OTHER CATEGORY
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I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD

CLOSURE RATING (G,Y,R)

- | | |
|--|--|
| 1. Are the missions of the existing primary activity(ies) continuing? | GREEN = Yes - no programmed reductions
RED = No |
| 2. Does the installation adequately support the primary activity(ies)? | GREEN = Yes
RED = No |
| 3. Does the installation have force structure which supports a flying activity? | GREEN = Yes
RED = No |
| 4. Operational effectiveness | |
| A. Geographic location supports mission | |
| (1) Adequate training airspace | GREEN = Yes (3 or more low-level routes)
RED = No (≤ 2 routes) |
| (2) Flight time to auxiliary fields | GREEN ≤ 12 min; YELLOW ≤ 18 min; RED > 18 min |
| B. Proximity to alternate landing bases: | GREEN ≤ 30 min; YELLOW ≤ 1 hr; RED > 1 hr |
| C. Proximity to divert bases: | GREEN ≤ 15 min; RED > 15 min |
| D. Weather | |
| Percent of days at or above 1500 ft/3 mi | GREEN $\geq 85\%$
YELLOW $\geq 76\% \leq 84\%$
RED $\leq 75\%$ |
| 5. If there is force structure to support other categories at the base, will they remain in the inventory? | GREEN = Force structure is a key part of the force structure plan no programmed reductions
YELLOW = Force structure is an integral part of the force structure plan - but has programmed reductions
RED = Force structure is being phased out in the force structure plan or no other force structure. |

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I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

	PRIMARY ACTIVITY CONTINUING	ADEQUATE MISSION SUPPORT	FLYING ACTIVITY SUPPORT
BATTLE CREEK	G	G	R
PETERSON	G	G	G
RANDOLPH	G	G	G
SCOTT	G	G	G

GREEN = Yes
RED = No

GREEN = Yes
RED = No

GREEN = Yes
RED = No

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I THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS

	ADEQUATE TRAINING AIRSPACE	FLIGHT TIME TO AUXILIARY	ALT LNDG BASE PROXIMITY	DIVERT BASE PROXIMITY
BATTLE CREEK	N/A	N/A	N/A	N/A
PETERSON	G	G	G	G
RANDOLPH	G	G	G	G
SCOTT	G	G	G	G

GREEN = Yes

RED = No

GREEN ≤ 12 min GREEN ≤ 30 min
YELLOW ≤ 18 min YELLOW ≤ 1 hr
RED > 18 min RED > 1 hr

GREEN ≤ 15 min

RED > 15 min

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I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

	WEATHER ABOVE MINIMUMS	OTHER FORCE STRUCTURE
BATTLE CREEK	N/A	N/A
PETERSON	G	N/A
RANDOLPH	Y	N/A
SCOTT	G	N/A
GREEN $\geq 85\%$		GREEN - Force structure is a key part of the force structure plan - no programmed reductions
YELLOW $\geq 76\% \leq 84\%$		YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions
RED $\leq 75\%$		RED - Force structure is being phased out in the force structure plan or no other force structure

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CRITERIA

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	Missions continue	Mission Support	Fly Act Support	Tag Airspace	Aux Fields	Alt Landg Bases	Divert Bases	Above Minimums	Other FS
BATTLE CREEK	G	G	/	/	/	/	/	/	/
PETERSON	G	G	G	G	G	G	G	G	/
RANDOLPH	G	G	G	G	G	G	G	Y	/
SCOTT	G	G	G	G	G	G	G	G	/

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II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Are there unique facilities at the installation which must be replicated if the base is closed? (High cost specialized facilities)

GREEN - **Yes**, unique facilities exist
RED - No unique facilities exist

2A. Existing Associated Airspace encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN - Civil and commercial aviation **development** generally compatible with existing military operating areas and restricted airspace
YELLOW - Civil and commercial aviation development impacts **access to some** (limited) **MOAs**. Near-term development of **MOAs** or restricted airspace **may be** limited
RED - Civil and commercial aviation dominates the development of, **and access to** **MOAs**. Near-term development of **MOAs** or restricted airspace **incompatible**

Auxiliary Airfields

GREEN - Regional development generally compatible with Auxiliary Airfields use
YELLOW - Regional development incompatible in **some** (limited) **areas**, creating some restrictions on Auxiliary Airfield use
RED - Regional development severely incompatible in **many areas**, causing **major** modifications or severely limit access to Auxiliary Airfields

Low Level Routes

GREEN - Regional development generally compatible with **low level route access**
YELLOW - Regional development incompatible in **some** (limited) **areas**, creating restrictions on low level route structure
RED - Regional development severely incompatible in **many areas**, causing **major** modifications to low level routes

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Criteria II (Cont)

2B. Future Associated Airspace Encroachment (special use airspace)**MOAs and Restricted Airspace**

GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing military operating areas and restricted airspace
YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or restricted airspace may be limited
RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of MOAs or restricted airspace may be limited

Auxiliary Airfields

GREEN - Future regional development generally expected to be compatible with Auxiliary Airfield
YELLOW - Future regional development may become incompatible in some (limited) areas, creating some restrictions on access to Auxiliary Airfields
RED - Future regional development may become severely incompatible in many areas, causing major modifications to Auxiliary Airfield

Low Level Routes

GREEN - Future regional development generally expected to be compatible with low level route access
YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure
RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

3. Facilities capacity:**Base**

GREEN \geq or = to the mean
YELLOW \geq or = to -1 standard deviation and \leq the mean
RED \leq -1 standard deviation

Housing

GREEN \geq or = to the mean
YELLOW \geq or = to -1 standard deviation and \leq the mean
RED \leq -1 standard deviation

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Criteria II (Cont)

4. Facilities condition:

Base

A. condition:

GREEN \geq or = to the mean
YELLOW \geq or = to -1 standard deviation and \leq the mean
RED \leq -1 standard deviation

B. Cost:

GREEN \leq or = to the mean
YELLOW \geq the mean and \leq or = to +1 standard deviation
RED \geq +1 standard deviation

Housing

A. Condition:

GREEN \geq or = to the mean
YELLOW \geq or = to -1 standard deviation and \leq the mean
RED \leq -1 standard deviation

B. Cost:

GREEN \leq or = to the mean
YELLOW \geq the mean and \leq or = to +1 standard deviation
RED \geq +1 standard deviation

5A. Existing local/regional community encroachment

Accident potential zones

GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria
YELLOW - Off-base development incompatible in some (limited) areas construction/operations
RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

Noise zones

GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations
YELLOW - Off-base development incompatible in some (limited) areas
RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

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Criteria II (Cont)

Environs **airspace**

GREEN - Airspace encroachment is **low** and little or **no operational adjustments** made
YELLOW - Airspace encroachment is **moderate** and may **require limited operational** adjustments
RED - Airspace encroachment is **high** and **requires substantial operational** adjustment

5B. Future local/regional community encroachment

Accident potential zones

GREEN - Future **off-base** development **generally expected to remain compatible with** accident potential **zones and quantity-distance criteria**
YELLOW - Future off-base development may **become incompatible** in some (limited) **areas**
RED - Future **off-base** development may **become incompatible with accident** potential zones, or **quantity-distance safety criteria**

Noise zones

GREEN - Future **off-base** development **generally expected to be compatible with Air** Installation Compatible **Use Zone noise recommendations**
YELLOW - Future off-base development may **become incompatible** in some (Limited) **areas**
RED - **Future off-base** development may **become incompatible in many areas, or** many people exposed **to high noise levels**

Environs **airspace**

GREEN - Potential for encroachment is **low** and little or **no operational** adjustment anticipated
YELLOW - Potential for encroachment is **moderate** and may **require limited operational** adjustment
RED - **Potential** for encroachment **is high** and may **require substantial operational** adjustments

6. Are the runway(s) adequate to support the primary mission?

GREEN = Single runway with emergency **field** within **15 min**
RED = anything **less**

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

UNIQUE FACILITIES

(Crit 1)

BATTLE CREEK

N/A

PETERSON

G

RANDOLPH

G

SCOTT

G

GREEN - Yes, unique facilities exist

RED - No unique facilities exist

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OTHER CATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Existing Associated Airspace Encroachment (special use airspace)

2.A Existing Local/Regional Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
BATTLE CREEK	N/A	N/A	N/A
PETERSON	N/A	N/A	N/A
RANDOLPH	Y	G	G
SCOTT	N/A	N/A	N/A

GREEN - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace

YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. Near term development of MOAs or Restricted Airspace may be limited.

RED - Civil and commercial aviation dominates the development of and access to MOAs. Near-term development of MOAs or Restricted Airspace incompatible

GREEN - Regional development generally compatible with access to Auxiliary Airfield activity

YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Auxiliary Airfield activities

RED - Regional development severely incompatible in many areas, causing major modifications to Auxiliary Airfield access, or severely limits access to MOAs

GREEN - Regional development generally compatible with low-level route access

YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure

RED - Regional development severely incompatible in many areas, causing major modifications to low level routes

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OTHER CATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE FOR BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Associated Airspace Encroachment (special use airspace)

2B Future Local/Regional Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
BATTLE CREEK	N/A	N/A	N/A
PETERSON	N/A	N/A	N/A
RANDOLPH	Y	G	G
SCOTT	N/A	N/A	N/A

GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace

YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of Restricted Airspace may be limited

RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible

GREEN - Future regional development generally expected to be compatible with access to Air-to-Ground ranges

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on access to Air-to-Ground ranges

RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground range access

GREEN - Future regional development generally expected to be compatible with low-level route access

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

	FACILITIES CAPACITY (Crit 3) BASWHOUSING		FACILITIES CONDITION (Crit 4 3) BASWHOUSING		FACILITIES COST (Cnt 4b) BASWHOUSING	
BATTLE CREEK	N/A	N/A	N/A	N/A	N/A	N/A
PETERSON	R	R	G	G	G	G
RANDOLPH	G	G	G	G	Y	G
SCOTT	G	G	G	Y	Y	R

Capacity/Condition

GREEN 2 σ = to the mean
 YELLOW \geq or = to -1 standard deviation and \leq the mean
 RED \leq -1 standard deviation

Cost

GREEN \leq or = to the mean
 YELLOW \geq the mean and \leq or = to +1 standard deviation
 RED \geq +1 standard deviation

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CRITERIA FOR OTHER CATEGORY

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

5.A Existing Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BATTLE CREEK	N/A	N/A	N/A
PETERSON	G	Y	Y
RANDOLPH	Y	Y	Y
SCOTT	G	G	G

GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria

YELLOW - Off-base development incompatible in some (limited) areas construction/operations.

RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Off-base development incompatible in some (limited) areas

RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

GREEN - Airspace encroachment is LOW and little or no operational adjustments made

YELLOW - Airspace encroachment is moderate and may require limited operational adjustments

RED - Airspace encroachment is high and requires substantial operational adjustment

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OTHER CATEGORY CRITERIA

11. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND RECEIVING LOCATIONS

5B Future Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BATTLE CREEK	N/A	N/A	N/A
PETERSON	G	Y	Y
RANDOLPH	Y	Y	Y
SCOTT	G	Y	Y

GREEN - Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria

YELLOW - Future off-base development may become incompatible in some (limited) areas construction/operations.

RED - Future off-base development may become incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Future off-base development may become incompatible in some (limited) areas

RED - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

GREEN - Potential for encroachment is LOW and little or no operational adjustments anticipated

YELLOW - Potential for encroachment is moderate and may require limited operational adjustments

RED - Potential for encroachment is high and may require substantial operational adjustments

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

RUNWAY STATUS (Crit 6)

BATTLE CREEK	N/A
PETERSON	G
RANDOLPH	G
SCOTT	G

GREEN - Single runway with emerg landing
airfield within 15 min

RED - Anything less

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II. AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

	EAE	FAE	Cap	Cond	Cost	ECOM	FCOM	RW
Unique Facilities	MOAs & Rest Auxiliary Airfields LL Run	MOAs & Rest Aux Airfield LL Run	Base Facilities Family Housing	Base Facilities Family Housing	Base Facilities Family Housing	AFZs Noise Environ	AFZs Noise Environ	Runway(s)
BATTLE CREEK	/ / /	/ / /	/ /	/ /	/ /	/ / /	/ / /	/
PETERSON	G / / /	/ / /	R R	G G	GG	G G Y	G Y Y	G
RANDOLPH	G Y G G	Y G G	G G	G G	YG	Y Y Y	Y Y Y	G
SCOTT	G / / /	/ / /	G G	G Y	YR	G G G	G Y Y	G

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III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

1. Contingency and Mobilization

A. What is the C-141 MOG

GREEN - 5 or more
YELLOW - 3 to 4
RED - less than 3

B. Does the base have a fuel hydrant system

GREEN - Yes, fully operational
YELLOW - Yes, operational, but needs repairs
RED - No or Inoperative

C. What is the munitions storage capacity

GREEN - 30% or more excess N.E.W. capacity over current requirement
YELLOW - 10 to 29% excess capacity
RED - < 10% excess capacity

D. Does the base have a HOT CARGO area

GREEN - Yes
RED - No

E. What is the capacity of the parking apron

GREEN - 30% excess capacity
YELLOW - 10% to 30% excess capacity
RED - < 10% excess capacity

F. Geographic location

Is the base located within 150 NM of:

(1) A major Army or Marine installation

GREEN - Yes
RED - No

(2) Rail access

GREEN - Yes
RED - No

(3) A port facility

GREEN - Yes
RED - No

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III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

2 Future force requirements

Is the base located and does it have basic necessary characteristics to support another category's mission (assumes current mission is no longer present)

MOBILITY	GREEN - Yes, meets requirements of MACRO LOOK with minor MILCON
STRATEGIC	YELLOW - Yes, meets some requirements of MACRO LOOK with major MILCON
FLYING TRAINING	RED - Does not meet requirements of MACRO LOOK
TACTICAL,	

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III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

1. Contingency and Mobilization

	MOGs	FUEL HDR	MUN	HOT CARGO	PARKING APRON	USA/MC	GEOGRAPHIC RAIL	PORT
BATTLE CREEK	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PETERSON	Y	R	G	G	G	G	G	R
RANDOLPH	G	R	G	R	G	G	G	R
SCOTT	G	R	G	G	G	G	G	G

MOG - GREEN = 5 or more, YELLOW = 3 to 4, RED = less than 3

Fuel Hydrant - GREEN = Yes, RED = No

Munitions - GREEN = 30% or more excess N.E.W. capacity over current requirement, YELLOW = 10 to 29% excess capacity, RED = < 10% excess capacity

Hot Cargo - GREEN = Yes, RED = No

Parking Apron - GREEN > 30% excess capacity, YELLOW = 10% to 30% excess capacity, RED = < 10% excess capacity

Geographic location - Is the base located within 150 NM of:

- (1) A major Army or Marine installation - GREEN = Yw, RED = No
- (2) Rail access - GREEN = Yes, RED = No
- (3) A port facility - GREEN = Yes, RED = No

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III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

2. FUTURE FORCE REQUIREMENTS:

Is the **base located** and have the **basic necessary characteristics** to support another category's mission:
(Assumes current mission is no longer present)

	MOBILITY	STRATEGIC	FLYING TRAINING	TACTICAL
BATTLE CREEK	R	R	R	R
PETERSON	Y	R	R	R
RANDOLPH	R	R	Y	Y
SCOTT	Y	R	R	Y

GREEN - Meets requirements of MACRO Look with minor MILCON
YELLOW - Meets some requirements of MACRO Look. with major MILCON
RED - Does not meet MACRO Look

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CRITERIA

III

	C-141 MOGs	Fuel Hydrant	Munitions	HOT CARGO	Parking Apron	USA/USMC	Rail	Port	Mobility	Strategic	Flying Training	Tactical
BATTLE CREEK	/	/	/	/	/	/	/	/	/	/	/	/
PETERSON	Y	R	G	G	G	G	G	R	Y	R	R	R
RANDOLPH	G	R	G	R	G	G	G	R	R	R	Y	Y
SCOTT	G	R	G	G	G	G	G	G	Y	R	R	Y

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IV. THE COST AND MANPOWER IMPLICATIONS

1. **ONE TIME CLOSURE COSTS:** Programming impact; excludes one-time environmental impact which is included in Criterion VIII.
2. **20 YEAR NET PRESENT VALUE (NPV) OF SAVINGS:** Shows savings (positive number) derived by discounting costs and savings over a **20 year period**.
3. **NET STEADY STATE SAVINGS:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as **CHAMPUS** and housing as a result of closing **the** base
4. **MANPOWER REDUCTIONS:** Support manpower spaces eliminated as a result of closing the base

V. 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.

1. **INVESTMENT PAYBACK:** Years elapsed from closure year to payback. Payback computed from Net Present Value analysis using **OMB Circular A-94**

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IV COST AND MANPOWER IMPLICATIONS

V RETURN ON INVESTMENT

	ONE TIME CLOSURE COSTS		20 YEAR	STEADY STATE	MANPOWER	YEARS TO
	(TYSM)	(CYSM)	NPV (\$M)	NET SAVINGS	REDUCTIONS	PAYBACK
BATTLE CREEK	172	15.5	(20)	(.9)	0	Recurring Cost
PETERSON	267.7	239.2	(187)	3.7	174	BEYOND 20
RANDOLPH	270.2	243.3	(72)	19.7	935	BEYOND 20
SCOTT	326.3	292.0	39	35.7	1421	BEYOND 20

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VI. THE ECONOMIC IMPACT ON COMMUNITIES.

1. **EMPLOYMENT**
GREEN - Reductions exceed historic high reduction (1960-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible
2. **POPULATION**
GREEN - Reductions exceed historic high reduction (1960-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible
3. **INCOME**
GREEN - Reductions exceed historic high reduction (1960-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible
4. **LOCAL GOVERNMENT OPERATING REVENUES EXPENDITURES**
GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses)
YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses)
RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)

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VI. THE ECONOMIC IMPACT ON COMMUNITIES.

5. INSTALLATION RESTORATION PROGRAMS (IRP)

GREEN - Actual clean-up time is estimated to be lengthy (> 5 yrs)

YELLOW - Actual clean-up time is moderate (about 5 yrs)

RED - Actual clean-up time is estimated to be relatively short (< 5 yrs)

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
G
Y
G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
G
G
G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
G
Y
G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987). or negligible

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

BATTLE CREEK	R
PETERSON	G
RANDOLPH	G
SCOTT	Y

GREEN - The net fiscal impact on local government is negative and comparatively large.
(Expenditures savings are less than 75% of revenue losses.)

YELLOW - The net fiscal impact on local government is negative, but comparatively small.
(Expenditures savings are 75% or more of revenue losses.)

RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses.)

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
R
G
R

GREEN - Actual clean-up time is estimated to be lengthy (greater than 5 years).
YELLOW - Actual clean-up time is estimated to be moderate (about 5 years).
RED - Actual clean-up time is estimated to be relatively short (within 5 years).

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ECONOMICS OTHER CATEGORY CRITERIA

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES EXPENDITURES	IRP
BATTLE CREEK	R	R	R	R	R
PETERSON	G	G	G	G	R
RANDOLPH	Y	G	Y	G	G
SCOTT	G	G	G	Y	R

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VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES, INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

CLOSURE RATING (G,Y,R)

1. Community Infrastructure

- A. Affordable, acceptable off-base housing
GREEN - Yes
RED - No
- B. Base served by public transportation
GREEN - **Yes**
RED - No
- C. Adequate recreation facilities off base
GREEN - **Yes**
RED - No
- D. Adequate shopping facilities
GREEN - **20** miles or less
RED - **> 20** miles

2. Education

- A. Pupil to Teacher Ratio
(~~Max~~ allowed ratio)
GREEN - ≤ 25 to 1
YELLOW - **26** - 30 to 1
RED - **> 30** to 1
- B. Students that go on to college
GREEN ≥ 60 %
YELLOW - **40%** to **59%**
RED **c 40%**
- C. Opportunity for off-duty education
GREEN - Under/Grad courses within **25** miles
YELLOW - **Less** course opportunity within **25** miles
RED - **No** education opportunity within **25** miles

3. ~~Medical~~ Treatment Facilities (MTF)

- Availability of community medical facilities
GREEN - Adequate, **no** adverse impact
YELLOW - Available, minimal impact
RED - Medically underserved

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VII. THE ABILITY OF BOTH THE **EXISTING** AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

COMMUNITY INFRASTRUCTURE

	OFF-BASE HOUSING	TRANSPORTATION	FACILITIES	RECREATION FACILITIES	SHOPPING
BATTLE CREEK	G	G		G	G
PETERSON	G	G		G	G
RANDOLPH	G	G		G	G
SCOTT	G	G		G	G

GREEN- Yes	GREEN- Yes	GREEN- Ya	GREEN- ≤ 20NM
RED- No	RED- No	RED- No	RED - ≥ 20NM

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MI. THE ABILITY OF BOTH THE **EXISTING** AND POTENTIAL RECEIVING **COMMUNITIES'** INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

EDUCATION

	PUPIL-TEACHER RATIO	COLLEGE STUDENTS EDUCATION	OFF-BASE EDUCATION
BATTLE CREEK	Y	Y	G
PETERSON	G	Y	G
RANDOLPH	G	G	G
SCOTT	G	G	G

GREEN ≥ 25 to 1	GREEN ≥ 60	GREEN GRAD ≤ 25 NM
YELLOW 26 - 30 to 1	YELLOW $\geq 40 \leq 60$	YELLOW COLL ≤ 25 NM
RED - > 30 to 1	RED < 40	RED - NONE ≤ 25 NM

MEDICAL TREATMENT FACILITIES

BATTLE CREEK	G
PETERSON	G
RANDOLPH	G
SCOTT	G

CREW - Adequate, no adverse impact
YELLOW - Available, minimal impact
RED - Medically underserved

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CRITERIA VII

	Off Base Housing	Public Trans	Rec Facilities	Shopping Facilities	Pupil/Teacher Ratio	College Bound	Off Base Ed	Med Facilities
BATTLE CREEK	G	G	G	G	Y	Y	G	G
PETERSON	G	G	G	G	G	Y	G	G
RANDOLPH	G	G	G	G	G	G	G	G
SCOTT	G	G	G	G	G	G	G	G

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VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

- 1. AIR QUALITY**

GREEN - Base is in attainment for all pollutants. **No** restrictions on construction/operations.
YELLOW - Base is in non-attainment area. No restrictions on construction/operations.
RED - Base is in non-attainment area and **construction/operations** constraints apply.
- 2. WATER**

GREEN - Adequate regional water supplies and no **known** contaminants present
YELLOW - Suspect regional water supplies; contaminants **present** within a non-potable water zone
RED - Inadequate regional water supplies and/or region within a **state** of over draft **and/or** contaminants detected within potable water sources
- 3. HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE**
 - A. Asbestos**

GREEN - $\leq 10\%$ facilities with asbestos containing materials (ACM)
YELLOW - $\geq 10\%$ and $\leq 25\%$ facilities with **ACM**; survey incomplete; unable to assess percentages
RED - $> 25\%$ facilities containing ACM
 - B. Radon**

GREEN - Radon not **present or** detected ≤ 4 pic/l
YELLOW - Radon present; detection ≥ 4 pic/l & ≤ 20 pic/l
RED - Radon present; detection **2 20** pic/l
 - C. Solid Waste**

GREEN - Existing regional disposal facilities have **2 10 years** capacity remaining
YELLOW - Existing regional disposal facilities have **5 to 10** years capacity remaining
RED - Existing regional disposal facilities have ≤ 5 years capacity remaining

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VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

4. BIOLOGICAL

A. Habitat

GREEN - Resources not present

YELLOW - Resources present which do not currently constrain construction operations

RED - Resources present which constrain current construction operations or require "work arounds" to support current operation

B. Threatened and

Endangered Species (T&E)

G/Y/R (same as habitat)

C. Wetlands

G/Y/R (same as habitat)

5. CULTURAL

GREEN - No existing resources

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction operations, or base survey incomplete

RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction operations

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VIII. THE ENVIRONMENTAL IMPACT.
(Assessment of existing conditions for decision making)

6. GEOLOGY AND SOILS

- | | |
|--------------------------------------|--|
| A. Prime and unique farmlands | GREEN - No prime and unique farmlands exist
YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations
RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations |
| B. Mineral/Energy Resources | GREEN - No known resources
YELLOW - Resources currently exist; no known constraint on current construction/operations
RED - Resources currently exist and constrain on current construction/operations |
| C. Soil Contamination | GREEN - No soil contaminants present
YELLOW - Soil contaminants present which do not currently constrain construction/operations
RED - Soil contaminants present which constrain current construction/operations |

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

AIR QUALITY (crit. 1)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

Y
Y
G
Y

GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.
YELLOW - Base is in non-attainment area. No restrictions on construction/operations.
RED - Base is in non-attainment area and construction/operations constraints apply.

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT (Assessment of existing conditions for decision making)

WATER (crit. 2)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
R
Y

GREEN - Adequate regional water supplies and no known contaminants present.
YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone.
RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources.

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL .. SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
R
R
Y

GREEN - < 10% facilities with asbestos containing materials (ACM)

YELLOW - > 10% and < 25% facilities with ACM; *survey incomplete; unable to assess percentages*

RED - > 25% facilities containing ACM

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT (Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
Y
G
G

GREEN - Radon not present or detected < 4 pic/l
YELLOW - Radon present; detection > 4 pic/l and < 20 pic/l
RED - Radon present; detection > 20 pic/l

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLIDMAZARDOUS WASTE

SOLID WASTE (crit. 3c)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

Y
G
Y
G

GREEN - Existing regional disposal facilities have >10 years capacity remaining
YELLOW - Existing regional disposal facilities have 5 to 10 years capacity remaining
RED - Existing regional disposal facilities have <5 years capacity remaining

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

BIOLOGICAL

HABITAT (crit. 4a) THREATENED AND
ENDANGERED SPECIES (crit. 4b) WETLANDS (crit. 4c)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
G
G

G
G
G
G

G
G
Y
Y

GREEN - Resources not present.
YELLOW - Resources present which do not currently
constrain construction/operations.
RED - Resources present which constrain current
construction/operations & require "work arounds" to
support current operations.

GREEN - (Same as for
Habitat)
YELLOW - (Same as for
Habitat)
RED - (Same as for
Habitat)

GREEN - (Same as for
Habitat)
~~YELLOW~~ - (Same as for
Habitat)
RED - (Same as for
Habitat)

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

BATTLE CREEK	G
PETERSON	Y
RANDOLPH	Y
SCOTT	Y

GREEN - No existing resources.

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete.

RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations.

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
Y
Y

GREEN - No prime and unique farmlands exist.

YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations.

RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations.

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT (Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

MINERAL/ENERGY RESOURCES (crit. 6b)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
Y
G

GREEN - No known resources.

YELLOW - Resources currently exist; no known constraint on current construction/operations.

RED - Resources currently exist and constrain current construction/operations.

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
Y
Y
Y

GREEN - No soil contaminants present.

YELLOW - Soil contaminants present which do not currently constrain construction/operations.

RED - Soil contaminants present which constrain current construction/operations.

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ENVIRONMENTAL OTHER CATEGORY CRITERIA

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL
BATTLE CREEK	Y	G	R	G	Y	G	G	G	G	G	G	G
PETERSON	Y	G	R	Y	G	G	G	G	Y	G	G	Y
RANDOLPH	G	R	R	G	Y	G	G	Y	Y	Y	Y	Y
SCOTT	Y	Y	Y	G	G	G	G	Y	Y	Y	G	Y

AQ - Air Quality

As - Asbestos

CH - critical
Habitat

CUL - Cultural

M/E - Mineral/Energy

P&U - Prime and Unique
Farmlands

Ra - Radon

SL - Soil

SW - Solid Waste

T&E - Threatened and
Endangered Species

W - Wetlands

Wa - Water

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SUMMARY OF OTHER BASES

Priority on Military Value with emphasis on Readiness & Training

CRITERIA	I	II	III	IV	V	VI	VII	VIII
				<u>Cost/NPV</u>	<u>Payback</u>			
BATTLE CREEK	G	N/A	N/A	17.2/(20)	cost	R	G-	G-
PETERSON	G	G-	Y	267.7/(187)	> 20	Y+	G	Y+
RANDOLPH	G	Y+	Y	270.2/(72)	> 20	G-	G	Y-
SCOTT	G	G-	Y+	326.3/39	> 10	G-	G	Y

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BASE CLOSURE CASH FLOW (TY\$M)

		<u>FY92</u>	<u>FY93</u>	<u>FY94</u>	<u>FY95</u>	<u>FY96</u>	<u>FY97</u>	<u>FYDP TOTAL</u>
TOTALS	costs	79.73	433.67	608.32	246.53	133.91	137.86	1,640.02
	(savings)	(168.05)	(247.72)	(670.34)	(862.41)	(917.90)	(952.31)	(3,818.73)
	net costs or (savings)	(88.32)	185.95	(62.02)	(615.88)	(783.99)	(814.45)	(2,178.71)
	cumulative net savings	(88.32)	97.63	35.61	(580.27)	(1364.26)	(2,178.71)	(2,178.71)

STEADY STATE SAVINGS = (835M) BY FY 98

Costs in the outyears (beyond the last closure in FY 95) reflect:

Caretaker costs prior to disposal
 CHAMPUS increases due to closed hospitals
 RPMA and BOS associated with movement from
 closing bases to gaining bases

NOTES:

~~Does~~ not reflect requirement to capitalize the Base Closure Account

The one-time costs to implement these closures could be reduced by approximately \$192M due to land value

Does not include funding for any environmental cleanup

Costs reflect one-time costs plus recurring costs

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FLYING CATEGORY TACTICAL SUBCATEGORY DESCRIPTION

The primary purpose of tactical bases is to provide trained combat ready aircrews, aircraft, and support personnel for deployment in support of theater war plans and contingency operations. The important attributes of a tactical base are:

- Proximity to adequate training airspace:
 - Supersonic airspace with Air Combat Maneuvering Instrumentation capability, surface to 50,000 feet
 - Low altitude Military Operating Areas
 - Low altitude training routes
 - Scoreable air-to-ground ranges with tactical target arrays
 - Joint training areas capable of supporting fighter tactical maneuvering
- ~~Good~~ flying weather
- Adequate divert and alternate airfields
- ~~Minimum~~ traffic congestion and delays
- Infrastructure to support mobility operations

The following bases were considered in this subcategory:

Bergstrom AFB, Texas
Cannon AFB, New Mexico
Davis-Monthan AFB, Arizona
Eielson ~~AFB~~, Alaska
England AFB, Louisiana
Holloman AFB, New Mexico
Homestead ~~AFB~~, Florida
Langley AFB, Virginia

Luke ~~AFB~~, Arizona
MacDill AFB, ~~Florida~~
Moody AFB, Georgia
Mountain Home AFB, Idaho
Myrtle Beach AFB, ~~South~~ Carolina
Seymour Johnson AFB, ~~North~~ Carolina
Shaw AFB, South Carolina
Tyndall AFB, ~~Florida~~

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FLYING CATEGORY
TACTICAL SUBCATEGORY CAPACITY ANALYSIS

This page is classified **SECRET** and is located in the classified appendix.

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BERGSTROM AIR FORCE BASE

Recommendation: Bergstrom Air Force Base, Texas, is recommended for closure. All active RF-4s **will be retired**. The 67th Tactical Reconnaissance Wing will inactivate. The corrosion control facility will remain if it continues **to** be economical to operate there. The **Air Force Reserve units** will remain in a cantonment area if the base is converted to a civil airport. If **no** decision on a civil airport is reached by June of 1993, the units will be redistributed as directed by the **Secretary** of the **Air Force**. If units stay but the airport is not an economically viable entity by the end of 1996, **these** units would also **be** redistributed. The Twelfth Air Force Headquarters; 12th TAC Intelligence Squadron; and the 602nd Tactical Air Control Center Squadron will relocate **to** Davis-Monthan Air Force Base, Arizona. The 712th Air Support Operations Center Squadron will relocate to Fort Hood, Texas. All other personnel will depart. The 41st Electronic Combat Squadron (ECS) (EC-130H aircraft) will remain in place at Davis-Monthan AFB rather **than** move to Bergstrom AFB as recommended by the 1988 Base Closure Commission.

Justification: The Air Force **has** five more tactical bases than needed to support the number of fighter aircraft in the DoD Force Structure Plan. All tactical bases were considered for closure equally in a process that **conformed** to the Defense Base Closure and Realignment Act of 1990 and the Office of **Secretary** of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the **Base Closure** Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the **Secretary** of the Air Force. The decision to close Bergstrom Air Force Base was made by the **Secretary** of the Air Force with advice of the **Air Force** Chief of **Staff** and in consultation with the BCEG.

As with the other categories, it **was** difficult to select closure candidates. All tactical bases **are** in generally good condition with strong community support. Distinctions can **be** drawn, however, when the data **are** evaluated against all eight of the DoD selection criteria and Air Force subelements. Bergstrom Air Force Base ranked low in this process compared to the other **fifteen** bases in the tactical subcategory and is recommended for closure. While Bergstrom Air Force Base's ranking **rests** on the combined results of applying the eight DoD selection criteria, rather **than** one **or** two specific deficiencies, a few points stand **out**. The overall long **term** military value of Bergstrom Air Force Base suffered **because** of local/regional encroachment and a **lack** of suitable ranges/airspace. Additionally, the cost to close Bergstrom Air **Force** Base is low and the savings **are** high.

The closure of Bergstrom Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 17,000 **persons**, direct and **indirect** employment loss of just over 10,600 jobs, and regional income loss of 175 million dollars. These losses **are** in contrast to a regional population of nearly **600,000**, available jobs of just over 388,000, and regional annual income approaching **9** billion dollars.

By the end of FY 97, the net savings of implementing this recommendation is about \$121M. Annual savings after implementation **are** expected to be \$36.3M. All values **are** in constant dollars.

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ENGLAND AIR FORCE BASE

Recommendation: England Air Force Base, Louisiana, is recommended for closure. The 23rd Tactical Fighter Wing will inactivate. Assigned aircraft will be retired or redistributed among remaining active and reserve component units. One active A/OA-10 squadron will be realigned to Eglin Air Force Base, Florida and one to McChord Air Force Base, Washington. All other personnel will depart.

Justification: The Air Force has five more tactical bases than needed to support the number of fighter aircraft in the DoD Force Structure Plan. All tactical bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close England Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All tactical bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. England Air Force Base ranked low in this process compared to the other fifteen bases in the tactical subcategory and is recommended for closure. While England Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. The long term military value of England Air Force Base is limited by weather and available airspace for training. England Air Force Base has the least suitable weather of all bases ranked within this category. Although its location relative to Fort Polk is an asset, adequate Air Force support can be provided from Barksdale Air Force Base, Louisiana. Additionally, the cost to close England Air Force Base is low and the savings are very high.

The closure of England Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 10,000 persons, direct and indirect employment loss of just over 5,700 jobs, and regional income loss of nearly 97 million dollars. These losses are in contrast to a regional population of 139,600, available jobs just over 60,000, and regional annual income of 1.5 billion dollars.

By the end of FY 97, the net savings of implementing this recommendation is about \$176M. Annual savings after implementation are expected to be \$47.2M. All values are in constant dollars.

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MOODY AIR FORCE BASE

Recommendation: Moody ~~Air~~ Force Base, Georgia, is recommended for closure. The 347th Tactical Fighter Wing will inactivate. Assigned **aircraft** will be ~~redistributed~~ to modernize other active and reserve component units. All other personnel will depart.

Justification: The Air Force has five more tactical bases than needed to support the number of fighter aircraft in the DoD Force **Structure** Plan. All tactical bases were ~~considered~~ for closure qually in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of **Secretary** of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base **Closure** Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the **Secretary** of the Air Force. The decision to close Moody Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of **Staff** and in consultation with the BCEG.

As ~~with~~ the other categories, it was difficult to select closure candidates. All tactical bases ~~are~~ in generally good condition with strong community support. Distinctions can ~~be~~ drawn, however, when the data ~~are~~ evaluated against all eight of the DoD selection criteria and Air Force subelements. Moody Air Force Base ranked low in ~~this~~ process compared ~~to~~ the other ~~fifteen~~ bases in the tactical subcategory and is recommended for closure. While Moody Air Force Base's ranking ~~rests~~ on the combined results of applying the eight DoD selection criteria, rather than one ~~or~~ two specific deficiencies, a few points stand out. The long ~~term~~ military value of Moody Air Force Base, when compared ~~to~~ the other bases in its category, suffered because of weather, and its location in a region where special ~~use~~ airspace is being ~~stressed~~ increasingly by a growth in air ~~traffic~~. Additionally, it is the least costly base to close of all bases in this subcategory.

The closure of Moody Air Force ~~Base~~ will have an impact on the local economy. It is projected to result in a population loss of approximately 9,300 persons, direct and indirect employment loss of just over 4,800 jobs, and ~~regional~~ income loss of nearly **98** million dollars. These losses ~~are~~ in contrast ~~to~~ a regional population of **106,000**, available jobs of just over **54,000**, and ~~regional~~ annual income of just over **1.2** billion ~~dollars~~.

By the end of FY **97**, the net savings of implementing this ~~recommendation~~ is about \$143M. Annual savings after implementation ~~are~~ expected ~~to be~~ \$45.1M. ~~All~~ values ~~are~~ in constant dollars.

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MYRTLE BEACH AIR FORCE BASE

Recommendation: Myrtle Beach Air Force Base, South Carolina, is recommended for closure. The 354th Tactical Fighter Wing will inactivate. Assigned aircraft will be retired or redistributed among remaining active and reserve component units. One active A/OA-10 squadron will be realigned to Shaw Air Force Base, South Carolina and one to Pope Air Force Base, North Carolina. All other personnel will depart.

Justification: The Air Force has five more tactical bases than needed to support the number of fighter aircraft in the DoD Force Structure Plan. All tactical bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Myrtle Beach Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All tactical bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Myrtle Beach Air Force Base ranked low in this process compared to the other fifteen bases in the tactical subcategory and is recommended for closure. While Myrtle Beach Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. Incompatible development within the clear zone and accident potential zone, as well as local and regional airspace encroachment, and weather all negatively impact the long term military value of Myrtle Beach Air Force Base. Additionally, the cost to close Myrtle Beach Air Force Base is low and the savings are high.

The closure of Myrtle Beach Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 20,000 persons, direct and indirect employment loss of nearly 10,000 jobs, and regional income loss of just over 97 million dollars. These losses are in contrast to a regional population of just over 183,000, available jobs approaching 100,000, and regional annual income of just over 2.1 billion dollars.

By the end of FY 97, the net savings of implementing this recommendation is about \$76M. This saving could be increased by approximately \$15M in land value. Annual savings after implementation are expected to be \$30.2M. All values are in constant dollars.

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MacDILL AIR FORCE BASE

Recommendation: MacDill Air Force Base, Florida, is recommended for realignment and partial closure. Realign the 56th Tactical Training Wing's F-16s from MacDill Air Force Base, to Luke Air Force Base, Arizona. The Joint Communications Support Element will move to Charleston Air Force Base, South Carolina. The airfield at MacDill Air Force Base will close, those facilities that support flying operations will be disposed of and the remainder of MacDill Air Force Base will become an administrative base.

Justification: The Air Force has five more tactical bases than needed to support the number of fighter aircraft in the DoD Force Structure Plan. All tactical bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against all eight of the DoD selection Criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the eight criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to realign/partially close MacDill Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All tactical bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against the criteria. MacDill Air Force Base ranked low in this process compared to the other fifteen bases in the tactical subcategory and is recommended for realignment and partial closure. While MacDill Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. With the planned F-16 aircraft reductions, there is no longer a requirement to maintain two F-16 training locations (MacDill and Luke Air Force Bases) and Luke Air Force Base will have excess capacity due to redistribution of F-15 and F-16 aircraft. The long term military value of MacDill Air Force Base is low due to significant impacts of current/potential local and regional land use and airspace encroachment. This realignment is low cost and the savings are substantial. Although not part of the cost analysis, MacDill Air Force Base has one of the highest potentials to return substantial proceeds from property disposal to the Base Closure Account. By consolidating F-16 training at one base, the Air Force will save a minimum of \$20 million annually.

The closure of MacDill Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 6,000 persons, direct and indirect employment loss of 4,500 jobs, and regional income loss of 96 million dollars. These losses are in contrast to a regional population of just over 1.6 million, available jobs of just over 915,000, and regional annual income of nearly 26 billion dollars.

By the end of FY 97, the net savings of implementing this recommendation is about \$66M. This saving could be increased by approximately \$50M in land value. Annual savings after implementation are expected to be \$26.2M. All values are in constant dollars.

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FLYING CATEGORY

TACTICAL SUBCATEGORY SPECIFIC ACTIONS/IMPLEMENTATION PLAN

BERGSTROM AFB, TEXAS

<u>UNIT</u>	<u>DISPOSITION</u>
67th Tactical Reconnaissance Wing	Inactivates
RF-4s	Retire
Air Force Reserve F-16s	Remain if civil airport
Twelfth Air Force Headquarters	to Davis-Monthan AFB, Arizona
602nd Tactical Air Control Center Squadron	to Davis-Monthan AFB, Arizona
12th Tactical Intelligence Squadron	to Davis-Monthan AFB, Arizona
712th Air Support Operations Center Squadron	to Fort Hood, Texas
41st Electronic Combat Squadron	remain at Davis-Monthan AFB, Arizona

ENGLAND AFB, LOUISIANA

<u>UNIT</u>	<u>DISPOSITION</u>
23rd Tactical Fighter Wing	Inactivates
A-10 Squadron	Redistributed/Retired
A-10 Squadron	to Eglin AFB, Florida
A-10 Squadron	to McChord AFB, Washington

MOODY AFB, GEORGIA

<u>UNIT</u>	<u>DISPOSITION</u>
347th Tactical Fighter Wing	Inactivates
F-16s	Redistributed

MYRTLE BEACH AFB, SOUTH CAROLINA

<u>UNIT</u>	<u>DISPOSITION</u>
354th Tactical Fighter Wing	Inactivates
A-10 Squadron	Redistributed/Retired
A-10 Squadron	to Pope AFB, North Carolina
A-10 Squadron	to Shaw AFB, South Carolina

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MacDILL AFB, FLORIDA

UNIT

DISPOSITION

56th Tactical Training Wing	Inactivates
F-16s	to Luke AFB, Arizona
Joint Communications Support Element	to Charleston AFB, South Carolina

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**FLYING CATEGORY
TACTICAL SUBCATEGORY
CRITERIA**

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE

CLOSURE ING (G,Y,R)

1. Is existing force structure for primary mission of the base remaining in the inventory?

GREEN - Force structure is a key part of the force structure plan - no programmed reductions
YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions
RED - Force structure is being phased out in the force structure plan

2. Operational effectiveness

A. Geographic location supports mission

- | | |
|---|---|
| Alternate base: | GREEN ≤ 20 min ; YELLOW > 20 t; 30 min ; RED > 30 min |
| Divert base(if single runway): | GREEN ≤ 15 min; RED > 15 min |
| Weather impact on mission at base: | GREEN - above minimums 90%, above 3000/5 75%. ≤ 5% WX attrition
YELLOW - above minimums 80%, above 3000/5 50%, 5 7% WX attrition
RED - anything else |
| Does weather require training to be conducted off station? | Green - no
Red - yes |
| Air Traffic Delay: | GREEN avg ATC delay ≤ 5 min; Red > 5 min |
| Special Use Airspace: | GREEN ≤ 20 min ; YELLOW > 20 ≤ 30 min ; RED > 30 min |
| FIGHTERS: MOA/bombing Ranges: | GREEN ≤ 20 min ; YELLOW > 20 ≤ 30 min ; RED > 30 min |
| RECCE: Low Alt Routes: | GREEN ≤ 20 min.; YELLOW > 20 t; 30 min ; RED > 30 min |

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TACTICAL SUBCATEGORY CRITERIA

ATTACK/OBS: Ground troop avail: GREEN ≤ 100NM ; YELLOW > 100 ≤ 200NM ; RED > 200NM
Gunnery/bombing range: GREEN ≤ 20 min ; YELLOW > 20 ≤ 30 min ; RED > 30 min

B. Adequate Training areas (Ranges, TRs, MOAs) the unit uses

- | | |
|--|--|
| 1) Supersonic ACBT MOAs & Warning/Restricted areas? | GREEN - ≤ 150NM; YELLOW - ≤ 200NM; RED - > 200NM |
| 2) Low alt MOAs for SAT & low alt intercept training? | GREEN - ≤ 100NM; YELLOW - ≤ 150NM; RED - > 150NM |
| 3) Number of scorable range complexes (including TAC tg/conv/strafe) | GREEN - 1 w/i 100NM; 4 w/i 250NM
YELLOW - 0 w/i 100NM or 3-4 w/i 250NM
RED - 2 or less w/i 250NM |
| 4) EC range within 200NM | GREEN - yes ; RED - no |
| 5) Army Forts w/ impact areas capable of tactical aircraft employment | GREEN - ≤ 100NM; YELLOW - ≤ 150NM; RED - > 150NM |
| 6) ACMI | GREEN - ≤ 150NM; YELLOW - ≤ 200NM; RED - > 200NM |
| 7) Full scale live drop availability | GREEN - ≤ 250NM; YELLOW - ≤ 300NM; RED - > 300NM |
| 8) Number of VR/IR routes? | GREEN - 10-15 w/i 100NM; YELLOW - < 10 w/i 150NM; RED - < 3 w/i 200NM |

C. Operational effectiveness of special use airspace and training areas
 GREEN - Meets all training requirements
 YELLOW - Minor degradation to accomplishing training requirements
 RED - Major degradations to accomplishing training requirements

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- | | |
|--|--|
| <p>D. Potential for Airspace/Training Area growth</p> | <p>GREEN - Airspace available for future expansion; supports advanced basing concept
YELLOW - Status Quo
RED - Reductions possible</p> |
| <p>3. If there is force structure to support other categories at the base, will they remain in the inventory?</p> | <p>GREEN - Force structure is a key part of the force structure plan
no programmed reductions
YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions
RED - Force structure is being phased out in the force structure plan
or NO other force structure</p> |

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TACTICAL SUBCATEGORY CRITERIA**

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

PRIMARY FORCE (crit.1)

BERGSTROM	R
CANNON	Y
<u>DAVIS-MONTHAN</u>	<u>Y</u>
EIELSON	Y
ENGLAND	Y
<u>HOLLOMAN</u>	<u>Y</u>
HOMESTEAD	Y
LANGLEY	G
<u>LUKE</u>	<u>Y</u>
MacDILL	Y
MOODY	Y
<u>MOUNTAIN HOME</u>	<u>Y</u>
MYRTLE BEACH	Y
SEYMOUR JOHNSON AFB	G
<u>SHAW AFB</u>	<u>Y</u>
TYNDALL AFB	G

GREEN - Force structure is key part of the force structure plan - no programmed reductions
YELLOW - Force **structure** is an integral part of the force structure plan - but has programmed reductions
RED - Force structure is being phased **out** in the plan

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TACTICAL SUBCATEGORY CRITERIA

I, THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS (crit.2)

	ALTERNATE BASE	DIVERT BASE
BERGSTROM	G	G
CANNON	G	G
DAVIS-MONTHAN	G	G
EIELSON	G	G
ENGLAND	G	G
HOLLOMAN	Y	G
HOMESTEAD	G	G
LANGLEY	G	G
LUKE	G	G
MacDILL	Y	G
MOODY	G	G
MOUNTAIN HOME	G	G
MYRTLE BEACH	G	G
SEYMOUR JOHNSON	G	G
SHAW	G	G
TYNDALL	G	G

GREEN ≤ 20 Minutes
YELLOW > 20 ≤ 30 Minutes
RED > 30 Minutes

GREEN ≤ 15 Minutes
YELLOW N/A
RED > 15 Minutes

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA**

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

**OPERATIONAL EFFECTIVENESS (crit.2A)
WEATHER IMPACTS**

	ON MISSION	REQUIRE TDY
BERGSTROM	G	G
CANNON	G	G
DAVIS-MONTHAN	G	G
EIELSON	G	G
ENGLAND	R	G
HOLLOMAN	G	G
HOMESTEAD	G	G
LANGLEY	G	G
LUKE	G	G
MacDILL	G	G
MOODY	Y	G
MOUNTAIN HOME	G	G
MYRTLE BEACH	Y	G
SEYMOUR JOHNSON	Y	G
SHAW	Y	G
TYNDALL	G	G

GREEN - Above minimums 90%. above 3000/5 75%, ≤ 5% WX attrition
 YELLOW - Above minimums 80%, above 3000/5 50%, ≤ 7% WX attrition
 RED - Anything else

GREEN - No
 YELLOW -N/A
 RED - Yes

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TACTICAL SUBCATEGORY CRITERIA

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS (crit.2A)

	AIR TRAFFIC DELAYS
BERGSTROM	G
CANNON	G
DAVIS-MONTHAN	G
<hr/>	
EIELSON	G
ENGLAND	G
HOLLOMAN	G
<hr/>	
HOMESTEAD	G
LANGLEY	G
LUKE	G
<hr/>	
MacDILL	G
MOODY	G
MOUNTAIN HOME	G
<hr/>	
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	G
<hr/>	
TYNDALL	G

GREEN ≤ 5 Minutes
YELLOW - N/A
RED - > 5 Minutes

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS (crit.2A)
SPECIAL USE AIRSPACE

	AIR TO AIR MOA	BOMBING RANGES	LOW ALT ROUTES	GROUND FORCE TRAINING AREA
BERGSTROM	G	G	G	G
CANNON	G	G	G	R
DAVIS-MONTHAN	G	G	G	G
EIELSON	G	G	G	G
ENGLAND	G	G	G	G
HOLLOMAN	G	G	G	Y
HOMESTEAD	G	G	G	R
LANGLEY	G	G	G	Y
LUKE	G	G	G	G
MacDILL	G	G	G	R
MOODY	G	G	G	G
MOUNTAIN HOME	G	G	G	R
MYRTLE BEACH	G	G	G	G
SEYMOUR JOHNSON	G	G	G	G
SHAW	G	G	G	G
TYNDALL	G	G	G	G

(MOA/RANGES/ROUTES)

GREEN ≤ 20 Minutes

YELLOW > 20 ≤ 30 Minutes

RED > 30 Minutes

GREEN ≤ 100nm

YELLOW > 100nm ≤ 200nm

RED > 200nm

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS (crit.2B)
AVAILABLE TRAINING AREAS

	1) ACBT/MOA SUPERSONIC	2) LOW ALT SAT/INTCT	3) SCORABLE RANGE COMPLEX	4) EC RANGE
BERGSTROM	G	G	B	R
CANNON	G	G		R
DAVIS-MONTHAN	G	G	G	G
EIELSON	G	G	Y	G
ENGLAND	G	G	G	G
HOLLOMAN	G	G		R
HOMESTEAD	G	Y	Y	G
LANGLEY	G	G	G	G
LUKE	G	G	G	G
MacDILL	G	R	G	G
MOODY	G	G	G	G
MOUNTAIN HOME	Y	G	G	G
MYRTLE BEACH	G	G	G	G
SEYMOUR JOHNSON	G	G	G	G
SHAW	G	G	G	G
TYNDALL	G	G	G	G

GREEN ≤ 150nm	GREEN ≤ 100nm	GREEN 1 w/i 100nm; 4 w/i 250nm	GREEN - ≤ 200nm
YELLOW ≤ 200nm	YELLOW ≤ 150nm	YELLOW 0 w/i 100nm or 3-4 w/i 250nm	YELLOW - N/A
RED > 200nm	RED > 150nm	RED 2 or less w/i 250nm	RED - > 200nm

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS (crit.2B)
AVAILABLE TRAINING AREAS

	5) ARMY FORTS w/ impact area	6)ACMI	7) FULL SCALE LIVE DROP	8)VR/IR ROUTES
BERGSTROM	G	G	G	G
CANNON	R	G	G	G
DAVIS-MONTHAN	R	G	G	G
EIELSON	G	G	G	G
ENGLAND	G	Y	G	G
HOLLOMAN	R	G	G	Y
HOMESTEAD	R	G	R	Y
LANGLEY	Y	G	G	G
LUKE	R	G	G	G
MacDILL	R	G	G	G
MOODY	G	G	G	G
MOUNTAIN HOME	R	Y	G	G
MYRTLE BEACH	G	G	G	G
SEYMOUR JOHNSON	G	G	G	G
SHAW	G	G	G	G
TYNDALL	G	G	G	G

GREEN ≤ 100nm GREEN ■ 150nm GREEN ≤ 250nm GREEN 10-15 w/i 100nm
YELLOW ≤ 150nm YELLOW ≤ 200nm YELLOW ■ 300nm YELLOW < 10 w/i 150nm
RED > 150nm RED > 200nm RED > 300nm RED < 3 w/i 200nm

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OPERATIONAL EFFECTIVENESS (crit.2C)
SPECIAL USE AIRSPACE AND AVAILABLE TRAINING AREAS
(ABILITY TO FULFILL ALL TYPES OF TACTICAL TRAINING REQUIREMENTS)

BERGSTROM	Y
CANNON	G
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	Y
LANGLEY	G
LUKE	G
MacDILL	Y
MOODY	G
MOUNTAIN HOME	Y
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Meets all training requirements
YELLOW - Minor degradations to training
RED - Major degradations to training accomplishment

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA**

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

**OPERATIONAL EFFECTIVENESS (crit.2D)
POTENTIAL FOR AIRSPACE/TRAINING AREA GROWTH**

BERGSTROM	R
CANNON	G
DAVIS-MONTHAN	R
EIELSON	G
ENGLAND	Y
HOLLOMAN	Y
HOMESTEAD	Y
LANGLEY	Y
LUKE	Y
MacDILL	Y
MOODY	R
MOUNTAIN HOME	G
MYRTLE BEACH	Y
SEYMOUR JOHNSON	Y
SHAW	Y
TYNDALL	Y

GREEN - Airspace available for future expansion; supports advanced basing concepts
YELLOW - Status quo
RED - Reductions possible

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

I, THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

OTHER FORCE STRUCTURE (crit.3)

BERGSTROM	G
CANNON	R
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	R
HOLLOMAN	G
HOMESTEAD	G
LANGLEY	G
LUKE	G
MacDILL	R
MOODY	R
MOUNTAIN HOME	R
MYRTLE BEACH	R
SEYMOUR JOHNSON	G
SHAW	R
TYNDALL	G

GREEN - Force structure is key part of the force structure plan - no programmed reductions

YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions

RED - Force structure is being phased out in the plan or NO other force structure

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA**

CRITERIA I

	Force Structure	Alternate Divert	Wx Impact Require TDY	ATC Delays	Air to Air MOA Bombing Ranges Low Alt Routes Gnd Tng Area	ACBT/MOA Low Alt Scorable Range EC Range	Army Forts ACMI Live Drop VR/IR Routes	Effectiveness Growth	Other FS
BERGSTROM	R	G G	G G	G	G G G G	G G R R	G G G G	Y R	G
CANNON	Y	G G	G G	G	G G G R	G G G R	R G G G	G G	R
DAVIS-MONTHAN	Y	G G	G G	G	G G G G	G G G G	R G G G	G R	G
EITELSON	Y	G G	G G	G	G G G G	G G Y G	G G G G	G G	G
ENGLAND	Y	G G	R G	G	G G G G	G G G G	G Y G G	G Y	R
HOLLOMAN	Y	Y G	G G	G	G G G Y	G G G R	R G G Y	G Y	G
HOMESTEAD	Y	G G	G G	G	G G G R	G Y Y G	R G R Y	Y Y	G
LANGLEY	G	G G	G G	G	G G G Y	G G G G	Y G G G	G Y	G
LUKE	Y	G G	G G	G	G G G G	G G G G	R G G G	G Y	G
MacDILL	Y	Y G	G G	G	G G G R	G R G G	R G G G	Y Y	R
MOODY	Y	G G	Y G	G	G G G G	G G G G	G G G G	G R	R
MOUNTAIN HOME	Y	G G	G G	G	G G G R	Y G G G	R Y G G	Y G	R
MYRTLE BEACH	Y	G G	Y G	G	G G G G	G G G G	G G G G	G Y	R
SEYMOUR JOHNSON	G	G G	Y G	G	G G G G	G G G G	G G G G	G Y	G
SHAW	Y	G G	Y G	G	G G G G	G G G G	G G G G	G Y	R
TYNDALL	G	G G	G G	G	G G G G	G G G G	G G G G	G Y	G

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Are there unique facilities at the installation which must be replicated if the base is closed? (High cost specialized facilities)

GREEN · Yes, unique facilities exists
RED · No unique facilities exists

2A. Existing Associated Airspace encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN · Civil and commercial aviation development generally compatible with existing military operating **areas and restricted airspace**
YELLOW · Civil and commercial aviation development impacts access to **some** (limited) **MOAs**. Near-term development of **MOAs** or restricted airspace may be limited
RED · Civil and commercial aviation dominates the development of **and access to MOAs**. Near-term development of **MOAs** or restricted airspace incompatible

Bombing Ranges

GREEN · Regional development generally compatible with Air-to-Ground range activity
YELLOW · Regional development incompatible **in** some (limited) **areas**, creating some restrictions on Air-to-Ground range activities
RED · Regional development severely incompatible **in** many **areas**, causing major modifications to **Air-to-Ground range access**

Low Level Routes

GREEN · Regional development generally compatible with low level route access
YELLOW · Regional development incompatible in some (limited) **areas**, creating restrictions **on low level route structure**
RED · Regional development severely incompatible in many **areas**, causing major modifications to low level **routes**

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UNCLASSIFIED FLYING CATEGORY TACTICAL SUBCATEGORY CRITERIA

2B. Future Associated Airspace Encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN • Future civil **and** commercial aviation development **generally** expected to remain compatible with existing military **operating areas** and **restricted airspace**
 YELLOW • Future civil and commercial aviation development may impact **access to some** (limited) MOAs. Future development **of** MOAs or **restricted airspace** may **be** limited
 RED • Future civil and commercial aviation may **predominate** the **area and access** to MOAs may become severely limited. Future **development** of MOAs or restricted airspace may **be** limited

Bombing Ranges

GREEN • Future regional development generally expected to **be** compatible with Air-to-Ground ranges
 YELLOW • Future regional development may **become** incompatible in some (limited) **areas**, creating **some** restrictions on access to Air-to-Ground ranges
 RED • Future regional development may become severely incompatible in many **areas**, causing major modifications to Air-to-Ground range access

Low Level Routes

GREEN • Future regional development generally expected to **be** compatible with low level route access
 YELLOW • Future regional development may become incompatible in some (limited) **areas**, creating restrictions on **low** level route **structure**
 RED • Future regional development may become severely incompatible in many **areas**, causing major modifications to low level routes

3. Facilities capacity:

Base

GREEN \leq to the mean
 YELLOW **2 to -1 standard** deviation and **<** the mean
 RED **<** -1 standard deviation

Housing

GREEN \geq to the mean
 YELLOW **2 to -1 standard** deviation and **<** the mean
 RED **<** -1 standard **deviation**

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TACTICAL SUBCATEGORY CRITERIA

4. Facilities condition:

Base

A. Condition: GREEN \geq to the mean
YELLOW \geq to -1 standard deviation and $<$ the mean
RED $<$ -1 Standard deviation

B. Cost: GREEN \leq to the mean
YELLOW $>$ the mean and \leq to +1 standard deviation
RED $>$ +1 standard deviation

Housing

A. Condition: GREEN \geq to the mean
YELLOW \geq to -1 standard deviation and $<$ the mean
RED $<$ -1 standard deviation

B. Cost: GREEN \leq to the mean
YELLOW $>$ the mean and \leq to +1 standard deviation
RED $>$ +1 standard deviation

5A. Existing local/regional community encroachment

Accident potential zones GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria
YELLOW - Off-base development incompatible in some (limited) areas
construction/operations
RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

Noise zones GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations
YELLOW - Off-base development incompatible in some (limited) areas
RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

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TACTICAL SUBCATEGORY CRITERIA

Environs airspace	GREEN • Airspace encroachment is low and little or no operational adjustments made YELLOW • Airspace encroachment is moderate and may require limited operational adjustments RED • Airspace encroachment is high and requires substantial operational adjustment
5B. Future local/regional community encroachment Accident potential zones	GREEN • Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria YELLOW • Future off-base development may become incompatible in some (limited) areas RED • Future off-base development may become incompatible with accident potential zones. or quantity-distance safety criteria
Noise zones	GREEN • Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations YELLOW • Future off-base development may become incompatible in some (limited) areas RED • Future off-base development may become incompatible in many areas, or many people exposed to high noise levels
Environs airspace	GREEN • Potential for encroachment is low and little or no operational adjustment anticipated YELLOW • Potential for encroachment is moderate and may require limited operational adjustment RED • Potential for encroachment is high and may require substantial operational adjustments
6. Are the runway(s) adequate to support the primary mission?	GREEN • Dual runway or single runway with emergency landing airfield \leq 10 min YELLOW • Single runway with emergency landing airfield \leq 15 min RED • Anything else

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TACTICAL SUBCATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

	UNIQUE FACILITIES THAT MUST BE REPLICATED (crit.1)	RUNWAY STATUS (crit.6)
BERGSTROM	G	G
CANNON	R	G
DAVIS-MONTHAN	G	G
EIELSON	G	G
ENGLAND	R	G
HOLLOMAN	G	G
HOMESTEAD	G	G
LANGLEY	G	G
LUKE	G	G
MacDILL	G	G
MOODY	R	G
MOUNTAIN HOME	G	G
MYRTLE BEACH	G	G
SEYMOUR JOHNSON	G	G
SHAW	G	G
TYNDALL	G	G

GREEN - YES, unique facilities exist

YELLOW - N/A

RED - No unique facilities exists

GREEN - Dual runway or single with emerg Idg afd ≤ 10 min

YELLOW - Single runway with emerg Idg afd ≤ 15 min

RED - Anything else

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FLYING CATEGORY

TACTICAL SUBCATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)

2.A Existing Local/Regional Community Encroachment

	MOAs/RA	BOMB RG	LOW LEVEL
BERGSTROM	Y	Y	Y
CANNON	G	Y	G
DAVIS-MONTHAN	G	G	G
EIELSON	G	G	G
ENGLAND	G	G	G
HOLLOMAN	G	G	Y
HOMESTEAD	Y	Y	Y
LANGLEY	Y	G	Y
LUKE	G	G	G
MACDILL	Y	Y	Y
MOODY	Y	Y	Y
MOUNTAIN HOME	G	G	G
MYRTLE BEACH	G	Y	Y
SEYMOUR JOHNSON	G	G	G
SHAW	G	Y	Y
TYNDALL	G	G	Y

GREEN - Civil and commercial aviation development **generally** compatible with **existing** Military Operating Areas and Restricted Airspace

YELLOW - Civil and commercial aviation development **impacts access** to some (limited) **MOAs**. **N** w **term** development of **MOAs** or Restricted **Airspace** may be limited.

RED - Civil and commercial aviation dominates the development of and access to **MOAs**. **Near-term** development of **MOAs** or Restricted Airspace **incompatible**

GREEN - Regional development generally compatible with **access** to Auxiliary Airfield activity

YELLOW - **Regional** development incompatible in **some** (limited) **areas**, creating restrictions on Auxiliary Airfield activities

RED - Regional development **severely** incompatible in **many** areas, causing **major** modifications to Auxiliary Airfield **access**, or **severely** limits **access** to **MOAs**

GREEN - Regional development generally compatible with **low-level route access**

YELLOW - **Regional** development incompatible in **some** (limited) **areas**, creating restrictions on **low level route structure**

RED - Regional development **severely** incompatible in **many** areas, causing **major** modifications to **low level routes**

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FLYING CATEGORY

TACTICAL SUBCATEGORY CRITERIA

- II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE FOR BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**
2. Associated Airspace Encroachment (Special Use Airspace)
- 2.B Future Local/Regional Community Encroachment

	MOAs/RA	BOMB RG	LOW LEVEL
BERGSTROM	R	Y	Y
CANNON	G	Y	G
DAVIS-MONTHAN	Y	G	G
EIELSON	G	G	G
ENGLAND	Y	G	G
HOLLOMAN	G	G	Y
HOMESTEAD	Y	Y	Y
LANGLEY	Y	G	Y
LUKE	Y	G	G-
MACDILL	Y	Y	Y
MOODY	Y	Y	Y
MOUNTAIN HOME	G	G	G
MYRTLE BEACH	G	Y	Y
SEYMOUR JOHNSON	Y	G	Y
SHAW	G	Y	Y
TYNDALL	G	G	Y

GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace

YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of Restricted Airspace may be limited.

RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible

GREEN - Future regional development generally expected to be compatible with access to Air-to-Ground ranges

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on access to Air-to-Ground ranges

RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground range access

GREEN - Future regional development generally expected to be compatible with low-level route access

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

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FLYING CATEGORY

TACTICAL SUBCATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

- 3. Facilities capacity
- 4. Facilities condition **and** cost

	FACILITIES CAPACITY		FACILITIES CONDITION		FACILITIES COST	
	BASE/HOUSING		BASE/HOUSING		BASE/HOUSING	
BERGSTROM	Y	R	Y	G	Y	G
CANNON	R	G	Y	G	G	G
DAVIS-MONTHAN	G	G	G	G	Y	G
EIELSON	G	Y	R	G	Y	G
ENGLAND	R	Y	G	G	G	G
HOLLOMAN	G	G	G	G	G	Y
HOMESTEAD	G	G	G	R	G	Y
LANGLEY	G	G	Y	G	Y	Y
LUKE	G	G	G	G	G	G
MacDILL	G	R	Y	G	Y	G
MOODY	R	Y	G	Y	G	G
MOUNTAIN HOME	Y	G	R	R	Y	R
MYRTLE BEACH	R	G	G	G	G	G
SEYMOUR JOHNSON	G	G	G	R	G	R
SHAW	Y	G	G	R	G	R
TYNDALL	G	G	R	Y	R	Y

Capacity/condition

GREEN ≥ to the mean
YELLOW ≥ to -1 standard deviation and < the mean
RED < -1 standard deviation

cost

GREEN ≤ to the mean
YELLOW > the mean and ≤ to standard deviation
RED > +1 standard deviation

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS
5.A Existing Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BERGSTROM	Y	Y	R
CANNON	Y	Y	G
DAVIS-MONTHAN	Y	Y-	Y
EIELSON	G	G	G
ENGLAND	Y+	Y+	G
HOLLOMAN	G	G	G
HOMESTEAD	Y	Y	G
LANGLEY	Y	Y	G
LUKE	Y	Y	Y
MACDILL	R	Y	Y
MOODY	G	G	G
MOUNTAIN HOME	G	G	G
MYRTLE BEACH	R	Y	Y
SEYMOUR JOHNSON	G	Y	G
SHAW	Y	Y	G
TYNDALL	G	G	G

GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria

YELLOW - Off-base development incompatible in some (limited) areas construction/operations.

RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Off-base development incompatible in some (limited) areas

RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

GREEN - Airspace encroachment is LOW and little or no operational adjustments made

YELLOW - Airspace encroachment is moderate and may require limited operational adjustments

RED - Airspace encroachment is high and requires substantial operational adjustment

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TACTICAL SUBCATEGORY CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND RECEIVING LOCATIONS

5.B Future Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BERGSTROM	Y	Y	R
CANNON	Y	Y	G
DAVIS-MONTHAN	Y	Y	Y
EIELSON	G	G	G
ENGLAND	Y+	Y+	G
HOLLOMAN	G	G	G
HOMESTEAD	Y	Y	G
LANGLEY	Y	Y	G
LUKE	Y	Y	Y
MACDILL	R	Y	Y
MOODY	G	G	Y
MOUNTAIN HOME	G	G	G
MYRTLE BEACH	R	Y	Y
SEYMOUR JOHNSON	G	Y	Y
SHAW	Y	Y	Y
TYNDALL	G	G	G

GREEN - Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria

YELLOW - Future off-base development may become incompatible in some (limited) areas construction/operations.

RED - Future off-base development may become incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Future off-base development may become incompatible in some (limited) areas

RED - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

GREEN - Potential for encroachment is LOW and little or no operational adjustments anticipated

YELLOW - Potential for encroachment is moderate and may require limited operational adjustments

RED - Potential for encroachment is high and may require substantial operational adjustments

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TACTICAL SUBCATEGORY CRITERIA

CRITERIA	II	EAE		FAE		Cap	Cond	Cost	ECOM			FCOM		
		Unique Facilities Runway Status	MOAs & Rest Bombing Rng LL Rte	MOAs & Rest Bombing Rng LL Rte	Base Facilities Family Housing	Base Facilities Family Housing	Base Facilities Family Housing	APZs Noise Environ	APZs Noise Environ					
BERGSTROM		G G	Y Y Y	R Y Y	Y R	Y G	Y G	Y Y R	Y Y R					
CANNON		R G	G Y G	G Y G	R G	Y G	GG	Y Y G	Y Y G					
<u>DAVIS-MONTHAN</u>		G G	G G G	Y G G	G G	G G	Y G	Y Y Y	Y Y Y					
EIELSON		G G	G G G	G G G	G Y	R G	Y G	G G G	G G G					
ENGLAND		R G	G G G	Y G G	R Y	G G	GG	Y+Y+G	Y+Y+G					
<u>HOLLOMAN</u>		G G	G G Y	G G Y	G G	G G	GY	G G G	G G G					
HOMESTEAD		G G	Y Y Y	Y Y Y	G G	GR	GY	Y Y G	Y Y G					
LANGLEY		G G	Y G Y	Y G Y	G G	Y G	YY	Y Y G	Y Y G					
LUKE		G G	G G G	Y G G-	G G	G G	GG	Y Y Y	Y Y Y					
MacDILL		G G	Y Y Y	Y Y Y	GR	Y G	Y G	R Y Y	R Y Y					
MOODY		R G	Y Y Y	Y Y Y	R Y	G Y	GG	G G G	G G Y					
<u>MOUNTAIN HOME</u>		G G	G G G	G G G	Y G	RR	YR	G G G	G G G					
MYRTLE BEACH		G G	G Y Y	G Y Y	R G	G G	GG	R Y Y	R Y Y					
SEYMOUR JOHNSON		G G	G G G	Y G Y	G G	GR	GR	G Y G	G Y Y					
<u>SHAW</u>		G G	G Y Y	G Y Y	Y G	GR	GR	Y Y G	Y Y Y					
TYNDALL		G G	G G Y	G G Y	G G	R Y	RY	G G G	G G G					

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION

CONTINGENCY AND MOBILIZATION (crit.1)

	C-141 MOG (crit.A)	FUEL HYDRANTS (crit.B)	MUNITIONS (crit.C)	MUNITIONS HOT PAD (crit.D)
BERGSTROM	G	G	G	G
CANNON	Y	R	Y	G
DAVIS-MONTHAN	G	G	G	G
EIELSON	Y	G	G	G
ENGLAND	G	G	Y	G
HOLLOMAN	G	G	G	G
HOMESTEAD	G	G	G	G
LANGLEY	G	G	Y	G
LUKE	Y	R	G	G
MacDILL	G	G	G	G
MOODY	G	R	G	G
MOUNTAIN HOME	G	G	G	G
MYRTLE BEACH	G	R	Y	G
SEYMOUR JOHNSON	G	G	G	G
SHAW	Y	G	Y	G
TYNDALL	G	R	G	G

GREEN - 5 or more
YELLOW - 3 to 4
RED < 3

GREEN - YES
YELLOW - N/A
RED - NO

GREEN > 30% excess capacity
YELLOW 10 to 30% excess
RED < 10% excess capacity

GREEN - Yes
YELLOW - N/A
RED - No

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION

CONTINGENCY AND MOBILIZATION (nit. 1)

SUMMARY OF MUNITIONS
(NEW by CAT)

	CAT 1.1 (HE)	CAT 1.2 (Propel/CBU)	CAT 1.3 (Flares,etc)	CAT 1.4 (Small arms)
BERGSTROM	717,700	Phys Cap	Phys Cap	Phys Cap
CANNON	551,965	Phys Cap	2,870,000	Phys Cap
DAVIS-MONTHAN	6,507,760	Phis Cap	Phvs Cap	Phvs Cap
EIELSON	6,500,000	Phys Cap	Phys Cap	Phys Cap
ENGLAND	301,309	Phys Cap	4,135,000	Phys Cap
HOLLOMAN	4,299,600	Phvs Cap	9,805,000	Phvs Cap
HOMESTEAD	2,942,731	Phys Cap	9,004,450	Phys Cap
LANGLEY	50,171	Phys Cap	640,000+	Phys Cap
LUKE	1,254,219	Phvs Cap	Phvs Cap	Phvs Cap
MacDILL	2,124,495	Phys Cap	Phys Cap	Phys Cap
MOODY	323,962	Phys Cap	395,000+	Phys Cap
MOUNTAIN HOME	2,473,938	Phys Cap	Phvs Cap	Phvs Cap
MYRTLE BEACH	267,435	Phys Cap	Phys Cap	Phys Cap
SEYMOUR JOHNSON	2,000,000+	Phys Cap	Phys Cap	Phys Cap
SHAW	357,527	Phvs Cap	945,000+	Phvs Cap
TYNDALL	857,882	Phys Cap	Phys Cap	Phys Cap

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TACTICAL SUBCATEGORY CRITERIA**

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION

GEOGRAPHIC LOCATION (Base located within 150nm of) (crit.1E)

	ARMY/MARINE INSTALLATION (crit.a)	RAIL (crit.b)	PORT (crit.c)
BERSTROM	<i>G</i>	<i>G</i>	R
CANNON	R	<i>G</i>	R
DAVIS-MONTHAN	G	<i>G</i>	R
EIELSON	<i>G</i>	<i>G</i>	R
ENGLAND	<i>G</i>	<i>G</i>	R
HOLLOMAN	G	<i>G</i>	R
HOMESTEAD	R	<i>G</i>	G
LANGLEY	G	<i>G</i>	G
LUKE	R	G	R
MacDILL	R	<i>G</i>	G
MOODY	<i>G</i>	<i>G</i>	G
MOUNTAIN HOME	R	<i>G</i>	R
MYRTLE BEACH	<i>G</i>	<i>G</i>	G
SEYMOUR JOHNSON	G	<i>G</i>	G
SHAW	G	<i>G</i>	G
TYNDALL	G	<i>G</i>	G

GREEN - YES
YELLOW - N/A
RED - NO

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TACTICAL SUBCATEGORY CRITERIA

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION

	CAPACITY APRON (crit.1F)	FACILITIES SUPPORT (crit.1G)
BERGTROM	G	Y
CANNON	G	R
DAVIS-MONTHAN	G	Y
EIELSON	G	R
ENGLAND	G	G
HOLLOMAN	G	R
HOMESTEAD	G	G
LANGLEY	G	G
LUKE	G	R
MacDILL	G	R
MOODY	G	G
MOUNTAIN HOME	G	R
MYRTLE BEACH	G	G
SEYMOUR JOHNSON	R	G
SHAW	G	R
TYNDALL	G	G

GREEN - > 30% Excess
 YELLOW - 10 - 30% Excess
 RED - Anything else

GREEN - Support > 10%increase
 YELLOW - Support up to 10%increase
 RED - Cannot support increase/costs

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TACTICAL SUBCATEGORY CRITERIA**

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION

FUTURE FORCE REQUIREMENTS

SUPPORT ANOTHER CATEGORY (crit.B)

	MOBILITY	STRATEGIC	FLY TNG
BERGSTROM	Y	R	R
CANNON	R	Y	R
DAVIS-MONTH AN	Y	R	R
EIELSON	Y	Y	R
ENGLAND	Y	R	R
HOLLOMAN	R	Y	Y
HOMESTEAD	Y	Y	R
LANGLEY	Y	R	R
LUKE	Y	R	Y
MacDILL	Y	R	R
MOODY	Y	R	Y
MOUNTAIN HOME	Y	Y	R
MYRTLE BEACH	Y	R	R
SEYMOUR JOHNSON	G	G	R
SHAW	Y	R	R
TYNDALL	Y	R	R

GREEN - Meets requirements of MACRO Look, with ~~minor~~ MILCON
YELLOW - Meets **some** requirements of MACRO Look, with major MILCON
RED - ~~Does~~ not meet MACRO Look

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TACTICAL SUBCATEGORY CRITERIA

CRITERIA III

	C-141 MOG	Fuel Hydrants	Munitions	Hot Pad	Army/Marine Inst	Rail	Port	Apron	Fac Support	Mobility	Strategic	Fly Tng
BERGSTROM	G	G	G	G	G	G	R	G	Y	Y	R	R
CANNON	Y	R	Y	G	R	G	R	G	R	R	Y	R
<u>DAVIS-MONTHAN</u>	G	G	G	G	G	G	R	G	Y	Y	R	R
EIELSON	Y	G	G	G	G	G	R	G	R	Y	Y	R
ENGLAND	G	G	Y	G	G	G	R	G	G	Y	R	R
<u>HOLLOMAN</u>	G	G	G	G	G	G	R	G	R	R	Y	Y
HOMESTEAD	G	G	G	G	R	G	G	G	G	Y	Y	R
LANGLEY	G	G	Y	G	G	G	G	G	G	Y	R	R
<u>LUKE</u>	Y	R	G	G	R	G	R	G	R	Y	R	Y
MacDILL	G	G	G	G	R	G	G	G	R	Y	R	R
MOODY	G	R	G	G	G	G	G	G	G	Y	R	Y
<u>MOUNTAIN HOME</u>	G	G	G	G	R	G	R	G	R	Y	Y	R
MYRTLE BEACH	G	R	Y	G	G	G	G	G	G	Y	R	R
SEYMOUR JOHNSON	G	G	G	G	G	G	G	R	G	G	G	R
<u>SHAW</u>	Y	G	Y	G	G	G	G	G	R	Y	R	R
TYNDALL	G	R	G	G	G	G	G	G	G	Y	R	R

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TACTICAL SUBCATEGORY CRITERIA**

IV. THE COST AND MANPOWER IMPLICATIONS

1. **ONE TIME CLOSURE COSTS:** Programming impact; excludes one-time environmental impact which is **included** in **criteria #8**.
2. **20 YEAR NET PRESENT VALUE OF SAVINGS:** Shows savings (positive number) derived by discounting **costs and savings over a 20 year period**
3. **NET STEADY STATE SAVINGS:** We annual **recurring** savings which result **from** avoiding the **Operating and personnel costs** of the **closed base as** offset by the annual recurring **costs** such as CHAMPUS and housing as a result of closing **the base**
4. **MANPOWER REDUCTIONS:** Support manpower **spaces** eliminated as a result of closing **the base**.

V. 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,

1. **INVESTMENT PAYBACK:** Years elapsed **from** closure **year** to payback. Payback computed from Net Present Value analysis using OMB **Circular** A-94

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TACTICAL SUBCATEGORY CRITERIA

**IV COST AND MANPOWER
IMPLICATIONS**

**V RETURN ON
INVESTMENT**

	ONE TIME CLOSURE COSTS		20 YEAR	STEADY STATE	MANPOWER	YEARS TO
	(TY\$M)	(CY\$M)	NPV (\$M)	NET SAVINGS	REDUCTIONS	PAYBACK
BERGSTROM	55.1	49.6	187	31.0	-978	1
CANNON	59.0	53.0	297	42.0	-1222	1
DAVIS-MONTHAN	45.1	40.3	228	34.9	-899	1
EIELSON	139.6	123.5	492	79.6	-1469	1
ENGLAND	43.3	38.8	348	50.9	-1167	1
HOLLOMAN	280.3	247.7	211	57.0	-1676	2
HOMESTEAD	98.4	87.8	259	45.2	-1328	1
LANGLEY	203.4	181.8	190	46.8	-1395	5
LUKE	89.3	80.2	447	73.4	-1560	2
MacDILL	220.2	196.9	252	57.1	-1681	4
MOODY	28.8	26.3	260	37.8	-1026	1
MOUNTAIN HOME	53.2	47.5	335	50.3	-1345	1
MYRTLE BEACH	41.3	37.0	227	35.2	-1240	1
SEYMOUR JOHNSON	109.1	97.1	252	45.2	-1375	3
SHAW	78.0	70.0	358	56.2	-1413	1
TYNDALL	280.6	248.0	141	48.1	-1622	7

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TACTICAL SUBCATEGORY CRITERIA / LAND VALUE ANALYSIS**

	NPL	RURAL	SMALL CITY	URBAN	OVERALL	
BERGSTROM	R			R	R***	<u>Hard to sell or negligible return (G)</u>
CANNON	R	G			G-	Eielson, Mt Home
DAVIS-MONTHAN	R			R	R	<u>Low return (G-)</u>
EIELSON	G	G			G	Cannon, England, Holloman,
ENGLAND	R	G			G-	Moody, Myrtle Beach*,
HOLLOMAN	R	G			G-	Seymour Johnson, Tyndall**
HOMESTEAD	G			R	Y	<u>Hard to sell: possibly good return</u>
LANGLEY	R			R	R	<u>someday (Y)</u>
LUKE	G			R	Y	Homestead, Luke
MacDILL	R			R	R	<u>Best and earliest return (R)</u>
MOODY	R	G			G-	Bergstrom, Davis-Monthan,
MOUNTAIN HOME	G	G			G	Langley, MacDill, Shaw
MYRTLE BEACH	R	G			G-	
SEYMOURJOHNSON	R	G			G-	
SHAW	R			R	R	
TYNDALL	R	G**			G-	

* Resort area may increase in value ** Ocean frontage may increase in value or become National Seashore *** City claims land

Note: Air Force experience with closing bases led to the conclusion that the near term potential for revenue from property sales would be too uncertain to include it as a formal element in the cost analysis. However, this information was available to and considered by the BCEG in its deliberations.

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TACTICAL SUBCATEGORY CRITERIA

VI. THE ECONOMIC IMPACT ON COMMUNITIES.

1. EMPLOYMENT
GREEN • Reductions exceed historic high reduction (1969-1987)
YELLOW • Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED • Reductions are less than 50% of historic high reduction (1969-1987). or negligible

2. POPULATION
GREEN • Reductions exceed historic high reductions (1969-1987)
YELLOW • Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED • Reductions are less than 50% of the historic high reduction (1969-1987), or negligible

3. INCOME
GREEN • Reductions exceed historic high reductions (1969-1987)
YELLOW • Reductions are between 50% of the historic high reduction and the historic high reduction
RED • Reductions are less than 50% of the historic high reduction (1969-1987), or negligible

4. LOCAL GOVERNMENT
OPERATING REVENUES
EXPENDITURES
GREEN • The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses)
YELLOW • The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses)
RED • The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)

5. INSTALLATION
RESTORATION
PROGRAMS (IRP)
GREEN • Actual clean-up time is estimated to be lengthy (> 5 yrs)
YELLOW • Actual clean-up time is moderate (about 5 yrs)
RED • Actual clean-up time is estimated to be relatively short (< 5 yrs)

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TACTICAL SUBCATEGORY CRITERIA**

VI. ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

BERGSTROM	Y
CANNON	G
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	R
LANGLEY	Y
LUKE	R
MACDILL	R
MOODY	G
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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TACTICAL SUBCATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

BERGSTROM	Y
CANNON	G
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	Y
LANGLEY	G
LUKE	Y
MACDILL	Y
MOODY	G
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

BERGSTROM	Y
CANNON	G
<u>DAVIS-MONTHAN</u>	<u>Y</u>
EIELSON	G
ENGLAND	G
<u>HOLLOMAN</u>	<u>G</u>
HOMESTEAD	R
LANGLEY	Y
<u>LUKE</u>	<u>R</u>
MACDILL	R
MOODY	G
<u>MOUNTAIN HOME</u>	<u>G</u>
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
<u>SHAW</u>	<u>G</u>
TYNDALL	G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between **50%** of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than **50%** of historic high reduction (1969-1987), or negligible

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TACTICAL SUBCATEGORY CRITERIA
)

VI. ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

BERGSTROM	G
CANNON	G
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	G
HOLLOMAN	Y
HOMESTEAD	G
LANGLEY	G
LUKE	G
MACDILL	G
MOODY	G
MOUNTAIN HOME	G
MYRTLE BEACH	Y
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses.)

YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses.)

RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses.)

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TACTICAL SUBCATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

BERGSTROM	Y
CANNON	R
DAVIS-MONTHAN	Y
EIELSON	G
ENGLAND	Y
HOLLOMAN	G
HOMESTEAD	G
LANGLEY	G
LUKE	G
MACDILL	G
MOODY	R
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	Y
SHAW	G
TYNDALL	Y

GREEN - Actual clean-up time is estimated to be lengthy (greater than 5 years).

YELLOW - Actual clean-up time is estimated to be moderate (about 5 years).

RED - Actual clean-up time is estimated to be relatively short (within 5 years).

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

CRITERIA VI

ECONOMICS

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP
BERGSTROM	Y	Y	Y	G	Y
CANNON	G	G	G	G	R
DAVIS-MONTHAN	G	G	Y	G	Y
EIELSON	G	G	G	G	G
ENGLAND	G	G	G	G	Y
HOLLOMAN	G	G	G	Y	G
HOMESTEAD	R	Y	R	G	G
LANGLEY	Y	G	Y	G	G
LUKE	R	Y	R	G	G
MACDILL	R	Y	R	G	G
MOODY	G	G	G	G	R
MOUNTAIN HOME	G	G	G	G	G
MYRTLE BEACH	G	G	G	Y	G
SEYMOUR JOHNSON	G	G	G	G	Y
SHAW	G	G	G	G	G
TYNDALL	G	G	G	G	Y

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

1. Community Infrastructure

- | | |
|---|--|
| A. Affordable, acceptable off-basehousing | GREEN - Yes
RED - No |
| B. Base served by public transportation | GREEN - Yes
RED - No |
| C. Adequate recreation facilities off base | GREEN - Yes
RED - No |
| D. Adequate shopping facilities | GREEN - 20 miles or less
YELLOW - N/A
RED - > 20 miles |

2. Education

- | | |
|---|---|
| A. Pupil to Teacher Ratio
(Max allowed ratio) | GREEN - ≤ 25 to 1
YELLOW - 26 - 30 to 1
RED - > 30 to 1 |
| B. Students that go on to college | GREEN - ≥ 60%
YELLOW - 40% to 59%
RED - < 40% |
| C. Opportunity for off base education | GREEN - Under/Grad courses within 25 miles
YELLOW - Less course opportunity within 25 miles
RED - No education opportunity within 25 miles |

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TACTICAL SUBCATEGORY CRITERIA

3. Medical Treatment Facilities (MTF)

Availability of community medical facilities

GREEN - Adequate, no adverse impact

YELLOW - Available, minimal impact

RED - Medically underserved

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TACTICAL SUBCATEGORY CRITERIA**

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL

COMMUNITY INFRASTRUCTURE

	OFF-BASE HOUSING	PUBLIC TRANS	REC FACILITIES	SHOPPING FACILITIES
BERGSTROM	G	G	G	G
CANNON	G	R	R	G
DAVIS-MONTHAN	G	G	G	G
EIELSON	G	R	G	R
ENGLAND	G	R	G	G
HOLLOMAN	G	R	G	G
HOMESTEAD	G	R	G	G
LANGLEY	G	G	G	G
LUKE	G	G	G	G
MacDILL	G	G	G	G
MOODY	G	G	G	G
MOUNTAIN HOME	G	R	G	R
MYRTLE BEACH	G	G	G	G
SEYMOUR JOHNSON	G	R	G	G
SHAW	G	R	G	G
TYNDALL	G	R	G	G

(HOUSING/TRANS/FACILITIES)

GREEN - YES
YELLOW - N/A
RED - NO

GREEN - 20 miles or less
YELLOW - N/A
RED - > 20 miles

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TACTICAL SUBCATEGORY CRITERIA

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL

EDUCATION

	PUPIL TO TEACHER	COLLEGE BOUND	OPPORTUNITY OFF BASE ED
BERGSTROM	G	R	G
CANNON	G	Y	G
DAVIS-MONTH AN	Y	G	G
EIELSON	G	Y	G
ENGLAND	Y	Y	G
HOLLOMAN	G	Y	Y
HOMESTEAD	R	G	Y
LANGLEY	Y	G	G
LUKE	G	Y	G
MacDILL	G	Y	G
MOODY	G	Y	G
MOUNTAIN HOME	G	Y	R
MYRTLE BEACH	Y	Y	G
SEYMOUR JOHNSON	Y	Y	G
SHAW	Y	R	G
TYNDALL	Y	G	G

<p>GREEN - ≤ 25 to 1 YELLOW - 26-30 to 1 RED - > 30 to 1</p>	<p>GREEN - ≥ 60% YELLOW - 40 to 59% RED - < 40%</p>	<p>GREEN - Under/grad < 25nm YELLOW - Less op < 25nm RED - No education < 25nm</p>
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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL

MEDICAL TREATMENT FACILITIES (MTF)

**AVAIL COMMUNITY
MED FACILITIES**

BERGSTROM	G
CANNON	G
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	G
LANGLEY	G
LUKE	G
MacDILL	G
MOODY	Y
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

'GREEN - Adequate, no adverse impact
YELLOW - Available, minimal impact
RED - Medically underserved

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

CRITERIA VII

	Off Base Housing	Public Trans	Rec Facilities	Shopping	Pupil to Teacher	College Bound	Off Duty	Med Facilities
BERGSTROM	G	G	G	G	G	R	G	G
CANNON	G	R	R	G	G	Y	G	G
<u>DAVIS-MONTHAN</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>G</u>	<u>G</u>	<u>G</u>
EIELSON	G	R	G	R	G	Y	G	G
ENGLAND	G	R	G	G	Y	Y	G	G
<u>HOLLOMAN</u>	<u>G</u>	<u>R</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>Y</u>	<u>G</u>
HOMESTEAD	G	R	G	G	R	G	Y	G
LANGLEY	G	G	G	G	Y	G	G	G
<u>LUKE</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>G</u>	<u>G</u>
MacDILL	G	G	G	G	G	Y	G	G
MOODY	G	G	G	G	G	Y	G	Y
<u>MOUNTAIN HOME</u>	<u>G</u>	<u>R</u>	<u>G</u>	<u>R</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>G</u>
MYRTLE BEACH	G	G	G	G	Y	Y	G	G
SEYMOUR JOHNSON	G	R	G	G	Y	Y	G	G
<u>SHAW</u>	<u>G</u>	<u>R</u>	<u>G</u>	<u>G</u>	<u>Y</u>	<u>R</u>	<u>G</u>	<u>G</u>
TYNDALL	G	R	G	G	Y,	G	G	G

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA**

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions ~~is~~ decision making)

1. **AIR QUALITY**
GREEN • Base is in attainment for all pollutants. No restrictions on **construction/operations**.
YELLOW • Base is in non-attainment **area**. No **restrictions on construction/operations**.
RED • Base is in non-attainment **area** and **construction/operations** constraints apply.

2. **WATER**
GREEN - Adequate regional water supplies and **no** known **contaminants** present
YELLOW - **Suspect** regional water supplies; **contaminants present** within a non-potable water zone
RED - Inadequate regional water supplies and/or region within a state of over draft and/or **contaminants** detected within potable water sources

3. **HAZARDOUS MATERIAL • SOLID/HAZARDOUS WASTE**
 - A. **Asbestos**
GREEN • **< 10%** facilities with **asbestos** containing materials (ACM)
YELLOW • **> 10%** and **< 25%** facilities with ACM; survey incomplete. unable to **assess percentages**
RED • **> 25%** facilities containing **ACM**

 - B. **Radon**
GREEN → Radon not present **or** detected **< 4 pic/l**
YELLOW - Radon present; detection **> 4 pic/l & < 20 pic/l**
RED • Radon present; detection **> 20 pic/l**

 - C. **Solid Waste**
GREEN - Existing regional disposal facilities have **> 10 years** capacity remaining
YELLOW - Existing regional disposal facilities have **5 to 10 years** capacity remaining
RED - Existing regional disposal facilities have **< 5 years** capacity remaining

4. **BIOLOGICAL**
 - A. **Habitat**
GREEN • Resources not present
YELLOW • Resources present which do not currently constrain **construction/operations**
RED - Resources **present** which constrain current **construction/operations** **or** require "work arounds" to support current operation

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

AIR QUALITY (crit. 1)

<u>BERGSTROM</u>	G
CANNON	G
<u>DAVIS-MONTHAN</u>	Y
EIELSON	Y
ENGLAND	G
<u>HOLLOMAN</u>	G
HOMESTEAD	Y
LANGLEY	G
<u>LUKE</u>	
MACDILL	Y
MOODY	G
<u>MOUNTAIN HOME</u>	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
<u>SHAW</u>	G
TYNDALL	G

GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.

YELLOW - Base is in non-attainment area. No restrictions on construction/operations.

RED - Base is in non-attainment area and construction/operations constraints apply.

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

WATER (crit. 2)

BERGSTROM	G
CANNON	R
DAVIS-MONTHAN	R
EIELSON	R
ENGLAND	G
HOLLOMAN	Y
HOMESTEAD	Y
LANGLEY	Y
LUKE	R
MACDILL	G
MOODY	G
MOUNTAIN HOME	R
MYRTLE BEACH	Y
SEYMOUR JOHNSON	Y
SHAW	R
TYNDALL	Y

GREEN - Adequate regional water supplies and no known contaminants present.

YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone.

RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources.

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

BERGSTROM	R
CANNON	R
DAVIS-MONTHAN	R
EIELSON	R
ENGLAND	R
HOLLOMAN	R
HOMESTEAD	R
LANGLEY	Y
LUKE	R
MACDILL	R
MOODY	R
MOUNTAIN HOME	R
MYRTLE BEACH	R
SEYMOUR JOHNSON	Y
SHAW	R
TYNDALL	R

GREEN - < 10% facilities with asbestos containing materials (ACM)

YELLOW - > 10% and c 25% facilities with ACM survey incomplete; unable to assess percentages

RED - > 25% facilities containing ACM

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

BERGSTROM	Y
CANNON	Y
DAVIS-MONTHAN	G
EIELSON	Y
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	Y
LANGLEY	G
LUKE	G
MACDILL	G
MOODY	G
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Radon not present or detected < 4 pic/l
YELLOW - Radon present; detection > 4 pic/l and < 20 pic/l
RED - Radon present; detection > 20 pic/l

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

SOLID WASTE (crit. 3c)

BERGSTROM	Y
CANNON	G
DAVIS-MONTHAN	G
EIELSON	Y
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	G
LANGLEY	G
LUKE	G
MACDILL	G
MOODY	Y
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	R
TYNDALL	G

GREEN - Existing regional disposal facilities have >10 years capacity remaining
YELLOW - Existing regional disposal facilities have 5 to 10 years capacity remaining
RED - Existing regional disposal facilities have <5 years capacity remaining

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)
BIOLOGICAL

	HABITAT (crit. 4a)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
BERGSTROM	Y	G	Y
CANNON	G	G	Y
DAVIS-MONTHAN	Y	G	G
EIELSON	Y	G	Y
ENGLAND	Y	G	Y
HOLLOMAN	Y	Y	Y
HOMESTEAD	Y	Y	Y
LANGLEY	G	G	Y
LUKE	G	G	Y
MACDILL	Y	Y	Y
MOODY	Y	Y	Y
MOUNTAIN HOME	Y	Y	Y
MYRTLE BEACH	G	G	Y
SEYMOUR JOHNSON	G	G	Y
SHAW	G	G	Y
TYNDALL	Y	Y	Y

GREEN - Resources not present.
YELLOW - Resources present which do not currently constrain construction/operations.
RED - Resources present which constrain current construction/operations or require "work arounds" to support current operations.

GREEN - (Same as for Habitat)
YELLOW - (Same as for Habitat)
RED - (Same as for Habitat)

GREEN - (Same as for Habitat)
YELLOW - (Same as for Habitat)
RED - (Same as for Habitat)

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

CULTURAL RESOURCES (crit. 5)

BERGSTROM	Y
CANNON	Y
DAVIS-MONTHAN	Y
EIELSON	Y
ENGLAND	G
HOLLOMAN	Y
HOMESTEAD	Y
LANGLEY	Y
LUKE	Y
MACDILL	G
MOODY	Y
MOUNTAIN HOME	Y
MYRTLE BEACH	Y
SEYMOUR JOHNSON	G
SHAW	Y
TYNDALL	Y

GREEN - No existing resources.

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete.

RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations.

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TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BERGSTROM	Y
CANNON	G
DAVIS-MONTHAN	G
EIELSON	G
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	G
LANGLEY	G
LUKE	Y
MACDILL	G
MOODY	G
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	Y
TYNDALL	G

GREEN - No prime and unique farmlands exist.

YELLOW - Prime and unique farmlands exist; resources compatible with current constructiodoperations.

RED - Prime and unique farmlands exist; large areas; resources incompatible with current constructiodoperations.

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

GEOLOGY AND SOILS

MINERAL/ENERGY RESOURCES (crit. 6b)

BERGSTROM	G
CANNON	G
DAVIS-MONTHAN	G
EIELSON	Y
ENGLAND	G
HOLLOMAN	G
HOMESTEAD	G
LANGLEY	G
LUKE	Y
MACDILL	G
MOODY	G
MOUNTAIN HOME	G
MYRTLE BEACH	G
SEYMOUR JOHNSON	G
SHAW	Y
TYNDALL	G

GREEN - NO known resources.

YELLOW - Resources currently exist; no known constraint on current construction/operations.

RED - Resources currently exist and constrain current construction/operations.

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BERGSTROM	Y
CANNON	G
DAVIS-MONTHAN	Y
EIELSON	Y
ENGLAND	Y
HOLLOMAN	Y
HOMESTEAD	Y
LANGLEY	Y
LUKE	Y
MACDILL	Y
MOODY	Y
MOUNTAIN HOME	Y
MYRTLE BEACH	Y
SEYMOUR JOHNSON	Y
SHAW	Y
TYNDALL	Y

GREEN - No soil contaminants present.

YELLOW - Soil contaminants present which do not currently constrain construction/operations.

RED - Soil contaminants present which constrain current construction/operations.

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FLYING CATEGORY

TACTICAL SUBCATEGORY CRITERIA

CRITERIA VIII

ENVIRONMENTAL

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL
BERGSTROM	G	G	R	Y	Y	Y	G	Y	Y	Y	G	Y
CANNON	G	R	R	Y	G	G	G	Y	Y	G	G	G
DAVIS-MONTHAN	Y	R	R	G	G	Y	G	G	Y	G	G	Y
EIELSON	Y	R	R	Y	Y	Y	G	Y	Y	G	Y	Y
ENGLAND	G	G	R	G	G	G	G	Y	G	G	G	Y
HOLLOMAN	G	Y	R	G	G	Y	Y	Y	Y	G	G	Y
HOMESTEAD	Y	Y	R	Y	G	Y	Y	Y	Y	G	G	Y
LANGLEY	G	Y	Y	G	G	G	G	Y	Y	G	G	Y
LUKE	Y	R	R	G	G	G	G	Y	Y	Y	Y	Y
MACDILL	Y	G	R	G	G	Y	Y	Y	G	G	G	Y
MOODY	G	G	R	G	Y	Y	Y	Y	Y	G	G	Y
MOUNTAIN HOME	G	R	R	G	G	Y	Y	Y	Y	G	G	Y
MYRTLE BEACH	G	Y	R	G	G	G	G	Y	Y	G	G	Y
SEYMOUR JOHNSON	G	Y	Y	G	G	G	G	Y	G	G	G	Y
SHAW	G	R	R	G	R	G	G	Y	Y	Y	Y	Y
TYNDALL	G	Y	R	G	G	Y	Y	Y	Y	G	G	Y

AQ - Air Quality

CUL - Cultural

Ra - Radon

T&E - Threatened and
Endangered Species

As - Asbestos

M/E - Mineral/Energy

SL - Soil

W - Wetlands

CH - Critical
Habitat

P&U - Prime and Unique
Farmlands

SW - Solid Waste

Wa - Water

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

Summary of Tactical Bases with MILCON Adjustments

Option 5: Priority on military value, with emphasis on readiness and training, future and cost.

CRITERIA	I	II	III	IV	V	VI	VII	VIII
BERGSTROM	Y-	R+	Y	55.1/187	2	Y	G	Y
CANNON	G-	G-	Y-	59.0/297	1	G-	G-	Y+
DAVIS-MONATHAN	Y+	Y+	Y	45.1/228	1	G-	G	Y
EIELSON	G	G-	Y+	139.6/492	1	G	G-	Y-
ENGLAND	Y+	G-	Y	43.3/348	1	G-	G	G-
HOLLOMAN	Y	G	Y+	280.3/211	2	G-	G-	Y+
HOMESTEAD	Y	Y-	G-	98.4/259	1	Y	G-	Y
LANGLEY	G	Y	G-	203.4/190	5	G-	G	Y+
LUKE	G	G-	Y-	89.3/447	2	Y	G	Y+
MACDILL	Y	Y-	Y	220.2/252	4	Y	G	Y+
MOODY	Y	Y	G-	28.8/260	1	G-	G-	G-
MOUNTAIN HOME	Y+	Y+	Y+	53.2/335	11	G	Y+	Y
MYRTLE BEACH	G-	Y	Y+	41.3/227	1	G-	G-	G-
SEYMOUR JOHNSON	G	Y-	G	109.1/252	3	G-	Y+	G-
SHAW	G-	Y-	Y	78.0/358	1	G	Y+	Y
TYNDALL	G	Y+	G-	280.6/141	7	G-	G-	Y+

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FLYING CATEGORY
TACTICAL SUBCATEGORY CRITERIA

SUMMARY OF TACTICAL BASES

Option 1
 Priority on Military Value. Emphasis on Readiness & TNG

Group 1

Eielson
 Langley
 Luke
 Seymour Johnson
 Tyndall

Group 2

Cannon
 Davis-Monthan
 Holloman
 Myrtle Beach
 Shaw

Group 3

Bergstrom
 England
 Homestead
 MacDill
 Moody
 Mountain Home

Option 2
 Priority on Military Value. Emphasis on Readiness & TNG. Downplay Future

Group 1

Eielson
 Langley
 Luke
 Seymour Johnson
 Tyndall

Group 2

Cannon
 Davis-Monthan
 Holloman
 Moody
 Myrtle Beach
 Shaw

Group 3

Bergstrom
 England
 Homestead
 MacDill
 Mountain Home

Option 3
 priority on Military Value. Emphasis on Readiness & TNG. Emphasize Future

Group 1

Eielson
 Langley
 Seymour Johnson
 Tyndall

Group 2

Cannon
 Holloman
 Luke
 Mountain Home
 Myrtle Beach
 Shaw

Group 3

Bergstrom
 Davis-Monthan
 England
 Homestead
 MacDill
 Moody

Option 4
 Priority on Military Value. Emphasis on Cost

Group 1

Eielson
 Holloman
 Langley
 MacDill
 Seymour Johnson
 Tyndall

Group 2

Cannon
 Davis-Monthan
 Homestead
 Luke
 Shaw

Group 3

Bergstrom
 England
 Moody
 Mountain Home
 Myrtle Beach

Option 5
 Priority on Military Value. Emphasis on Readiness & TNG; Future & Cost

Group 1

Eielson
 Holloman
 Langley
 Tyndall

Group 2

Cannon
 Davis-Monthan
 Luke
 MacDill
 Mountain Home
 Seymour Johnson
 Shaw

Group 3

Bergstrom
 England
 Homestead
 Moody
 Myrtle Beach

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FLYING CATEGORY STRATEGIC SUBCATEGORY DESCRIPTION

The Strategic subcategory consists of bases which support **both** nuclear and conventional bomber missions, **as well as** tanker, missile and **reconnaissance** missions. Important attributes **required to** accomplish **these** missions **are**:

Nuclear Bomber:

- Survivability
- Adequate weapons storage
- **Tanker** support
- Minimum expenditure of flying hours for training
- Access to low level routes
- Minimum **traffic congestion/ATC** delays

Tanker:

- Tanker and **SIOP** bomber units collocated
- Minimum expenditure of **flying** hours **for** training
- Access **to** receiver units
- Minimum **traffic congestion/ATC** delays

Conventional Bomber:

- Minimum expenditure of **flying** hours for **training**
- Access **to** **low** level routes
- Access **to** bombing ranges
- Tanker support
- Minimum **traffic congestion/ATC** delays

ICBM:

- Capable **silos**, launch control facilities, and adequate weapons storage
- Potential for **future** weapons **systems**

Reconnaissance:

- **Secure** facilities which included aircraft parking, **specialized** **support** facilities, and intelligence centers
- Minimum **traffic congestion/ATC** delay
- **Good** flying weather

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The following bases were considered in the strategic subcategory:

Barksdale AFB, Louisiana

Carswell AFB, ~~Texas~~

Dyess AFB, Texas

Ellsworth AFB, South Dakota

Grand Forks AFB, North ~~Dakota~~

Grissom AFB, Indiana

Loring AFB, ~~Maine~~

March AFB, California

Minot AFB, North ~~Dakota~~

Plattsburgh AFB, New York

Wurtsmith AFB, Michigan

Beale AFB, California

Castle AFB, California

Eaker AFB, Arkansas

Fairchild AFB, Washington

Griffiss AFB, New York

KI Sawyer AFB, Michigan

Malmstrom AFB, Montana

McConnell AFB, Kansas

Offutt AFB, ~~Nebraska~~

Whiteman AFB, Missouri

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**FLYING CATEGORY
STRATEGIC SUBCATEGORY CAPACITY ANALYSIS**

This page is classified **SECRET** and is located in the classified appendix.

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CARSWELL AIR FORCE BASE

Recommendation: Carswell ~~Air Force~~ Base, Texas, is recommended for closure. The 7th Bombardment Wing will inactivate. The B-52H aircraft will transfer to Barksdale Air Force Base, Louisiana. The KC-135 aircraft will transfer to the ~~Air~~ Reserve Component (ARC). The 301st Tactical Fighter Wing (AFRES), 73rd Aerial ~~Ref~~ Squadron (AFRES), 457th Tactical Fighter Squadron (AFRES) and the 20th Medical Services Squadron (AFRES) will remain at Carswell ~~Air Force~~ Base in an efficient cantonment area containing only the direct support facilities. The 436th Strategic Training Squadron (SAC) will relocate to Dyess Air Force Base, Texas. **All** other active duty personnel will depart.

Justification: The ~~Air Force~~ has six more strategic bases than are needed to support the number of bombers and tankers in the DoD ~~Force~~ Structure Plan. All strategic bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Carswell ~~Air Force~~ Base was made by the Secretary of the ~~Air Force~~ with advice of the ~~Air Force~~ Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. **All** strategic bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Carswell Air Force Base ranked low in this process compared to the other twenty bases in the strategic subcategory and is recommended for closure. While Carswell ~~Air Force~~ Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. The long term military value of Carswell Air Force Base is impacted by severe local and regional encroachment. Carswell ~~Air Force~~ Base also ranked below average in wartime tanker utility. The cost to close Carswell ~~Air Force~~ Base is relatively low.

The closure of Carswell Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 20,000 persons, direct and indirect employment loss of just over 12,000 jobs, and regional income loss of nearly 212 million dollars. These losses are in contrast to a regional population of over 1,200,000, available jobs just over 600,000, and regional annual income of 17 billion dollars.

By the end of FY 97, the net savings from implementing this recommendation are about \$156M. Annual savings after implementation are expected to be \$45.5M. All values are in constant dollars.

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CASTLE AIR FORCE BASE

Recommendation: Castle Air Force Base, California, is recommended for closure. The 93rd Bombardment Wing will inactivate. The bomber and tanker Combat Crew Training missions will transfer to Fairchild Air Force Base, Washington. The B-52G conventional aircraft will transfer to KI Sawyer Air Force Base, Michigan. The KC-135 aircraft will transfer to the Air Reserve Component and other active units. All other active duty personnel will depart.

Justification: The Air Force has six more strategic bases than are needed to support the number of bombers and tankers in the DoD Force Structure Plan. All strategic bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Castle Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All strategic bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Castle Air Force Base ranked low in this process compared to the other twenty bases in the strategic subcategory, and is recommended for closure. While Castle Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. Peacetime and wartime tanker utility negatively impact the long term military value of Castle Air Force Base. Also, encroachment on the base and flight patterns is significant. The condition of the facilities at Castle Air Force Base is below average in the Strategic subcategory, and the housing deficit is much greater than average. Additionally, the cost to close Castle Air Force Base is relatively low and the savings are favorable.

The closure of Castle Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 16,000 persons, direct and indirect employment loss of nearly 9,000 jobs, and regional income loss approaching 162 million dollars. These losses are in contrast to a regional population of just over 492,000, available jobs close to 216,000, and regional annual income of 6.5 billion dollars. Castle Air Force Base is on the Environmental Protection Agency's National Priorities List.

By the end of FY 97, the net savings from implementing this recommendation are about \$63M. This savings could be increased by approximately \$27M in land value. Annual savings after implementation are expected to be \$52.7M. All values are in constant dollars.

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EAKER AIR FORCE BASE

Recommendation: Eaker Air Force Base, Arkansas, is recommended for closure. The 97th Bombardment Wing will inactivate. The B-52G Air Launched Cruise Missile aircraft will retire. The KC-135 aircraft will transfer to other KC-135 units. All other active duty personnel will depart.

Justification: The Air Force has six more strategic bases than are needed to support the number of bombers and tankers in the DoD Force Structure Plan. All strategic bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Eaker Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All strategic bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Eaker Air Force Base ranked low in this process compared to the other twenty bases in the strategic subcategory, and is recommended for closure. While Eaker Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. The long term military value of Eaker Air Force Base ranked below average because of both peacetime and wartime tanker utility and access to bombing ranges. Also, the cost to close Eaker Air Force Base is very low and the savings are very high.

The closure of Eaker Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 9,000 persons, direct and indirect employment loss of nearly 4,600 jobs, and regional income loss of just over 83 million dollars. These losses are in contrast to a regional population of over 202,000, available jobs close to 99,000, and regional annual income of 2.2 billion dollars.

By the end of FY 97, the net savings from implementing this recommendation are about \$220M. Annual savings after implementation are expected to be \$52.9M. All values are in constant dollars.

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GRISSOM AIR FORCE BASE

Recommendation: Grissom Air Force Base, Indiana, is recommended for closure. The 305th Air Refueling Wing will inactivate. The KC-135 aircraft will transfer to the Air Reserve Component (ARC). The EC-135 aircraft will retire. The 434th Air Refueling Wing (AFRES), the 930th Tactical Fighter Group (AFRES), and the 930th Civil Engineering Squadron (AFRES) will remain. The 930th Tactical Fighter Group will convert to the KC-135 and that unit's A-10s will retire. The Air Force Reserve units will be grouped in an efficient cantonment area containing only the essential direct supporting facilities. The Air Force Reserve will operate the airfield unless the local/state authorities decide to convert to a civil airport. The airfield and all operational facilities will be retained and those facilities not required by the Reserves will be mothballed for future contingencies. However, the airfield and these facilities would be made available as required to support joint civil use. All family housing and community support facilities including the hospital, base exchange, commissary and all morale and welfare facilities not authorized for Reserve units will be declared excess and made available for disposal. All other active duty personnel will depart.

Justification: The Air Force has six more strategic bases than are needed to support the number of bombers and tankers in the DoD Force Structure Plan. All strategic bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Grissom Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All strategic bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Grissom Air Force Base ranked low in this process compared to the other twenty bases in the strategic subcategory, and is recommended for closure. While Grissom Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. As an active base, Grissom Air Force Base ranked lower in long term military value because of peacetime and wartime tanker utility as well as access to bombing ranges. Additionally, the cost to close Grissom Air Force Base is low and the savings are substantial. The condition of the existing facilities at Grissom Air Force Base is ranked well below the average.

The closure of Grissom Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 9,700 persons, direct and indirect employment loss of just over 5,200 jobs, and regional income loss of nearly 88 million dollars. These losses are in contrast to a regional population of just over 197,000, available jobs close to 101,000, and regional annual income of 2.6 billion dollars.

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By the end of FY 97, the net savings from implementing this recommendation are about **\$157M**. Annual savings after implementation are expected to be **\$48.3M**. All values are in constant dollars.

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LORING AIR FORCE BASE

Recommendation: Loring Air Force Base, Maine, is recommended for closure. The 42nd Bombardment Wing will inactivate. The B-52G conventional aircraft will transfer to KI Sawyer Air Force Base, Michigan. The KC-135 aircraft will realign to the Air Reserve Component (ARC) and other active units. All remaining personnel will depart.

Justification: The Air Force has six more strategic bases than are needed to support the number of bombers and tankers in the DoD Force Structure Plan. All strategic bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Loring Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All strategic bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Loring Air Force Base ranked low in this process compared to the other twenty bases in the strategic subcategory, and is recommended for closure. While Loring Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. Loring Air Force Base ranked lower in long term military value due to limited peacetime tanker utility and access to bombing ranges. The condition of the existing facilities at Loring Air Force Base is well below average. The cost to close Loring Air Force Base is low and the savings are the highest of the bases considered in this subcategory.

The closure of Loring Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 22,000 persons, direct and indirect employment loss of nearly 9,900 jobs, and regional income loss of just over 92 million dollars. These losses are in contrast to a regional population of over 49,100, available jobs close to 33,320, and regional annual income of 755 million dollars. Loring Air Force Base is on the Environmental Protection Agency's National Priorities List.

By the end of FY 97, the net savings from implementing this recommendation are about \$182M. Annual savings after implementation are expected to be \$61.8M. All values are in constant dollars.

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WURTSMITH AIR FORCE BASE

Recommendation: Wurtsmith Air Force Base, Michigan, is recommended for closure. The 379th Bombardment Wing will inactivate. The B-52G Air Launched Cruise Missile aircraft will retire. The KC-135 aircraft will relocate and transfer to the Air Reserve Component (ARC). All other personnel will depart.

Justification: The Air Force has six more strategic bases than are needed to support the number of bombers and tankers in the DoD Force Structure Plan. All strategic bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Data were collected and the criteria and subelements of the criteria applied by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Wurtsmith Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All strategic bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Wurtsmith Air Force Base ranked low in this process compared to the other twenty bases in the strategic subcategory, and is recommended for closure. While Wurtsmith Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. The long term overall military value of Wurtsmith Air Force Base is below average because of distance to low altitude training routes, and poor peacetime tanker utility. The cost to close Wurtsmith Air Force Base is very low and the savings very high.

The closure of Wurtsmith Air Force Base will have an impact on the local economy. It is projected to result in a population loss of approximately 9,400 persons, direct and indirect employment loss of just over 4,600 jobs, and regional income loss of nearly 94 million dollars. These losses are in contrast to a regional population of 87,600, available jobs close to 34,800, and regional annual income of 987 million dollars.

By the end of FY 97, the net savings from implementing this recommendation are about \$256M. Annual savings after implementation are expected to be \$63.3M. All values are in constant dollars.

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FLYING CATEGORY STRATEGIC SUBCATEGORY SPECIFIC ACTIONS/IMPLEMENTATION PLAN

<u>UNIT</u>	<u>FLYING CATEGORY</u>
CARSWELL AFB, TEXAS	
7th Bombardment Wing	Inactivates
301 TFW (AFRES)	Remains
73 APS (AFRES)	Remains
457 TFS (AFRES)	Remains
20 MSS (AFRES)	Remains
436 STS (SAC)	Dyess AFB, Texas
CASTLE AFB, CALIFORNIA	
93rd Bombardment Wing	Inactivates
EAKER AFB, ARKANSAS	
97th Bombardment Wing	Inactivates
GRISSOM AFB, INDIANA	
305th Air Refueling Wing	Inactivates
930 TFG (AFRES)	Inactivates
434 ARW (AFRES) W/20 KC-135s	Remains
930 CES (AFRES)	Remains
199 SUPP CO (ARMY NATIONAL GUARD)	TBD
LORING AFB, MAINE	
42nd Bombardment Wing	Inactivates
WURTSMITH AFB, MICHIGAN	
379th Bombardment Wing	Inactivates

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**FLYING CATEGORY
STRATEGIC SUBCATEGORY
CRITERIA**

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FLYING CATEGORY
STRATEGIC SUBCATEGORY CRITERIA

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD'S TOTAL FORCE

CLOSURE RATING (G.Y.R)

1. Is existing force structure for primary mission of the base remaining in the Inventory?

GREEN - Force structure is a key part of the force structure plan - no programmed reductions
YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions
RED - Force structure is being phased out in the force structure plan

2. Operational effectiveness

A. Geographic location supports mission

Survivability: Classified definition contained in SAC Regulation 1145, SAC EWO GLOSSARY
See Classified appendix for criteria

Alternate base: GREEN < 1 hour FLT time; YELLOW < 2 hours, RED > 2 hours

Weather impact on mission: GREEN - 75% above 1500/3, < 10 days icing.
YELLOW - 50% above 1500/3, c 20 days icing
RED - anything else

Air Traffic Delay GREEN - AVG ATC Delay < 10 min; YELLOW - < 20 min; RED - Anything more

B. Wartime

Tanker SIOP support:	See classified appendix for criteria
SIOP support:	See classified appendix for criteria
Mating	See classified appendix for criteria
Planning Flexibility:	See classified appendix for criteria
Facilities:	See classified appendix for criteria
Future SILO missile systems:	See classified appendix for criteria
Future MOBILE missile systems:	See classified appendix for criteria

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FLYING CATEGORY
STRATEGIC SUBCATEGORY CRITERIA**

C. Peacetime

Bombing Range: Green c 1 hour FLT time; Yellow < 2 hours; Red > 2 hours
Conventional Enhanced Release Training: GREEN - YES; RED - NO
Low Altitude Scored Route: Green c 1 hour FLT time; Yellow c 2 Hours; Red > 2 Hours
Distance to the STRC: GREEN < 600 NM; YELLOW < 1200 NM; RED > 1200
Distance to highly concentrated RCVR area: GREEN < 400 NM; YELLOW < 800; RED > 800
Tanker saturation within the region: GREEN = tanker poor; YELLOW = balanced; RED = tanker rich

D. Potential for A——raining Area growth

GREEN - Airspace available for future expansion; supports advance basing concept
YELLOW - Status Quo
RED - Reductions possible

3. If there is force structure to support other categories at the base, will they remain in the inventory?

GREEN - Force structure is a key part of the force structure plan
no programmed reductions
YELLOW - Force structure is an integral part of the force structure plan - but has
programmed reductions
RED - Force structure is being phased out in the force structure plan, or
NO other FS assigned

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

1. Is existing force structure for primary mission of the base remaining in the inventory

	BMR	TNK	MSL	RECCE
BARKSDALE	R	Y		
BEALE		Y		G
CARSWELL	G	Y		
CASTLE	G	Y		
DYESS	G	Y		
EAKER	R	Y		
ELLSWORTH	G	Y	R	
FAIRCHILD	G	Y		
GRAND FORKS	G	Y	G	
GRIFFISS	Y	Y		
GRISSOM		Y		
KI SAWYER	G	Y		
LORING	G	Y		
MALMSTROM		Y	Y	
MARCH		G		
McCONNELL	G	Y		
MINOT	G	Y	G	
OFFUTT				G
PLAITSBURGH	R	Y		
WHITEMAN	G		R	
WURTSMITH	R	Y		

GREEN - FS is key part of FS plan - no programmed reductions
 YELLOW - FS an integral part of FS plan with programmed reductions
 RED - FS being phased out in the FS plan

Criteria I, 1

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

2A. GEOGRAPHIC LOCATION

	Survivability	Alternate	WX	ATC Delay
BARKSDALE	G	G	G	G
BEALE	G	G	G	G
CARSWELL	G	G	G	Y
CASTLE	G	G	G	G
DYESS	G	G	G	G
EAKER	G	G	G	G
ELLSWORTH	G	G	G	G
FAIRCHILD	G	G	G	G
GRAND FORKS	G	G	G	G
GRIFFISS	G	G	Y	G
GRISSOM	G	G	G	G
KI SAWYER	G	G	Y	G
LORING	G	G	Y	G
MALMSTROM	G	G	G	G
MARCH	G	G	G	Y
McCONNELL	G	G	G	G
MINOT	G	G	G	G
OFFUTT	G	G	G	G
PLATTSBURGH	G	G	G	G
WHITEMAN	G	G	G	G
WURTSMITH	G	G	G	G

See classified appendix for criteria

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD'S TOTAL FORCE

2B. WARTIME

	Tanker SPT	SIOP Spt	Mating
BARKSDALE	R	G	Y
BEALE	G	R	R
CARSWELL	Y	G	R
CASTLE	G	R	R
DYESS	Y	G	R
EAKER	R	G	Y
ELLSWORTH	G	G	G
FAIRCHILD	G	G	Y
GRAND FORKS	G	G	G
GRIFFISS	G	G	G
GRISSOM	G	Y	G
KL SAWYER	G	G	G
LORING	G	G	G
MALMSTROM	G	G	G
MARCH	Y	R	R
McCONNELL	Y	G	Y
MINOT	G	G	G
OFFUTT	G	Y	G
PLATTSBURGH	G	G	G
WHITEMAN	Y	Y	G
WURTSMITH	G	G	G

See **classified** appendix for criteria

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**UNCLASSIFIED
FLYING CATEGORY
STRATEGIC SUBCATEGORY**

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL
READINESS OF DOD's TOTAL FORCE**

2B. WARTIME - Missile

	Flexibility	Facility	Silo	Mobile
BARKSDALE				
BEALE				
CARSWELL				
CASTLE				
DYESS				
EAKER				
ELLSWORTH	G	R	R	G
FAIRCHILD				
GRAND FORKS	G	G	G	Y
GRIFFISS				
GRISSOM				
KI SAWYER				
LORING				
MALMSTROM	G	G	G	G
MARCH				
McCONNELL				
MINOT	G	G	G	Y
OFFUTT				
PLATTSBURGH				
WHITEMAN	R	G	G	Y
WURTSMITH				

See **classified** appendix for **criteria**

Criteria I, 2X

UNCLASSIFIED
FLYING CATEGORY
STRATEGIC SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

2C. PEACETIME

	BMB RNG	CFRT	LOW LEVEL	STRC	RCVR Area	Saturation
BARKSDALE	G	R	G	Y	G	G
BEALE	G	R	G	Y	R	Y
CARSWELL	G	R	G	Y	G	G
CASTLE	G	R	G	Y	Y	Y
DYESS	G	R	G	Y	G	G
EAKER	G	G	G	Y	Y	G
ELLSWORTH	G	R	G	G	Y	Y
FAIRCHILD	Y	R	G	Y	R	R
GRAND FORKS	Y	R	G	G	R	Y
GRIFFISS	R	R	G	Y	R	R
GRISSOM	Y	R	G	Y	Y	Y
KI SAWYER	Y	G	Y	Y	R	Y
LORING	R	G	G	R	R	R
MALMSTROM	Y	R	Y	G	R	R
MARCH	G	R	G	Y	R	R
McCONNELL	G	R	G	G	G	G
MINOT	Y	G	G	G	R	Y
OFFUTT	G	R	G	G	G	G
PLATTSBURGH	R	R	G	Y	R	R
WHITEMAN	G	R	Y	Y	G	G
WURTSMITH	Y	R	Y	Y	R	Y

Bombing Range: Green < 1 hour FLT time; Yellow < 2 hours; Red > 2 hours

Conventional Enhanced Release Training: GREEN - YES; RED - NO

Low Altitude Scored Route: Green < 1 hour FLT time; Yellow < 2 Hours; Red > 2 Hours

Distance to the STRC: GREEN < 600 NM; YELLOW < 1200 NM; RED > 1200

Distance to highly concentrated RCVR area: GREEN < 400 NM; YELLOW < 800; RED > 800

Tanker saturation within the region: GREEN = tanker poor; YELLOW = balanced; RED = tanker rich

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

2D. POTENTIAL FOR AIRSPACE/TRAINING AREA GROWTH

	Potential Growth
BARKSDALE	G
BEALE	G
CARSWELL	R
CASTLE	Y
DYESS	G
EAKER	G
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	Y
GRISSOM	Y
KI SAWYER	G
LORING	G
MALMSTROM	G
MARCH	R
McCONNELL	G
MINOT	G
OFFUTT	G
PLATTSBURGH	Y
WHITEMAN	G
WURTSMITH	G

GREEN - Airspace available for future expansion; supports advance basing concept
YELLOW - Status Quo
RED - Reductions possible

Criteria I, 2D

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**UNCLASSIFIED
FLYING CATEGORY
STRATEGIC SUBCATEGORY**

1. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE

3. If there is force structure to support other categories at the base, will they remain in the inventory?

GREEN - FS is key part of FS plan - no programmed reductions

YELLOW - FS an integral part of FS plan with programmed reductions

RED - FS being phased out in the FS plan or NO other FS assigned

BARKSDALE	G
BEALE	G
CARSWELL	G
CASTLE	R
DYESS	R
EAKER	R
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	R
GRIFFISS	R
GRISSOM	Y
KI SAWYER	R
LORING	R
MALMSTROM	R
MARCH	G
McCONNELL	G
MINOT	R
OFFUTT	R
PLATTSBURGH	R
WHITEMAN	R
WURTSMITH	R

Criteria I, 3

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

CRITERIA I

	Bomber	Tanker	Missile	Rece	Survivability	Alternate	Weather	ATC Delay	Tanker Support	SIOP Support	Mating	Flexibility	Facility	Silo	Mobile	Bombing Range	CERT	Low Level	STRC	Receiver	Saturation	Airspace Growth	Other Force Stru
BARKSDALE	R	Y			G	G	G	G	R	G	Y					G	R	G	Y	G	G	G	G
BEALE		Y		G	G	G	G	G	G	R	R					G	R	G	Y	R	Y	G	G
CARSWELL	G	Y			G	G	G	Y	Y	G	R					G	R	G	Y	G	G	R	G
CASTLE	G	Y			G	G	G	G	G	R	R					G	R	G	Y	Y	Y	Y	R
DYESS	G	Y			G	G	G	G	Y	G	R					G	R	G	Y	G	G	G	R
EAKER	R	Y			G	G	G	G	R	G	Y					G	G	G	Y	Y	G	G	R
ELLSWORTH	G	Y	R		G	G	G	G	G	G	G	G	R	R	G	G	R	G	G	Y	Y	G	G
FAIRCHILD	G	Y			G	G	G	G	G	G	Y					Y	R	G	Y	R	R	G	G
GRAND FORKS	G	Y	G		G	G	G	G	G	G	G	G	G	G	Y	Y	R	G	G	R	Y	G	R
GRIFFISS	Y	Y			G	G	Y	G	G	G	G					R	R	G	Y	R	R	Y	R
GRISSOM		Y			G	G	G	G	G	Y	G					Y	R	G	Y	Y	Y	Y	Y
KI SAWYER	G	Y			G	G	Y	G	G	G	G					Y	G	Y	Y	R	Y	G	R
LORING	G	Y			G	G	Y	G	G	G	G					R	G	G	R	R	R	G	R
MALMSTROM		Y	Y		G	G	G	G	G	G	G	G	G	G	G	Y	R	Y	G	R	R	G	R
MARCH		G			G	G	G	Y	Y	R	R					G	R	G	Y	R	R	R	G
McCONNELL	G	Y			G	G	G	G	Y	G	Y					G	R	G	G	G	G	G	G
MINOT	G	Y	G		G	G	G	G	G	G	G	G	G	G	Y	Y	G	G	G	R	Y	G	R
OFFUTT				G	G	G	G	G	G	Y	G					G	R	G	G	G	G	G	R
PLATTSBURGH	R	Y			G	G	G	G	G	G	G					R	R	G	Y	R	R	Y	R
WHITEMAN	G		R		G	G	G	G	Y	Y	G	R	G	G	Y	G	R	Y	Y	G	G	G	R
WURTSMITH	R	Y			G	G	G	G	G	G	G					Y	R	Y	Y	R	Y	G	R

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

111. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

6. What is the capacity of the parking apron?

GREEN - > 30% excess capacity over currently assigned aircraft

YELLOW - 10% - 30% excess capacity

RED - anything else

BARKSDALE	G
BEALE	G
CARSWELL	Y
CASTLE	R
DYESS	G
EAKER	G
ELLSWORTH	Y
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	G
GRISSOM	G
KI SAWYER	G
LORING	Y
MALMSTROM	G
MARCH	G
McCONNELL	G
MINOT	R
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	G
WURTSMITH	Y

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STRATEGIC SUBCATEGORY**

111. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

7. Is the base located and have basic necessary characteristics to support another category's mission?
(Assumes cumnt mission **no** longer present)

	Mobility	Tactical	Fly Tng
BARKSDALE	G	G	R
BEALE	G	R	R
CARSWELL	G	Y	R
CASTLE	G	R	R
DYESS	G	Y	R
EAKER	G	Y	R
ELLSWORTH	R	R	R
FAIRCHILD	R	Y	R
GRAND FORKS	R	R	R
GRIFFISS	R	Y	R
GRISSOM	G	Y	R
KI SAWYER	R	Y	R
LORING	R	R	R
MALMSTROM	R	Y	R
MARCH	G	G	R
McCONNELL	G	G	R
MINOT	R	R	R
OFFUTT	R	Y	R
PLATTSBURGH	R	Y	R
WHITEMAN	R	Y	R
WURTSMITH	R	Y	R

GREEN - YES, meets requirements of MACRO LOOK with minor or less MILCON

YELLOW - YES, meets some requirements of MACRO LOOK with with major MILCON

RED - Does not meet requirements of MACRO LOOK

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CRITERIA III

	C-41 MOG	Fuel/Hydrant	Base Mun Stor	Hot Cargo	Army/MC Inst	Rail Access	Port Facility	Parking Apron	Mobility	Tactical	Fly Tng
BARKSDALE	Y	G	Y	G	G	G	R	G	G	G	R
BEALE	R	G	G	G	R	G	G	G	G	R	R
CARSWELL	R	G	Y	G	G	G	R	Y	G	Y	R
CASTLE	Y	G	Y	G	G	G	G	R	G	R	R
DYESS	R	G	G	G	G	G	R	G	G	Y	R
EAKER	Y	G	G	G	G	G	G	G	G	Y	R
ELLSWORTH	Y	G	G	G	G	G	R	Y	R	R	R
FAIRCHILD	R	G	Y	G	R	G	R	G	R	Y	R
GRAND FORKS	Y	G	R	G	R	G	R	G	R	R	R
GRIFFISS	G	G	Y	G	G	G	G	G	R	Y	R
GRISSOM	Y	G	G	G	G	G	G	G	G	Y	R
KL SAWYER	Y	G	Y	G	R	G	R	G	R	Y	R
LORING	Y	G	G	G	R	G	R	Y	R	R	R
MALMSTROM	R	G	G	G	G	G	R	G	R	Y	R
MARCH	Y	G	G	G	G	G	G	G	G	G	R
McCONNELL	Y	G	G	G	G	G	R	G	G	G	R
MINOT	Y	G	G	G	R	G	R	R	R	R	R
OFFUTT	Y	G	R	G	R	G	R	G	R	Y	R
PLATTSBURGH	Y	G	G	G	G	G	G	G	R	Y	R
WHITEMAN	Y	G	Y	G	G	G	R	G	R	Y	R
WURTSMITH	Y	Y	G	G	G	G	G	Y	R	Y	R

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STRATEGIC SUBCATEGORY CRITERIA

IV. THE COST AND MANPOWER IMPLICATIONS

1. **ONE TIME CLOSURE COSTS:** Programming impact; excludes one-time environmental impact which is included in criteria #8.
2. **20 YEAR NET PRESENT VALUE OF SAVINGS:** Shows savings (positive number) derived by discounting costs and savings over a 20 year period
3. **NET STEADY STATE SAVINGS:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as CHAMPUS and housing as a result of closing the base
4. **MANPOWER REDUCTIONS:** Support manpower spaces eliminated as a result of closing the base

V. 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.

1. **INVESTMENT PAYBACK:** Years elapsed from closure year to payback. Payback computed from Net Present Value (NPV) analysis using OMB Circular A-94

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STRATEGIC SUBCATEGORY

**IV COST AND MANPOWER
IMPLICATIONS**

**V RETURN ON
INVESTMENT**

	(TYSM)	(CYSM)	NPV (\$M)	NET SAVINGS	REDUCTIONS	PAYBACK
BARKSDALE	198.5	194.5	247	56.1	-1628	4
BEALE	106.5	94.4	328	54.4	-1346	1
CARSWELL	64.6	57.8	72	20.7	-1222	6
CASTLE	102.7	91.4	263	45.9	-1300	2
DYESS	238.2	212.4	210	53.3	-1455	5
EAKER	22.0	20.1	359	50.2	-1339	0
ELLSWORTH	319.3	265.4	107	56.6	-1534	Beyond 10
FAIRCHILD	76.6	68.6	384	59.5	-1595	1
GRAND FORKS	217.8	177.7	225	63.7	-1499	3
GRIFFISS	220.1	198.3	337	68.5	-1627	4
GRISSOM	35.0	31.5	250	36.9	-950	1
KI SAWYER	39.8	35.9	372	53.9	-1411	1
LORING	44.6	40.3	465	-66.6	-1514	1
MALMSTROM	133.7	110.9	251	60.4	-1339	2
MARCH	137.0	121.4	175	38.2	-1138	4
McCONNELL	139.9	123.4	209	41.9	-1135	3
MINOT	115.0	96.1	255	62.4	-1556	2
OFFUTT	659.1	589.0	(340)	25.7	-1181	Beyond 20
PLATTSBURGH	27.0	24.4	413	57.8	-1214	0
WHITEMAN	447.0	372.8	6	54.5	-1451	Beyond 10
WURTSMITH	33.0	29.8	374	53.4	-1328	1

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LAND VALUE ANALYSIS - SUMMARY OF STRATEGIC BASES

	NPL	RURAL	SMALL CITY	URBAN	OVERALL	
BARKSDALE	R		Y		Y-	<u>Hard to sell; negligible return likely (G)</u>
BEALE	R	G			G-	
CARSWELL	R			R	R	Eaker Ellsworth
CASTLE	G		Y		Y.	Loring Plattsburgh
DYESS	R		Y		Y-	
EAKER	R	G			G	<u>Low proceeds, if any (G-)</u>
ELLSWORTH	G	G			G	
FAIRCHILD •	R			R	R	Beale Grand Forks
GRANDFORKS	R	G			G-	Grissom KI Sawyer
GRIFFISS	G		Y		Y	Minot Whiteman
GRISSOM	R	G			G-	Wurtsmith
KI SAWYER	R	G			G-	<u>Hard to sell, possibly some return someday (Y)</u>
LORING	G	G			G	
MALMSTROM	R		Y		Y-	Castle Griffiss
MARCH	R			R	R	
McCONNELL	R		R	R'	R	<u>Moderate prospects for positive return within 6 years (Y-)</u>
MINOT	R	G			G-	
OFFUTT						
PLATTSBURGH	G	G			G	Barksdale Dyess
WHITEMAN	R	G			G-	Malmstrom
WURTSMITH	R	G			G-	

* 4 sites on NPL, but not the whole base

NOTE: Air Force experience with closing bases led to the conclusion that the near term potential for revenue from property sales would be too uncertain to include it as a formal element in the cost analysis. However, this information was available and considered by the BCI:G in its deliberation. **March, McConnell**

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STRATEGIC SUBCATEGORY CRITERIA

VI. THE ECONOMIC IMPACT ON COMMUNITIES

- | | | |
|----|--|--|
| 1. | EMPLOYMENT | <p>GREEN - Reductions exceed historic high reduction (1969-1987)</p> <p>YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)</p> <p>RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible</p> |
| 2. | POPULATION | <p>GREEN - Reductions exceed historic high reductions (1969-1987)</p> <p>YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)</p> <p>RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible</p> |
| 3. | INCOME | <p>GREEN - Reductions exceed historic high reductions (1969-1987)</p> <p>YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction</p> <p>RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible</p> |
| 4. | <p><i>LOCAL</i> GOVERNMENT</p> <p>OPERATING REVENUES</p> <p>EXPENDITURES</p> | <p>GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses)</p> <p>YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses)</p> <p>RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)</p> |
| 5. | INSTALLATION RESTORATION PROGRAMS (IRP) | <p>GREEN - Actual clean-up time is estimated to be lengthy (> 5 yrs)</p> <p>YELLOW - Actual clean-up time is moderate (about 5 yrs)</p> <p>RED - Actual clean-up time is estimated to be relatively short (< 5 yrs)</p> |

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STRATEGIC SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

BARKSDALE	Y
BEALE	G
CARSWELL	Y
CASTLE	G
DYESS	G
EAKER	G
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	G
GRISSOM	Y
KI SAWYER	G
LORING	G
MALMSTROM	G
MARCH	Y
McCONNELL	R
MINOT	G
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	G
WURTSMITH	G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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STRATEGIC SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

BARKSDALE	G
BEALE	G
CARSWELL	Y
CASTLE	G
DYESS	G
EAKER	G
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	G
GRISSOM	G
KI SAWYER	G
LORING	G
MALMSTROM	G
MARCH	G
McCONNELL	G
MINOT	G
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	G
WURTSMITH	G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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STRATEGIC SUBCATEGORY**

VI. THE ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

BARKSDALE	Y
BEALE	Y
CARSWELL	Y
CASTLE	Y
DYESS	G
EAKER	G
ELLSWORTH	G
FAIRCHILD	Y
GRAND FORKS	G
GRIFFISS	G
GRISSOM	R
KI SAWYER	G
LORING	Y
MALMSTROM	G
MARCH	R
McCONNELL	Y
MINOT	G
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	Y
WURTSMITH	G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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STRATEGIC SUBCATEGORY**

VI. THE ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

BARKSDALE	G
BEALE	G
CARSWELL	R
CASTLE	G
DYESS	G
EAKER	G
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	Y
GRISSOM	G
KI SAWYER	G
LORING	R
MALMSTROM	G
MARCH	Y
McCONNELL	G
MINOT	G
OFFUTT	G
PLA'TTSBURGH	G
WHITEMAN	Y
WURTSMITH	G

GREEN - The net fiscal impact on local government is negative and comparatively large.
(Expenditures savings are less than 75% of revenue losses.)

YELLOW - The net fiscal impact on local government is negative, but comparatively small.
(Expenditures savings are 75% or more of revenue losses.)

RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses.)

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STRATEGIC SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

BARKSDALE	Y
BEALE	G
CARSWELL	Y
CASTLE	G
DYESS	Y
EAKER	R
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	R
GRIFFISS	G
GRISSOM	Y
KI SAWYER	Y
LORING	G
MALMSTROM	Y
MARCH	G
McCONNELL	Y
MINOT	R
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	Y
WURTSMITH	G

GREEN - Actual clean-up time is estimated to be lengthy (greater than 5 years).

YELLOW - Actual clean-up time is estimated to be moderate (about 5 years).

RED - Actual clean-up time is estimated to be relatively short (within 5 years).

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STRATEGIC SUBCATEGORY**

CRITERIA VI

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP
BARKSDALE	Y	G	Y	G	Y
BEALE	G	G	Y	G	G
CARSWELL	Y	Y	Y	R	Y
CASTLE	G	G	Y	G	G
DYESS	G	G	G	G	Y
EAKER	G	G	G	G	R
ELLSWORTH	G	G	G	G	G
FAIRCHILD	G	G	Y	G	G
GRAND FORKS	G	G	G	G	R
GRIFFISS	G	G	G	Y	G
GRISSOM	Y	G	R	G	Y
KI SAWYER	G	G	G	G	Y
LORING	G	G	Y	R	G
MALMSTROM	G	G	G	G	Y
MARCH	Y	G	R	Y	G
McCONNELL		G		G	Y
MINOT	G	G	G	G	R
OFFUTT	G	G	G	G	G
PLATTSBURGHG	G	G	G	G	G
WHITEMAN	G	G	Y	Y	Y
WURTSMITH	G	G	G	G	G

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STRATEGIC SUBCATEGORY CRITERIA

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL

1. Community Infrastructure

- | | |
|---|---|
| A. Affordable, acceptable off-base housing | GREEN - Yes
RED - No |
| B. Base served by public transportation | GREEN - Yes
RED - No |
| C. Adequate recreation facilities off base | GREEN - Yes
RED - No |
| D. Adequate shopping facilities | GREEN - 20 miles or less
RED - > 20 miles |

2. Education

- | | |
|--|---|
| A. Pupil to Teacher Ratio
(Max allowable ratio) | GREEN - 12.5 to 1
YELLOW - 26 - 30 to 1
RED - > 30 to 1 |
| B. Students that go on to college | GREEN - ≥ 60%
YELLOW - 40% to 59%
RED - < 40% |
| C. Opportunity for off-base education | GREEN - Under/Grad courses within 25 miles
YELLOW - Less course opportunity within 25 miles
RED - No education opportunity within 25 miles |

3. Availability of community medical facilities

- | |
|--|
| GREEN - Adequate, no adverse impact |
| YELLOW - Available, minimal impact |
| RED - Medically underserved |

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STRATEGIC SUBCATEGORY

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL

1. Community Infrastructure

	Affordable	Pub Trans	Recreation	Shopping
BARKSDALE	G	G	G	G
BEALE	R	G	G	G
CARSWELL	R	G	G	G
CASTLE	R	R	G	G
DYESS	G	R	G	G
EAKER	G	R	R	R
ELLSWORTH	G	G	G	G
FAIRCHILD	R	G	G	G
GRAND FORKS	G	G	G	G
GRIFFISS	R	G	G	G
GRISSOM	G	R	G	G
KI SAWYER	R	R	G	R
LORING	G	R	R	R
MALMSTROM	R	G	G	G
MARCH	R	G	G	G
MCCONNELL	R	G	G	G
MINOT	G	R	G	G
OFFUTT	G	G	G	G
PLATTSBURGH	G	R	G	G
WHITEMAN	R	R	R	G
WURTSMITH	R	R	R	R

- A. Affordable, acceptable off-basing
- B. Base served by public transportation
- C. Adequate recreation facilities off base
- D. Adequate shopping facilities

- GREEN - Yes RED - No
- GREEN - Yes RED - No
- GREEN - Yes RED - No
- GREEN - 20 miles or less
- RED - > 20 miles

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STRATEGIC SUBCATEGORY**

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL

2. Education

	Ratio	College	Education
BARKSDALE	Y	Y	G
BEALE	Y	G	G
CARSWELL	Y	G	G
CASTLE	R	G	G
DYESS	G	G	G
EAKER	G	G	G
ELLSWORTH	G	Y	G
FAIRCHILD	Y	G	Y
GRAND FORKS	Y	G	G
GRIFFISS	Y	G	Y
GRISSOM	Y	Y	G
KL SAWYER	Y	G	G
LORING	G	G	Y
MALMSTROM	Y	Y	G
MARCH	R	R	G
McCONNELL	Y	Y	G
MINOT	Y	G	Y
OFFUTT	Y	G	G
PLATTSBURGH	Y	R	G
WHITEMAN	Y	G	G
WURTSMITH	Y	Y	Y

A. Pupil to Teacher Ratio

B. Students that go on to college

C. Opportunity for off-base education

GREEN - 125 to 1; YELLOW - 26 - 30 to 1; RED - > 30 to 1

GREEN - ≥ 60%; YELLOW - 40% to 59%; RED - < 40%

GREEN - Under/Grad courses within 25 miles

YELLOW - Less course opportunity within 25 miles

RED - No education opportunity within 25 miles

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STRATEGIC SUBCATEGORY

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL

3. Availability of community medical facilities

	Community
BARKSDALE	G
BEALE	G
CARSWELL	G
CASTLE	G
DYESS	G
EAKER	Y
ELLSWORTH	Y
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	G
GRISSOM	G
KI SAWYER	G
LORING	Y
MALMSTROM	G
MARCH	G
McCONNELL	Y
MINOT	Y
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	Y
WURTSMITH	Y

Availability of community medical facilities

GREEN - Adequate, no adverse impact
 YELLOW - Available, minimal impact
 RED - Medically underserved

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CRITERIA VII

	Affordable	Pub Trans	Recreation	Shopping	Ratio	College	Education	Medical
BARKSDALE	G	G	G	G	Y	Y	G	G
BEALE	R	G	G	G	Y	G	G	G
CARSWELL	R	G	G	G	Y	G	G	G
CASTLE	R	R	G	G	R	G	G	G
DYESS	G	R	G	G	G	G	G	G
EAKER	G	R	R	R	G	G	G	Y
ELLSWORTH	G	G	G	G	G	Y	G	Y
FAIRCHILD	R	G	G	G	Y	G	Y	G
GRAND FORKS	G	G	G	G	Y	G	G	G
GRIFFISS	R	G	G	G	Y	G	Y	G
GRISSOM	G	R	G	G	Y	Y	G	G
KI SAWYER	R	R	G	R	Y	G	G	G
LORING	G	R	R	R	G	G	Y	Y
MALMSTROM	R	G	G	G	Y	Y	G	G
MARCH	R	G	G	G	R	R	G	G
McCONNELL	R	G	G	G	Y	Y	G	Y
MINOT	G	R	G	G	Y	G	Y	Y
OFFUTT	G	G	G	G	Y	G	G	G
PLATTSBURGH	G	R	G	G	Y	R	G	G
WHITEMAN	R	R	R	G	Y	G	G	Y
WURTSMITH	R	R	R	R	Y	Y	Y	Y

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STRATEGIC SUBCATEGORY CRITERIA**

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

5. CULTURAL

GREEN - No existing resources

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete

RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations

6. GEOLOGY AND SOILS

**A. Prime and unique
farmlands**

GREEN - No prime and unique farmlands exist

YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations

RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations

**B. Mineral/Energy
Resources**

GREEN - No known resources

YELLOW - Resources currently exist; no known constraint on current construction/operations

RED - Resources currently exist and constrain on current construction/operations

C. Soil Contamination

GREEN - No soil contaminants present

YELLOW - Soil contaminants present which do not currently constrain construction/operations

RED - Soil contaminants present which constrain current construction/operations

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

AIR QUALITY (crit. 1)

BARKSDALE	G
BEALE	Y
CARSWELL	Y
CASTLE	R
DYESS	G
EAKER	G
ELLSWORTH	G
FAIRCHILD	Y
GRAND FORKS	G
GRIFFISS	G
GRISSOM	G
KI SAWYER	G
LORING	G
MALMSTROM	Y
MARCH	Y
McCONNELL	G
MINOT	G
OFFUTT	G
PLATTSBURGH	G
WHITEMAN	G
WURTSMITH	G

GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.

YELLOW - Base is in non-attainment area. No restrictions on construction/operations.

RED - Base is in non-attainment area and construction/operations constraints apply.

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

WATER (hit. 2)

BARKSDALE	Y
BEALE	R
CARSWELL	Y
CASTLE	R
DYESS	Y
EAKER	Y
ELLSWORTH	R
FAIRCHILD	R
GRAND FORKS	Y
GRIFFISS	R
GRISSOM	Y
KI SAWYER	R
LORING	Y
MALMSTROM	G
MARCH	R
McCONNELL	Y
MINOT	G
OFFUTT	Y
PLATTSBURGH	Y
WHITEMAN	Y
WURTSMITH	R

GREEN - Adequate regional water supplies and no known contaminants present.

YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone.

RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources.

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

BARKSDALE	Y
BEALE	Y
CARSWELL	R
CASTLE	Y
DYESS	Y
EAKER	R
ELLSWORTH	Y
FAIRCHILD	R
GRAND FORKS	R
GRIFFISS	R
GRISSOM	R
KI SAWYER	Y
LORING	R
MALMSTROM	R
MARCH	Y
McCONNELL	R
MINOT	R
OFFUTT	R
PLATTSBURGH	R
WHITEMAN	G
WURTSMITH	Y

GREEN - < 10% facilities with **asbestos** containing materials (**ACM**)

YELLOW - > 10% and < 25% facilities with **ACM**; survey incomplete; unable to assess percentages

RED - > 25% facilities containing **ACM**

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

BARKSDALE	G
BEALE	G
CARSWELL	Y
CASTLE	G
DYESS	G
EAKER	G
ELLSWORTH	R
FAIRCHILD	Y
GRANDFORKS	Y
GRIFFISS	Y
GRISSOM	Y
KI SAWYER	G
LORING	Y
MALMSTROM	G
MARCH	G
McCONNELL	G
MINOT	G
OFFUTT	Y
PLATTSBURGH	G
WHITEMAN	Y
WURTSMITH	G

GREEN - Radon not present or detected c 4 pic/l

YELLOW - Radon present; detection > 4 pic/l and c 20 pic/l

RED - Radon present; detection > 20 pic/l

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLIDMAZARDOUS WASTE

SOLID WASTE (crit. 3c)

BARKSDALE	G
BEALE	G
CARSWELL	G
CASTLE	R
DYESS	G
EAKER	Y
ELLSWORTH	G
FAIRCHILD	G
GRANDFORKS	Y
GRIFFISS	G
GRISSOM	G
KI SAWYER	G
LORING	R
MALMSTROM	G
MARCH	G
McCONNELL	Y
MINOT	G
OFFUTT	G
PLATTSBURGH	R
WHITEMAN	R
WURTSMITH	G

GREEN - Existing regional disposal facilities have **>10 years** capacity remaining

YELLOW - Existing regional disposal facilities have **5 to 10 years** capacity remaining

RED - Existing regional disposal facilities have **<5 years** capacity remaining

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

	HABITAT (crit. 4a)	BIOLOGICAL THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
BARKSDALE	Y	Y	R
BEALE	Y	Y	R
CARSWELL	G	G	Y
CASTLE	G	G	G
DYESS	G	G	Y
EAKER	G	G	Y
ELLSWORTH	G	G	Y
FAIRCHILD	G	G	Y
GRANDFORKS	G	G	Y
GRIFFISS	Y	Y	Y
GRISSOM	G	G	G
KI SAWYER	G	G	Y
LORING	G	G	Y
MALMSTROM	G	G	Y
MARCH	Y	Y	Y
McCONNELL	G	G	Y
MINOT	G	G	Y
OFFUTT	G	G	Y
PLATTSBURGH	G	G	Y
WHITEMAN	G	G	Y
WURTSMITH	Y	Y	Y

GREEN - Resources not present.

YELLOW - Resources present which do not currently
constrain construction/operations.

RED - Resources present which constrain current construction/operations or require "work arounds" to support current
operations

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

BARKSDALE	Y
BEALE	R
CARSWLL	Y
CASTLE	G
DYESS	Y
EAKER	Y
ELLSWORTH	Y
FAIRCHILD	G
GRANDFORKS	Y
GRIFFISS	Y
GRISSOM	G
KI SAWYER	Y
LORING	Y
MALMSTROM	G
MARCH	Y
McCONNELL	Y
MINOT	Y
OFFUTT	Y
PLATTSBURGH	Y
WHITEMAN	G
WURTSMITH	R

GREEN - No existing resources.

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete.

RED - Eligible or potentially eligible prehistoric resources are present and constrain cumnt construction/operations.

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FLYING CATEGORY
STRATEGIC SUBCATEGORY**

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BARKSDALE	G
BEALE	Y
<u>CARSWELL</u>	<u>G</u>
CASTLE	G
DYESS	Y
<u>EAKER</u>	<u>Y</u>
ELLSWORTH	G
FAIRCHILD	G
<u>GRANDFORKS</u>	<u>Y</u>
GRIFFISS	Y
GRISSOM	G
<u>KI SAWYER</u>	<u>G</u>
LORING	G
MALMSTROM	G
MARCH	G
<u>McCONNELL</u>	<u>G</u>
MINOT	Y
<u>OFFUTT</u>	<u>G</u>
PLATTSBURGH	G
WHITEMAN	G
<u>WURTSMITH</u>	<u>G</u>

GREEN - No prime and unique farmlands exist.

YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations.

RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations.

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

MINERAL/ENERGY RESOURCES (crit. 6b)

BARKSDALE	Y
BEALE	G
<u>CARSWELL</u>	<u>G</u>
CASTLE	G
DYESS	Y
<u>EAKER</u>	<u>G</u>
ELLSWORTH	G
FAIRCHILD	G
<u>GRAND FORKS</u>	<u>Y</u>
GRIFFISS	G
GRISSOM	G
<u>KI SAWYER</u>	<u>G</u>
LORING	G
MALMSTROM	G
<u>MARCH</u>	<u>G</u>
McCONNELL	G
MINOT	G
OFFUTT	G
<u>PLATTSBURGH</u>	<u>G</u>
WHITEMAN	G
<u>WURTSMITH</u>	<u>Y</u>

GREEN - No known resources.

YELLOW - Resources currently exist; no known constraint on current construction/operations.

RED - Resources currently exist and constrain current construction/operations.

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BARKSDALE	Y
BEALE	Y
CARSWELL	Y
CASTLE	Y
DYESS	Y
EAKER	Y
ELLSWORTH	Y
FAIRCHILD	Y
GRAND FORKS	Y
GRIFFISS	Y
GRISSOM	Y
KI SAWYER	Y
LORING	Y
MALMSTROM	Y
MARCH	Y
McCONNELL	Y
MINOT	G
OFFUTT	Y
PLATTSBURGH	Y
WHITEMAN	Y
WURTSMITH	Y

GREEN - No soil contaminants present.

YELLOW - Soil contaminants present which do not currently constrain construction/operations.

RED - Soil contaminants present which constrain current construction/operations.

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

CRITERIA VIII

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL
BARKSDALE	G	Y	Y	G	G	Y	Y	R	Y	G	Y	Y
BEALE	Y	R	Y	G	G	Y	Y	R	R	Y	G	Y
CARSWELL	Y	Y	R	Y	G	G	G	Y	Y	G	G	Y
CASTLE	R	R	Y	G	R	G	G	G	G	G	G	Y
DYESS	G	Y	Y	G	G	G	G	Y	Y	Y	Y	Y
EAKER	G	Y	R	G	Y	G	G	Y	Y	Y	G	Y
ELLSWORTH	G	R	Y	R	G	G	G	Y	Y	G	G	Y
FAIRCHILD	Y	R	R	Y	G	G	G	Y	G	G	G	Y
GRAND FORKS	G	Y	R	Y	Y	G	G	Y	Y	Y	Y	Y
GRIFFISS	G	R	R	Y	G	Y	Y	Y	Y	Y	G	Y
GRISSOM	G	Y	R	Y	G	G	G	G	G	G	G	Y
KL SAWYER	G	R	Y	G	G	G	G	Y	Y	G	G	Y
LORING	G	Y	R	Y	R	G	G	Y	Y	G	G	Y
MALMSTROM	Y	G	R	G	G	G	G	Y	G	G	G	Y
MARCH	Y	R	Y	G	G	Y	Y	Y	Y	G	G	Y
McCONNELL	G	Y	R	G	Y	G	G	Y	Y	G	G	Y
MINOT	G	G	R	G	G	G	G	Y	Y	Y	G	G
OFFUTT	G	Y	R	Y	G	G	G	Y	Y	G	G	Y
PLATTSBURGH	G	Y	R	G	R	G	G	Y	Y	G	G	Y
WHITEMAN	G	Y	G	Y	R	G	G	Y	G	G	G	Y
WURTSMITH	G	R	Y	G	G	Y	Y	Y	R	G	Y	Y

AQ - Air Quality

CUL - Cultural

Ra - Radon

T&E - Threatened and
Endangered Species

As - **Asbestos**

M/E - Mineral/Energy

SL - Soil

W - Wetlands

CH - Critical
Habitat

P&U - **Prime** and Unique
Farmlands

SW - Solid Waste

Wa - Water

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Summary of Strategic Bases

Option 1 Priority on Military Value. Emphasis on Readiness & TNG	Option 2 Priority on Military Value. Emphasis on Readiness & TNG. Downplay Future	Option 3 Priority on Military Value. Emphasis on Readiness & TNO. Emphasize Future	Option 4 Priority on Military Value. Emphasis on Cost	Option 5 Priority on Military Value. Emphasis on Readiness & TNO; Future & Cost	Option 6 Priority on Military Value. Emphasis on Wartime
<u>Group 1</u> Barksdale Dyess Ellsworth Grand Forks McConnell Minot Offutt	<u>Group 1</u> Barksdale Dyess Ellsworth Grand Forks McConnell Minot Offutt	<u>Group 1</u> Barksdale Dyess Ellsworth Grand Forks Minot Offutt	<u>Group 1</u> Barksdale Dyess Ellsworth Griffiss McConnell Offutt Whiteman	<u>Group 1</u> Barksdale Dyess Ellsworth Grand Forks Offutt Whiteman	<u>Group 1</u> Barksdale Ellsworth Grand Forks KI Sawyer Malmstrom Minor Offutt
<u>Group 2</u> Beale Castle Eaker Fairchild KI Sawyer Malmstrom Whiteman	<u>Group 2</u> Beale Castle Eaker Fairchild KI Sawyer Malmstrom Whiteman	<u>Group 2</u> Beale Eaker Fairchild Grissom KI Sawyer Malmstrom McConnell Whiteman	<u>Group 2</u> Carswell Castle Grand Forks Malmstrom March Minot	<u>Group 2</u> Beale Castle Fairchild Griffiss KI Sawyer Malmstrom March McConnell	<u>Group 2</u> Dyess Fairchild Griffiss Loring *
Carswell Griffiss Grissom Loring * March Plattsburgh • Wurtsmith	<u>Group 3</u> Carswell Griffiss Grissom Loring • March Plattsburgh * Wurtsmith	<u>Group 3</u> Carswell Castle Griffiss * Loring * March Plattsburgh * Wurtsmith	<u>Group 3</u> Beale Eaker Fairchild Grissom KI Sawyer Loring * Plattsburgh * Wurtsmith	Minot <u>Group 3</u> Carswell Eaker Grissom Loring • Plattsburgh * Wurtsmith	Offutt <u>Group 3</u> Beale Carswell Castle Eaker Grissom March

* Closing both Loring and Plattsburgh will severely impact SLOP execution & Tanker Task Force Support

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FLYING CATEGORY
STRATEGIC SUBCATEGORY

Summary of Strategic Bases with MILCON Adjustments

Option 5: Priority on military value, with emphasis on readiness and training, future, and cost.

CRITERIA	I	II	III	IV	V	VI	VII	VIII
BARKSDALE	G-	G	G	198.5/247	4	Y	G	G-
BEALE	Y+	Y+	Y	106.5/328	1	G	Y+	Y-
CARSWELL	Y	R+	Y	64.6/72	6	Y	Y+	Y
CASTLE	Y+	Y-	Y	102.7/263	2	G	Y-	Y-
DYESS	G	Y+	G-	238.2/210	5	G	G	Y+
EAKER	Y+	G-	G-	22.0/359	0	G	Y	Y+
ELLSWORTH	G	Y	Y	319.3/107	>10	G	G-	Y
FAIRCHILD	G-	Y	Y-	76.6/384	1	G	Y+	Y
GRAND FORKS	G	Y+	Y-	217.8/225	3	G-	G	Yt
GRIFFISS	Y	Y+	Y+	220.1/337	4	G	Y+	Y
GRISSOM	Y	Yt	G	35.0/250	1	Y+	G-	G-
KI SAWYER	G-	G	Y-	39.8/372	1	G-	Y+	G-
LORING	Y	Y-	Y-	44.6/465	1	G-	Y	Y
MALMSTROM	G-	Y-	Y	133.7/251	2	G-	Y+	G-
MARCH	Y	R+	G	137.0/175	4	Y	Y-	Y
McCONNELL	G	Y+	G	139.9/209	3	Y	Y	Y+
MINOT	G	Y+	R+	115.0/255	2	G	Y+	G-
OFFUTT	G	Y-	Y-	659.1/(340)	>20	G	G	G-
PLATTSBURGH	Y	G-	Y+	27.0/413	0	G	G-	Y+
WHITEMAN	Y+	Y+	Y	447.016	>10	Y	Y	Yt
WUKTSMITH	Y	Y	Y	33.0/374	1	G	R	Y

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FLYING CATEGORY

TRAINING SUBCATEGORY DESCRIPTION

The *primary purpose of bases* in this subcategory is to produce pilots. Important attributes required by the bases in this subcategory are:

- **Three parallel runways**
- **Good flying weather**
- **Extended daylight hours**
- **Extensive airspace between 5,000 and 40,000 feet with relatively unrestricted access**
- **A nearby auxiliary airfield for high volume T-37 operations**
- **Minimum encroachment**
- **Adequate alternate airfields/instrument training facilities**
- **Available adequate low level training routes**

Bases in this subcategory are:

Columbus AFB, Mississippi
Laughlin AFB, Texas
Reese AFB, Texas
Vance AFB, Oklahoma
Williams AFB, Arizona

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FLYING CATEGORY

TRAINING SUBCATEGORY CAPACITY ANALYSIS

The current combined maximum production capacity of the primary undergraduate pilot training (UPT) bases is approximately 1,900 pilots per year. Additionally, the EURO NATO Joint Jet Pilot Training Program at Sheppard AFB, Texas produces approximately 110 U.S. Air Force pilots per year.

The force structure reflected in the DoD Force Structure Plan significantly reduces the total force pilot requirement. The Air Force determined that there was sufficient excess pilot production capacity to warrant the closure of a UPT base and still retain surge capacity.

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WILLIAMS AIR FORCE BASE

Recommendation: Williams Air Force Base, Arizona, is recommended for closure. All aircraft will be retired or redistributed. The 82nd Flying Training Wing will inactivate. Major tenant unit relocating is: Aircrew Training Research Facility to Orlando, Florida. All other personnel will depart.

Justification: The Air Force has one more Training subcategory base than needed to support reduced Air Force force structure. All Training subcategory bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. The selection process involved the evaluation of a large number of subelements of the criteria by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Williams Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All Training subcategory bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Williams Air Force Base ranked low in this process and is recommended for closure. While Williams Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. Williams AFB ranked lowest in its category for airspace encroachment both now and in the future, directly impacting its long term military value. Additionally, it ranked lowest in condition of base facilities. The cost to close Williams Air Force Base is low and savings are favorable.

The closure of Williams Air Force Base will have an impact on the local economy, however it is the least severe of any of the Training subcategory bases. It is projected to result in a population loss of approximately 7,700 persons, direct and indirect employment loss of nearly 6,000 jobs, and regional income loss of nearly 130 million dollars. These losses are in contrast to a regional population of just over 2,000,000, available jobs of nearly 1,200,000, and regional annual income of nearly 33 billion dollars. Williams Air Force Base is on the Environmental Protection Agency's National Priorities List.

By the end of FY 97, the net saving of implementing this recommendation is about \$268M. Annual savings after implementation are expected to be \$69.4M. All values are in TYS.

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FLYING CATEGORY

TRAINING SUBCATEGORY

SPECIFIC ACTIONS/IMPLEMENTATION PLAN

William AFB, Arizona

Unit

Disposition

82nd Flying Training Wing.. .. .	Inactivates
Aircrew Training Research Facility	Relocates to Orlando, Florida

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**FLYING CATEGORY
TRAINING SUBCATEGORY
CRITERIA**

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD

	<u>CLOSURE RATING (G,Y,R)</u>
1. Is existing force structure for primary mission of the base remaining in the inventory?	GREEN - Force structure is a key part of the force structure plan - no programmed reductions YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions RED - Force structure is being phased out in the force structure plan
2. Operational effectiveness	
A. Three parallel runways	GREEN - 3 or more; YELLOW - 2; RED - < 2
B. Geographic location supports mission	
(1) Time to Alternate Base:	GREEN - < 15 min; YELLOW < 20 min; RED > 20 min
(2) Adequate Local Low Level Training Routes	GREEN - 3 or more; YELLOW - 2; RED - < 2
(3) Auxiliary fields	
a. Flight time	GREEN < 12 min; YELLOW < 18 min; RED > 18 min
b. Air Force Own or lease Auxiliary Fields	GREEN - Own RED - Lease
C. Average time to MOAs	GREEN - < 15 min to area YELLOW - 15 to 20 min to area RED - > 20 min to area
D. Weather	
(1) Percent of days at or above 3000ft/3mi	GREEN - > 85% YELLOW - 76% to 84% RED - < 75%
(2) Sortie attrition rate due to weather	GREEN - < 21 percent YELLOW - 22 to 30 percent RED - > 30 percent

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

3. If there is force structure to support other categories at the base, will they remain in the inventory?

GREEN - Force structure is a key part of the force structure plan
no programmed reductions

YELLOW - Force structure is an integral part of the force structure plan - but has
programmed reductions

RED - No force structure or is being phased out in the force structure plan

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

I. IMPACT ON OPERATIONAL READINESS

	FS	R/Ws	Alt Bas	LLTRs	AUX FLD		WEATHER			
					Time	Own	MOAs	3000/3	Attrit	Other FS
COLUMBUS	Y	a	G	G	G	G	G	Y	Y	R
LAUHLIN	Y	a	Y	G	G	a	G	Y	G	R*
REESE	Y	a	G	G	G	G	G	G	Y	R
VANCE	Y	a	G	G	G	G	G	Y	Y	R
WILLIAMS	Y	a	a	a	G	R	G	G	G	R

• Supports Drug Interdiction Operations

FS (Force Structure) - GREEN = no programmed reductions; YELLOW = programmed reductions; RED = being phased out

R/Ws (Three parallel runways) - GREEN = 3 or more; YELLOW = 2; RED = < 2

Alt Bas (Time to Alternate Base) - GREEN = < 15 min; YELLOW = < 20 min; RED = >20 min

LLTRs (Adequate Low Level Training Routes) - GREEN = 3 or more; YELLOW = 2; RED = < 2

AUX FLD (Auxiliary Fields)

Time - GREEN = < 12 min; YELLOW = < 18 min; RED = > 18 min

Own - GREEN = AF owns; RED = AF leases

MOAs (Average time to MOAs) - GREEN = < 12 min; YELLOW = < 18 min; RED = > 18 min

WEATHER 3000/3 (Percent of days at or above 3000ft/3mi) - GREEN = > 85 percent; YELLOW = 76 to 85 percent; RED = < 75 percent

ATTRIT (Sortie Attrition due to weather) - GREEN = 21 percent or less; YELLOW = 22 to 30 percent; RED = > 30 percent

Other FS (Base has force structure to support other categories) - GREEN = Yes with no programmed reductions; YELLOW = Yes, but has programmed reductions; RED = No or it is being phased out

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA**

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Are there unique facilities at the installation which must be replicated if the base is closed? (High cost specialized facilities)

GREEN - Yes, unique facilities exists
RED - No unique facilities exists

2A. Existing Associated Airspace encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN - Civil and commercial aviation development generally compatible with existing military operating areas and restricted airspace
YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. Near-term development of MOAs or restricted airspace may be limited
RED - Civil and commercial aviation dominates the development of, and access to MOAs. Near-term development of MOAs or restricted airspace incompatible

Auxiliary Airfields

GREEN - Regional development generally compatible with Auxiliary Airfields use
YELLOW - Regional development incompatible in some (limited) areas, creating some restrictions on Auxiliary Airfield use
RED - Regional development severely incompatible in many areas, causing major modifications or severely limit access to Auxiliary Airfields

Low Level Routes

GREEN - Regional development generally compatible with low level route access
YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure
RED - Regional development severely incompatible in many areas, causing major modifications to low level routes

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

Criteria II (Coat)

2B. Future Associated Airspace Encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN - Future civil and commercial aviation development generally expected to main compatible with existing military operating areas and restricted airspace
YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or restricted airspace may be limited
RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of MOAs or restricted airspace may be limited

Auxiliary Airfields

GREEN - Future regional development generally expected to be compatible With Auxiliary Airfield
YELLOW - Future regional development may become incompatible in some (limited) areas, creating some restrictions on access to Auxiliary Airfields
RED - Future regional development may become severely incompatible in many areas, causing major modifications to Auxiliary Airfield

Low Level Routes

GREEN - Future regional development generally expected to be compatible with low level route access
YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure
RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

3. Facilities capacity:

Base

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

Housing

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

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Criteria II (Coat)
4 Facilities condition:

Base

A. Condition

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
YELLOW > the mean and < or = to +1 standard deviation
RED > +1 standard deviation

Housing

A. Condition

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
YELLOW > the mean and < or = to +1 standard deviation
RED > +1 standard deviation

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Criteria II (Cont)

5A. Existing local/regional community encroachment

Accident potential zones

GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria
YELLOW - Off-base development incompatible in some (limited) areas construction/operations
RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

Noise zones

GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations
YELLOW - Off-base development incompatible in some (limited) areas
RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

Enviroms airspace

GREEN - Airspace encroachment is low and little or no operational adjustments made
YELLOW - Airspace encroachment is moderate and may require limited operational adjustments
RED - Airspace encroachment is high and requires substantial operational adjustment

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Criteria II (Cont)

5B. Future local/regional community encroachment

Accident potential zones

GREEN - Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria

YELLOW - Future off-base development may become incompatible in some (limited) areas

RED - Future off-base development may become incompatible with accident potential zones, or quantity-distance safety criteria

Noise zones

GREEN - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Future off-base development may become incompatible in some (limited) areas

RED - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

Environs airspace

GREEN - Potential for encroachment is low and little or no operational adjustment anticipated

YELLOW - Potential for encroachment is moderate and may require limited operational adjustment

RED - Potential for encroachment is high and may require substantial operational adjustments

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II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Are there unique facilities at the installation which must be replicated if the base is closed? (High cost specialized facilities)

GREEN - Yes, unique facilities exists
RED - No, unique facilities wrists

UNIQUE FACILITIES

COLUMBUS	R
LAUGHLIN	R
REESE	R
VANCE	R
WILLIAMS	G

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Existing Associated Airspace Encroachment (Special Use Airspace)

2.A Existing Local/Regional Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
COLUMBUS	G	G	G
LAUGHLIN	G	G	G
REESE	G	G	G
VANCE	G	G	G
WILLIAMS	Y	Y	G

GREEN - Civil and commercial aviation development **generally compatible with** existing Military Operating Areas and Restricted Airspace

YELLOW - Civil and commercial aviation development impacts **access** to **some** (limited) MOAs. **Near term** development of MOAs or Restricted Airspace may be limited.

RED - Civil and commercial aviation dominates the development of and access to MOAs. **Near-term** development of MOAs or Restricted Airspace incompatible

GREEN - Regional development generally compatible with access to Auxiliary Airfield activity

YELLOW - Regional development incompatible in **some** (limited) areas, creating restrictions on Auxiliary Airfield activities

RED - Regional development severely incompatible in many **areas**, causing major modifications to Auxiliary Airfield access, or severely limits **access** to MOAs

GREEN - Regional development generally compatible with low-level route access

YELLOW - Regional development incompatible in **some** (limited) areas, creating restrictions on low level route structure

RED - Regional development severely incompatible in many areas, causing major modifications to low level routes

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE FOR BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Associated **Airspace** Encroachment (Special Use **Airspace**)
 2.8 Future **Local/Regional** Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
COLUMBUS	Y	G	G
LAUGHLIN	G	G	G
REESE	G	G	G
VANCE	G	G	G
WILLIAMS	R	Y	Y

GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing Military **Operating Areas and Restricted Airspace**

YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of **Restricted Airspace** may be limited.

RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of **Restricted Airspace** incompatible

GREEN - Future regional development generally expected to be compatible with access to Air-to-Ground ranges

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on access to Air-to-Ground ranges

RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground range access

GREEN - Future regional development generally expected to be compatible with low-level route access

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

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II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

3. Facilities capacity:

Base

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

Housing

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

4. Facilities condition:

Base

A. Condition

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
YELLOW > the mean and < or = to +1 standard deviation
RED > +1 standard deviation

Housing

A. Condition

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
YELLOW > the mean and < or = to +1 standard deviation
RED > +1 standard deviation

	CAPACITY		CONDITION		COST	
	Base	Housing	Base	Housing	Base	Housing
COLUMBUS	G	G	Y	R	G	R
LAUGHLIN	G	G	G	Y	G	Y
REESE	Y	Y	G	G	G	G
VANCE	R	R	G	G	G	G
WILLIAMS	G	G	R	G	R	G

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

5.A Existing Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
COLUMBUS	G	G	G
LAUGHLIN	G	G	G
REESE	G	G	G
VANCE	Y	Y	G
WILLIAMS	O	G	Y

GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria

YELLOW - Off-base development incompatible in some (limited) areas construction/operations.

RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Off-base development incompatible in some (limited) areas

RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

GREEN - Airspace encroachment is LOW and little or no operational adjustments made

YELLOW - Airspace encroachment is moderate and may require limited operational adjustments

RED - Airspace encroachment is high and requires substantial operational adjustment

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II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND RECEIVING LOCATIONS

5.B Future Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
COLUMBUS	G	G	G
LAUGHLIN	G	G	G
REESE	G	G	G
VANCE	Y	Y	G
WILLIAMS	G	G	Y

GREEN - Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria.

YELLOW - Future off-base development may become incompatible in some (limited) areas construction/operations.

RED - Future off-base development may become incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Future off-base development may become incompatible in some (limited) areas

RED - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

GREEN - Potential for encroachment is **LOW** and little or no operational adjustments anticipated

YELLOW - Potential for encroachment is moderate and may require limited operational adjustments

RED - Potential for encroachment is high and may require substantial operational adjustments

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II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

	Unique Facilities	EAE			FAE			Cap		Cond		Cost		ECOM			FCOM		
		MOAs & Rest Auxiliary Airfields			MOAs & Rest Aux Airfield			Base Facilities Family Housing		Base Facilities Family Housing		Base Facilities Family Housing		APZs	Noise	Environ	APZs	Noise	Environ
		LL	Rtas		LL	Rtas													
COLUMBUS	R	G	G	G	Y	G	G	G	G	Y	R	G	R	G	G	G	G	G	G
LAUGHLIN	R	G	G	G	G	G	G	G	G	G	Y	G	Y	G	G	O	G	G	G
REESE	R	G	G	G	G	G	G	Y	Y	G	O	G	G	G	G	O	G	G	G
VANCE	R	G	G	G	G	G	G	R	R	G	G	G	G	Y	Y	O	Y	Y	G
WILLIAMS	O	Y	Y	G	R	Y	Y	G	G	R	G	R	G	G	G	Y	G	G	Y

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III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.

1. Contingency and Mobilization:

A. Ramp Space per C-141 MOG

GREEN - 5 or more
 YELLOW - 3 to 4
 RED - less than 3

B. Does the base have a fuel hydrant system?

GREEN - Yes, fully operational
 YELLOW - Yes, operational but needs repairs
 RED - No or inoperative

C. What is the munitions storage capacity?

GREEN - 30% or more excess N.E.W. capacity over current requirement
 YELLOW - 10 to 29% excess capacity
 RED - < 10% excess capacity

D. Does the base have a Hot Cargo Pad?

GREEN - Yes
 RED - No

E. Geographic location.

Is the base located within 150 NM of:

(a) a major Army or Marine installation

GREEN - Yes
 RED - No

(b) rail access

GREEN - Yes
 RED - NO

(c) a port facility

GREEN - Yes
 RED - No

2. FUTURE FORCE REQUIREMENTS:

Is the base located and does it have basic necessary characteristics to support another category's mission?
 (Assumes current mission is no longer present)

A. Mobility
B. Strategic
C. Tactical

GREEN - Yes, meets requirements of MACRO LOOK with minor or less MILCON
 YELLOW - Yes, meets some requirements of MACRO LOOK with major MILCON
 RED - Does not meet requirements of MACRO LOOK

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III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.

1. Contingency and Mobilization

	MOW	FUEL HYDRANT	MUNITIONS	H.C.P.	USA/USMC	RAIL	PORT
COLUMBUS	G	Y	G	G	R	G	R
LAUGHLIN	G	R	Y	G	R	G	R
REESE	G	R	R	G	R	G	R
VANCE	Y	R	Y	G	G	G	R
WILLIAMS	Y	R	G	G	R	G	R

MOW - GREEN = 5 or more; YELLOW = 3 to 4; RED = < 3

Fuel Hydrant - GREEN = Yes, fully operational; YELLOW = Yes, but not fully operational; RED = No or inoperative

Munitions - GREEN = 30% or more excess N.E.W. capacity; YELLOW = 10 to 29% excess capacity; RED = < 10% excess capacity

H.C.P. (Hot Cargo Pad) - GREEN = Yes; RED = No

Is the base located within 150NM of a:

Major Army or Marine installation GREEN = Yes
 RED = No

Rail Access GREEN = Yes
 RED = No

Port GREEN = Yes
 RED = No

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III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.

2. FUTURE FORCE REQUIREMENTS:

Is the base located and does it have basic necessary characteristics to support another category's mission?
(Assumes current mission is no longer present)

- A. Mobility
- B. Strategic
- C. Tactical

GREEN - Yes, meets requirements of MACRO LOOK with minor or less MILCON
YELLOW - Yes, meets some requirements of MACRO LOOK with major MILCON
RED - Does not meet requirements of MACRO LOOK

	Mobility	Strategic	Tactical
COLUMBUS	a	G	G
LAUGHLIN	R	R	G
REESE	R	R	G
VANCE	R	R	G
WILLIAMS	R	R	G

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III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.

	MOGs	FUEL HYD	MUNS	H.C.P.	USA/USMC	RAIL	PORT	MOB	STRAT	TACT
COLUMBUS	G	Y	G	G	R	G	R	G	G	G
LAUGHLIN	G	R	Y	G	R	G	R	R	R	G
REESE	G	R	R	G	R	G	R	R	R	G
VANCE	Y	R	Y	G	G	G	R	R	R	G
WILLIAMS	Y	R	G	G	R	G	R	R	R	G

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III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.

	MOGs	FUEL HYD	MUNS	H.C.P.	USA/USMC	RAIL	PORT	MOB	STRAT	TACT
COLUMBUS	G	Y	G	G	R	G	R	G	G	G
LAUGHLIN	G	R	Y	G	R	G	R	R	R	G
REESE	G	R	R	G	R	G	R	R	R	G
VANCE	Y	R	Y	G	G	G	R	R	R	G
WILLIAMS	Y	R	G	G	R	G	R	R	R	G

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IV. THE COST AND MANPOWER IMPLICATIONS

1. **ONE TIME CLOSURE COSTS:** Programming impact; excludes one-time environmental impact which is included in **criteria #8.**
2. **20 YEAR NET PRESENT VALUE (NPV) OF SAVINGS:** Shows savings (positive number) derived by discounting costs and savings over a 20 year period
3. **NET STEADY STATE SAVINGS:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as **CHAMPUS** and housing as a result of closing the base
4. **MANPOWER REDUCTIONS** Support manpower spaces eliminated as a result of closing the base

V. 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.

1. **INVESTMENT PAYBACK:** Years elapsed from closure year to payback. Payback computed from Net Present Value analysis using OMB Circular A-94

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**IV COST AND MANPOWER
IMPLICATIONS**

**V RETURN ON
INVESTMENT**

	ONE TIME CLOSURE COSTS		20 YEAR	STEADY STATE	MANPOWER	YEARS TO
	(TY\$M)	(CY\$M)	NPV (\$M)	NET SAVINGS	REDUCTIONS	PAYBACK
COLUMBUS	19.1	17.5	274	38.7	865	1
LAUGHLIN	31.8	29.1	227	33.7	856	1
REESE	19.7	18.1	264	37.3	774	1
VANCE	14.2	13.0	215	30.1	307	1
WILLIAMS	21.4	24.9	242	37.2	905	1

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LAND VALUE ANALYSIS - SUMMARY of FLYING TRAINING BASES

Criteria

	NPL	Rural	Small City	Urban	Overall	<u>Low Return (G-)</u>
COLUMBUS	R	G			G-	Columbus Laughlin Vance
LAUGHLIN	R	G			G-	
REESE	R		Y		Y-	<u>Hard to sell; possible good return someday (Y)</u> Williams
VANCE	R	G			G-	
WILLIAMS	G			R	Y	<u>Moderate return possible within six years (Y-)</u> Reese

Note: Air Force experience with closing bases led to the conclusion that the near term potential for revenue from property sales would be too uncertain to include it as a formal element in the cost analysis. However, this information was available to and considered by the BCEG in its deliberations.

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VI. THE ECONOMIC IMPACT ON COMMUNITIES.

- | | | |
|----|--|--|
| 1. | EMPLOYMENT | GREEN - Reductions exceed historic high reduction (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible |
| 2. | POPULATION | GREEN - Reductions exceed historic high reductions (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible |
| 3. | INCOME | GREEN - Reductions exceed historic high reductions (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible |
| 4. | LOCAL GOVERNMENT
OPERATING REVENUES
EXPENDITURES | GREEN - The net fiscal impact on local government is negative and comparatively large.
(Expenditures savings are less than 75% of revenue losses)
YELLOW - The net fiscal impact on local government is negative, but comparatively small.
(Expenditures savings are 75% or more of revenue losses)
RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses) |
| 5. | INSTALLATION
RESTORATION
PROGRAMS (IRP) | GREEN - Actual clean-up time is estimated to be lengthy (> 5 yrs)
YELLOW - Actual clean-up time is moderate (about 5 yrs)
RED - Actual clean-up time is estimated to be relatively short (< 5 yrs) |

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TRAINING SUBCATEGORY CRITERIA**

VI. ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

**COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS**

**G
G
Y
G
R**

**GREEN - Reductions exceed historic high reduction (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible**

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VI. ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

G
G
G
G
R

GREEN - Reductions **exceed** historic high reduction (1969-1987)

YELLOW - Reductions **are** between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions **are** less than 50% of historic high reduction (1969-1987), **or negligible**

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VI. ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

COLUMBUS
UGHLIN
REESE
VANCE
WILLIAMS

G
G
Y
G
R

GREEN - Reductions exceed historic high reduction (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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VI. ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

G
G
G
G
G

GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses.)

YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses.)

RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses.)

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VI. ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

Y
R
Y
G
G

GREEN - Actual clean-up time is estimated to be **lengthy (greater than 5 years)**.
YELLOW - Actual clean-up time is estimated to be **moderate (about 5 years)**.
RED - Actual clean-up time is estimated to be **relatively short (within 5 years)**.

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VI. THE ECONOMIC IMPACT ON COMMUNITIES.

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP
COLUMBUS	G	G	G	G	Y
LAUGHLIN	G	G	G	G	R
REESE	Y	G	Y	G	Y
VANCE	G	G	G	G	a
WILLIAMS	R	R	R	G	G

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VII. THE ABILITY OF BOTH EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

1. Community Infrastructure

- | | |
|--|--|
| A. Affordable, acceptable off base housing | GREEN - Yes; RED - No |
| B. Base served by public transportation | GREEN - Yes; RED - No |
| C. Adequate off base recreation facilities | GREEN - Yes; RED - No |
| D. Adequate shopping facilities | GREEN - 20 miles or less; RED - > 20 miles |

2. Education

- | | |
|--|--|
| A. Pupil to Teacher Ratio
(Max allowable ratio) | GREEN - ≤ 25 to 1
YELLOW - 26 - 30 to 1
RED - > 30 to 1 |
| B. Students that go on to college | GREEN - ≥ 60%
YELLOW - 40% to 59%
RED - < 40% |
| C. Opportunity for off base education | GREEN - Under/Grad courses within 25 miles
YELLOW - Less course opportunity within 25 miles
RED - No education opportunity within 25 miles |

- | | |
|---|--|
| 3. Availability of community medical facilities | GREEN - Adequate, no adverse impact
YELLOW - Available, minimal impact
RED - Medically underserved |
|---|--|

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VII. THE ABILITY OF BOTH EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

	HOUS	TRANS	REC	SHOPRATIO	COLLEGE	EDUCATION	MEDICAL
COLUMBUS	G	R	G	G R	G	G	a
LAUGHLIN	G	G	G	G Y	Y	G	Y
REESE	a	R	G	G G	•	G	a
VANCE	a	G	a	G Y	G	G	a
WILLIAMS	a	R	G	G R	Y	G	a

• Not Tracked

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TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

1. **AIR QUALITY**
GREEN - Base is in attainment for **all pollutants**. No restrictions on **construction/operations**.
YELLOW - Base is in **non-attainment area**. No restrictions on **construction/operations**.
RED - Base is in **non-attainment area** and **construction/operations constraints** apply.

2. **WATER**
GREEN - Adequate regional water supplies and **no known contaminants present**
YELLOW - **Suspect** regional water supplies; contaminants present within a **non-potable water zone**
RED - **Inadequate regional water supplies and/or region within a state CI over draft and/or** contaminants **detected** within potable water **sources**

3. **HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE**
 - A. **Asbestos**
GREEN - c 10% facilities with **asbestos containing materials (ACM)**
YELLOW - > 10% and c 25% facilities with ACM; survey incomplete, unable to **assess percentages**
RED - > 25% facilities containing ACM

 - B. **Radon**
GREEN - Radon not **present or detected** c 4 pic/l
YELLOW - Radon **present**; detection > 4 pic/l & < 20 pic/l
RED - Radon **present**; detection > 20 pic/l

 - C. **Solid Waste**
GREEN - Existing regional disposal facilities have > 10 years **capacity remaining**
YELLOW - Existing **regional** disposal facilities have 5 to 10 years **capacity remaining**
RED - Existing **regional** disposal facilities have c 5 years **capacity remaining**

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for a decision making)

4. **BIOLOGICAL**

A. **Habitat**

GREEN - Resources not present

YELLOW - Resources present which do not currently constrain construction/operations

RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation

B. **Threatened and Endangered Species (T&E)** G/Y/R (same as habitat)

C. **Wetlands** G/Y/R (same as habitat)

5. **CULTURAL**

GREEN - No existing resources

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete

RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT.
(Assessment of existing conditions for decision making)**

6. GEOLOGY AND SOILS

**A. Prime and unique
farmlands**

GREEN - No prime and unique farmlands exist

YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations

RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations

**B. Mineral/Energy
Resources**

GREEN - No known resources

YELLOW - Resources currently exist; no known constraint on current construction/operations

RED - Resources currently exist and constrain on current construction/operations

C. Soil Contamination

GREEN - No soil contaminants present

YELLOW - Soil contaminants present which do not currently constrain construction/operations

RED - Soil contaminants present which constrain current construction/operations

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions ~~is~~ decision making)

AIR QUALITY (crit. 1)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

G
G
G
G
R

GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.
YELLOW - Base is in non-attainment area. No restrictions on construction/operations.
RED - Base is in non-attainment area and construction/operations constraints apply.

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

	WATER (crit. 2)
COLUMBUS	Y
LAUGHLIN	Y
REESE	R
VANCE	Y
WILLIAMS	R

GREEN - Adequate regional water supplies and no known contaminants present.
YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone.
RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources.

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

Y
R
Y
Y
R

GREEN - < 10% facilities with asbestos containing materials (ACM)
YELLOW - > 10% and < 25% facilities with ACM; survey incomplete; unable to assess percentages
RED - > 25% facilities containing ACM

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA**

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions ~~is~~ decision making)

HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

**COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS**

**Y
G
G
Y
Y**

**GREEN - Radon not present or detected < 4 pic/l
YELLOW - Radon present; detection > 4 pic/l and < 20 pic/l
RED - Radon present; detection > 20 pic/l**

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE

SOLID WASTE (crit. 3c)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

G
G
Y
G
G

GREEN - Existing regional disposal facilities have **>10 years** capacity remaining
YELLOW - Existing regional disposal facilities have **5 to 10 years** capacity remaining
RED - Existing regional disposal facilities have **<5 years** capacity remaining

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

BIOLOGICAL

	HABITAT (crit. 4a)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
COLUMBUS	Y	Y	G
LAUGHLIN	Y	G	Y
REESE	a	G	G
VANCE	G	G	Y
WILLIAMS	a	G	G

GREEN - Resources not present.
 YELLOW - Resources present which do not currently
 constrain construction/operations.
 RED - Resources present which constrain current
 construction/operations or require "work arounds" to support
 current operations.

GREEN - (Same as for Habitat)
 YELLOW - (Same as for Habitat)
 RED - (Same as for Habitat)

GREEN - (Same as for habitat)
YELLOW - (Same as for Habitat)
 RED - (Same as for Habitat)

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of **existing** conditions for decision making)

CULTURAL RESOURCES (crit. 5)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

Y
G
G
Y
R

GREEN - No **existing resources**.

YELLOW - **Historic** or ineligible prehistoric **resources** **an present**, but do not currently constrain construction/operations, or base **survey** incomplete.

RED - Eligible or potentially eligible prehistoric **resources** **an present** and constrain current construction/operations.

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

G
G
G
Y
G

GREEN - No prime and unique farmlands exist.

YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations.

RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations.

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA

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VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

MINERAUENERGY RESOURCES (crit. 6b)

COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS

Y
G
G
Y
G

GREEN - No known resources.

YELLOW - Resources currently exist; no known constraint on current construction/operations.

RED - Resources currently exist and constrain current construction/operations.

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FLYING CATEGORY
TRAINING SUBCATEGORY CRITERIA**

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

**COLUMBUS
LAUGHLIN
REESE
VANCE
WILLIAMS**

**Y
G
Y
Y
Y**

GREEN - No soil contaminants present.

YELLOW - Soil contaminants present which do not currently constrain construction/operations.

RED - Soil contaminants present which constrain current construction/operations.

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TRAINING CATEGORY

DESCRIPTION OF CATEGORY

Technical Training Centers

The *primary purpose* of bases in this category is to train Air Force personnel in a variety of technical skills. **Important attributes** required by bases in this category are:

- Classroom/training facilities
- Student billeting
- Unique course requirements
- Administrative space

Bases in this category are:

Goodfellow AFB, Texas
Keesler AFB, Mississippi
Lackland AFB, Texas
Lowry AFB, Colorado
Sheppard AFB, Texas

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TRAINING CATEGORY CAPACITY ANALYSIS

Technical Training Centers

The force structure reflected in the DoD Force Structure Plan significantly decreases the requirement for trained personnel. The Air Force will cut enlisted accessions by more than 25 percent to approximately 30,000 per year.

Based on these reductions the Air Force foresees significant excess capacity at its Technical Training Centers even with the previously announced closure of Chanute AFB, Illinois. By consolidating from six to four Technical Training Centers, the Air Force can attain significant economies and retain a capacity to surge.

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LOWRY AIR FORCE BASE

Recommendation: ~~Lowry Air Force Base~~, Colorado, is recommended for closure. The ~~Lowry Technical~~ Training Center will inactivate. **Courses** currently conducted at ~~Lowry Air Force Base~~ will be consolidated at remaining Technical Training Centers, contracted, or **relocated** to other locations. The 1001st Space Systems **Squadron**, Defense Finance and Accounting Service, and Air Force Reserve **Personnel Center** will remain at ~~Lowry Air Force Base~~ in cantonment areas. No housing (unaccompanied and family), community support, recreation, or other base support facilities will be retained. Major tenant units relocating are: 3320th Correctional Squadron to Lackland AFB, Texas; and the U.S. Army instructor and support cadre to Keesler AFB, Mississippi. **All other personnel will depart. Courses from Chanute AFB, Illinois, realigned to Lowry by the 1988 Base Closure Commission will, instead, realign to various other locations.**

Justification: The Air Force has one more Technical Training Center base than needed to support reduced Air Force enlisted accessions (30,000 per year). All Technical Training Center bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. The selection process involved the evaluation of a large number of subelements of the criteria by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close ~~Lowry Air Force Base~~ was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All Technical Training Center bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. ~~Lowry Air Force Base~~ ranked low and is recommended for closure. While ~~Lowry Air Force Base's~~ ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. ~~Lowry Air Force Base's~~ facilities ranked below the category average. The lack of a runway limited this base's overall long term military value and its ability to accept additional missions across a broad spectrum. Although not part of the cost analysis, ~~Lowry Air Force Base~~ has one of the highest potentials to return substantial proceeds from property disposal to the Base Closure Account. Finally, the closure of ~~Lowry Air Force Base~~ would reduce excess capacity with favorable savings.

The closure of ~~Lowry Air Force Base~~ will have an impact on the local economy, although it is relatively the least seven of any of the Technical Training Center bases. It is projected to result in a population loss of approximately 9,500 persons, direct and indirect employment loss of nearly 12,000 jobs, and regional income loss of nearly 295 million dollars. These losses are in contrast to a regional population of nearly 1,600,000, available jobs of nearly 1,000,000, and regional annual income of approximately 28 billion dollars.

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By the end of FY 97, *the net cost of implementing this recommendation is about \$49M. This cost could be reduced by approximately \$100M in land value. Annual savings after implementation are expected to be \$54.2M. All values are in TY\$.*

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TRAINING CATEGORY

Technical Training Centers

SPECIFIC ACTIONS/IMPLEMENTATION PLAN

Lowry AFB, Colorado

Disposition

Lowry Technical Training Center	Inactivates
1001st Space System Squadron	Remains
Defense Finance and Accounting Service	Remains
AF Reserve Personnel Center	Remains
3320th Correctional Squadron	Relocates to Lackland AFB, Texas
U.S. Army Cadre	Relocates to Keesler AFB, Mississippi
Courses designated for Lowry AFB by 1988 East Closure Commission	TBD

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**TRAINING CATEGORY
TECHNICAL TRAINING CENTERS
CRITERIA**

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I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD

CLOSURE RATING (G,Y,R)

- | | |
|---|---|
| <p>1. An existing Trained Personnel Requirements (TPR) for base's primary mission remaining in the Air Force?</p> | <p>GREEN - Air Force requires TPR over FYDP - no programmed reductions
 YELLOW - Air Force requires TPR over FYDP - but has programmed reductions
 RED - No TPR or TPR is being phased out</p> |
| <p>2. Does the base have an active runway?</p> | <p>GREEN - Yes
 RED - No</p> |
| <p>3. If there is force structure to support other categories at the base, will they remain in the inventory?</p> | <p>GREEN - Force structure is a key part of the force structure plan
 no programmed reductions
 YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions
 RED - No or Force structure is being phased out in the force structure plan</p> |

	TPR	ACTIVE RUNWAY	OTHER CATEGORY SUPPORT
GOODFELLOW	Y	R	R
KESLER	Y	G	G
LACKLAND	Y	R	R*
LOWRY	Y	R	R**
SHEPPARD	Y	G	G

* supports BMT, OTS, and Wilford Hall
 ** supports DFAS (old AFMFC)

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

1. Are there unique facilities at the installation which must be replicated if the base is closed? (High cost specialized facilities)

GREEN • **Yes**, unique facilities exists
RED • **No**, unique facilities exists

2A. Existing Associated Airspace encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN • Civil and commercial aviation development generally compatible with existing military operating areas and restricted airspace
YELLOW • Civil and commercial aviation development impacts access to some (limited) MOAs. ~~Near-term~~ development of **MOAs or restricted airspace** may be limited
RED • Civil and commercial aviation **dominates the development of, and access to MOAs. Near-term development of MOAs or restricted airspace incompatible**

Auxiliary Airfields

GREEN • Regional development generally compatible with Auxiliary Airfields use
YELLOW • Regional development incompatible in some (limited) areas, creating some restrictions on Auxiliary Airfield use
RED • Regional development severely incompatible in many areas, causing major modifications or severely limit access to Auxiliary Airfields

Low Level Routes

GREEN • Regional development generally compatible with low level route access
YELLOW • Regional development incompatible in some (limited) areas, creating restrictions on low level route structure
RED • Regional development severely incompatible in many areas, causing major modifications to low level routes

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

Criteria II (Cont)

2B. Future Associated Airspace Encroachment (special use airspace)

MOAs and Restricted Airspace

GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing military operating areas and restricted airspace
YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or restricted airspace may be limited
RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of MOAs or restricted airspace may be limited

Auxiliary Airfields

GREEN - Future regional development generally expected to be compatible With Auxiliary Airfield
YELLOW - Future regional development may become incompatible in some (limited) areas, creating some restrictions on access to Auxiliary Airfields
RED - Future regional development may become severely incompatible in many areas, causing major modifications to Auxiliary Airfield

Low Level Routes

GREEN - Future regional development generally expected to be compatible With low level route access
YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure
RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

Criteria II (Coat)

3. Facilities capacity:

Base

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

Housing

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

4. Facilities condition:

Base

A. Condition

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
YELLOW > the mean and < or = to +1 standard deviation
RED > +1 standard deviation

Housing

A. condition

GREEN > or = to the mean
YELLOW > or = to -1 standard deviation and < the mean
RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
YELLOW > the mean and < or = to +1 standard deviation
RED > +1 standard deviation

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

1. Are there unique facilities at the installation which must be replicated if the base is closed?

GREEN - Yes
RED - No

	UNIQUE FACILITIES
GOODFELLOW	G
KEESLER	G
LACKLAND	G
LOWRY	G
SHEPPARD	a

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UNCLASSIFIED TRAINING CATEGORY TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)

2.A Existing **Local/Regional** Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
GOODFELLOW	N/A	N/A	N/A
KEESLER	G	G	G
LACKLAND	N/A	N/A	N/A
LOWRY	N/A	N/A	N/A
SHEPPARD	G	Y	G

GREEN - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace

YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. Near term development of MOAs or Restricted Airspace may be limited.

RED - Civil and commercial aviation dominates the development of and access to MOAs. Near-term development of MOAs or Restricted Airspace incompatible

GREEN - Regional development generally compatible with access to Auxiliary Airfield activity

YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Auxiliary Airfield activities

RED - Regional development severely incompatible in many areas, causing major modifications to Auxiliary Airfield access, or severely limits access to MOAs

GREEN - Regional development generally compatible with low-level route access

YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure

RED - Regional development severely incompatible in many areas, causing major modifications to low level routes

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE FOR BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

2. Associated Airspace Encroachment (Special Use Airspace)
2B Future Local/Regional Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
GOODFELLOW	N/A	N/A	N/A
KEESLER	G	G	G
LACKLAND	N/A	N/A	N/A
LOWRY	N/A	N/A	N/A
SHEPPARD	G	Y	G

GREEN - Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace

YELLOW - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of Restricted Airspace may be limited.

RED - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible

GREEN - Future regional development generally expected to be compatible with access to Air-to-Ground ranges

YELLOW - Future regional development may become incompatible in some (limited) areas, generally on access to Air-to-Ground ranges

RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground range access

GREEN - Future regional development generally expected to be compatible with low-level route access

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

RED - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

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TRAINING CATEGORY

TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

3. Facilities capacity:

Base

GREEN > or = to the mean
 YELLOW > or = to -1 standard deviation and < the mean
 RED < -1 standard deviation

Housing

GREEN > or = to the mean
 YELLOW > or = to -1 standard deviation and < the mean
 RED < -1 standard deviation

4. Facilities condition:

Base

A. Condition

GREEN > or = to the mean
 YELLOW > or = to -1 standard deviation and < the mean
 RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
 YELLOW > the mean and < or = to +1 standard deviation
 RED > +1 standard deviation

Housing

A. condition

GREEN > or = to the mean
 YELLOW > or = to -1 standard deviation and < the mean
 RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean
 YELLOW > the mean and < or = to +1 standard deviation
 RED > +1 standard deviation

	CAPACITY BASE/HOUSING		CONDITION BASE/HOUSING		COST BASE/HOUSING	
GOODFELLOW	R	R	R	G	Y	G
KEESLER	a	G	G	G	G	G
LACKLAND	G	Y	Y	R	Y	R
LOWRY	G	Y	Y	Y	R	Y
SHEPPARD	G	G	G	G	G	G

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

5.A Existing Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
GOODFELLOW	N/A	N/A	N/A
KESLER	Y	Y	G
LACKLAND	N/A	N/A	N/A
LOWRY	N/A	N/A	N/A
SHEPPARD	Y	G	G

GREEN - Off-base development generally compatible with accident potential zones and quantity-distance criteria

YELLOW - Off-base development incompatible in some (limited) areas construction/operations.

RED - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Off-base development incompatible in some (limited) areas

RED - Off-base development incompatible in many areas, or many people exposed to high noise levels

GREEN - Airspace encroachment is LOW and little or no operational adjustments made

YELLOW - Airspace encroachment is moderate and may require limited operational adjustments

RED - Airspace encroachment is high and requires substantial operational adjustment

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND RECEIVING LOCATIONS

5.B Future Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
GOODFELLOW	N/A	N/A	N/A
KESLER	Y	Y	G
LACKLAND	N/A	N/A	N/A
LOWRY	N/A	N/A	N/A
SHEPPARD	Y	G	Y

GREEN - Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria

YELLOW - Future off-base development may become incompatible in some (limited) areas construction/operations.

RED - Future off-base development may become incompatible with accident potential zones, or quantity-distance safety criteria

GREEN - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations

YELLOW - Future off-base development may become incompatible in some (limited) areas

RED - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

GREEN - Potential for encroachment is LOW and little or no operational adjustments anticipated

YELLOW - Potential for encroachment is moderate and may require limited operational adjustments

RED - Potential for encroachment is high and may require substantial operational adjustments

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.

**6. What are the number of major missions supported?
(Primary plus any other(s))**

GREEN - > 3
YELLOW - 2 to 3
RED - 1 or none

OTHER MISSIONS

GOODFELLOW	R
KEESLER	Y
LACKLAND	G
LOWRY	Y
SHEPPARD	Y

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TRAINING CATEGORY

TECHNICAL TRAINING CENTERS CRITERIA

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

	Unique Facilities		EAE			FAE			Cap		Cond	Cost	ECOM			FCOM				
	Other	Missions	MOAs & Rest	Auxiliary Airfields	LL Run	MOAs & Rest	Aux Airfield	LL Run	Base Facilities	Family Housing	Base Facilities	Family Housing	Base Facilities	Family Housing	AFZs	Noise	Environ	AFZs	Noise	Environ
GOODFELLOW	G	R	*	*	*	*	*	*	R	R	R	G	YG	*	*	*	*	*	*	*
KEESLER	G	Y	G	G	G	G	G	G	G	G	G	G	GG	Y	Y	G	Y	Y	G	
LACKLAND	G	G	*	*	*	*	*	*	G	Y	Y	R	YR	*	*	*	*	*	*	
LOWRY	G	Y	*	*	*	*	*	*	G	Y	Y	Y	RY	*	*	*	*	*	*	
SHEPPARD	G	Y	G	Y	G	G	Y	G	G	G	G	G	GG	Y	G	G	Y	G	Y	

* NO ACTIVE RUNWAY

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL REQUIREMENTS AT THE EXISTING AND POTENTIAL RECEIVING LOCATION.

1. Contingency and Mobilization:

- A. Ramp Space per C-141 MOO** GREEN- 5 or more; YELLOW - 3 to 4; RED - less than 3
- B. Does the base have a fuel hydrant system?** GREEN - Yes, fully operational
 YELLOW - Yes, operational but needs repairs
 RED - No or inoperative
- C. What is the munitions storage capacity?** GREEN - 30% or more excess N.E.W. capacity over current requirement
 YELLOW - 10 to 29% excess capacity
 RED - < 10% excess capacity
- D. Does the base have a Hot Cargo Pad?** GREEN - Yes; RED - No

E. Geographic location.

Is the base located within 150 NM of:

- (a) a major Army or Marine installation GREEN - Yes; RED - No
- (b) rail access GREEN - Yes; RED - No
- (c) a port facility GREEN - Yes; RED - No

2. FUTURE FORCE REQUIREMENTS:

Is the base located and does it have basic necessary characteristics to support another category's mission (Assumes current mission is no longer present)?

- A. Mobility**
B. Strategic
C. Tactical

GREEN - Yes, meets requirements of MACRO LOOK with minor or less MILCON
 YELLOW - Yes, meets same requirements of MACRO LOOK with major MILCON
 RED - Does not meet requirements of MACRO LOOK

	LOCATION				OTHER MSN					
	MOC	HYD	MUNS	H.C.P.	AR/MC	RAIL	PORT	MOB	STR	ACT
GOODFELLOW*	R	R	R	R	R	O	R	R	R	R
KEESLER	Y	R	R	G	R	G	O	Y	Y	Y
LACKLAND*	R	R	R	R	G	G	R	R	R	R
LOWRY*	R	R	R	R	G	G	R	R	R	R
SHEPPARD	G	Y	Y	G	R	G	R	Y	Y	Y

* No active runway

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

IV. THE COST AND MANPOWER IMPLICATIONS

1. **ONE TIME CLOSURE COSTS:** Programming impact; excludes one-time environmental impact which is included in criteria #8.

2. **20 YEAR NET PRESENT VALUE (NPV) OF SAVINGS:** Shows savings (positive number) derived by discounting costs and savings over a 20 year period

3. **NET STEADY STATE SAVINGS:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as CHAMPUS and housing as a result of closing the base

4. **MANPOWER REDUCTIONS:** Support manpower spaces eliminated as a result of closing the base

V. 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.

1. **INVESTMENT PAYBACK Years** elapsed from closure year to payback. Payback computed from Net Present Value analysis using OMB Circular A-94

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 TRAINING CATEGORY
 TECHNICAL TRAINING CENTERS CRITERIA

IV COST AND MANPOWER
 IMPLICATIONS

	ONE TIME CLOSURE COSTS		20 YEAR	STEADY STATE	MANPOWER
	(TY\$M)	(CY\$M)	NPV (\$M)	NET SAVINGS	REDUCTIONS
GOODFELLOW	174.9	154.9	127	34.0	808
KEESLER	272.9	241.8	(146)	12.5	1116
LACKLAND	542.6	478.8	(1)	50.4	913
LOWRY	266.8	227.7	125	44.5	900
SHEPPARD	463.1	408.2	8	39.9	909

V RETURN ON
 INVESTMENT

	YEARS TO PAYBACK
	6
Beyond	20
Beyond	10
	7
Beyond	10

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**UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA**

LAND VALUE ANALYSIS - SUMMARY of TECHNICAL TRAINING CENTERS

	NPL	Rural	Small City	Urban	Overall	Overall summary
GOODFELLOW	R	G			G-	<u>Hard to sell, negligible return (G)</u>
KEESLER	R			R	G-	<u>Low proceeds, if any (G-)</u>
LACKLAND	R			R	R	Sheppard, Keesler* Goodfellow
LOWRY	R			R	R+	<u>Hard to sell, possibly good return someday (Y)</u>
SHEPPARD	R		Y		G-	None

Best and Earliest Return (R)
Lackland**
Lowry***

Note: Air Force **experience with closing bases led** to the conclusion that the near **term** potential for **revenue from property sales** would be **too uncertain** to include it as a **formal element in the cost analysis**. However, this information was available to and considered by the BCEG in its deliberations.

- * Resort area; may increase proceeds
- ** Depressed real estate market
- ***Local zoning problems

UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. THE ECONOMIC IMPACT ON COMMUNITIES.

1. **EMPLOYMENT**
GREEN - Reductions exceed historic high reduction (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible
2. **POPULATION**
GREEN - Reductions exceed historic high reductions (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible
3. **INCOME**
GREEN - Reductions exceed historic high reductions (1969-1987)
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
RED - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible
4. **LOCAL GOVERNMENT**
OPERATING REVENUES
EXPENDITURES
GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses)
YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses)
RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)
5. **INSTALLATION RESTORATION PROGRAMS (IRP)**
GREEN - Actual clean-up time is estimated to be lengthy (> 5 yrs)
YELLOW - Actual clean-up time is moderate (about 5 yrs)
RED - Actual clean-up time is estimated to be relatively short (< 5 yrs)

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UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
R
G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
R
G

GREEN - Reductions **exceed** historic high reduction (1969-1987)

YELLOW - Reductions **are** between **50%** of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions **are** less than **50%** of historic high reduction (1969-1987), or **negligible**

UNCLASSIFIED

UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
R
G

GREEN - Reductions exceed historic high reduction (1969-1987)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

Y
G
G
G
Y

GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses.)

YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses.)

RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses.)

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

R
Y
R
R
R

GREEN • Actual clean-up time is estimated to be lengthy (greater than 5 years).
YELLOW - Actual clean-up time is estimated to be moderate (about 5 years).
RED • Actual clean-up time is estimated to be relatively short (within 5 years).

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) **UNCL. BIFIED**)
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP
GOODFELLOW	a	G	G	Y	R
KESLER	a	G	G	G	Y
LACKLAND	G	G	G	G	R
LOWRY	R	R	R	a	R
SHEPPARD	G	G	G	Y	R

UNCLASSIFIED

**UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA**

MI. THE ABILITY OF BOTH EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.

1. Community Infrastructure

- A. Affordable, acceptable off base housing** GREEN - Yes; RED - No
- B. Base served by public transportation** GREEN - Yes; RED - No
- C. Adequate off base recreation facilities** GREEN - Yes; RED - No
- D. Adequate shopping facilities** GREEN - 20 miles or less; RED - > 20 miles

2. Education

- A. Pupil to Teacher Ratio (Max allowable ratio)** GREEN - ≤ 25 to 1
YELLOW - 26 - 30 to 1
RED - > 30 to 1
- B. Students that go on to college** GREEN - $\geq 60\%$
YELLOW - 40% to 59%
RED - < 40%
- C. Opportunity for off base education** GREEN - Under/Grad courses within 25 miles
YELLOW - Less course opportunity within 25 miles
RED - No education opportunity within 25 miles

3. Availability of community medical facilities

GREEN - Adequate, no adverse impact
YELLOW - Available, minimal impact
RED - Medically underserved

	HOUS	TRANS	REC	SHOP	T/P RATIO	COLLEGE	EDUCATION	MEDICAL
GOODFELLOW	G	R	G	G	Y	G	G	G
KEESLER	G	G	G	G	R	G	G	G
LACKLAND	G	G	G	G	G	G	G	G
LOWRY	G	G	G	G	R	G	G	G
SHEPPARD	G	G	G	G	Y	Y	G	G

UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for a decision making)

1. **AIR QUALITY**
GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.
YELLOW - Base is in non-attainment area. No restrictions on construction/operations.
RED - Base is in non-attainment area and construction/operations constraints apply.

2. **WATER**
GREEN - Adequate regional water supplies and no known contaminants present
YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone
RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources

3. **HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE**
 - A. **Asbestos**
GREEN - ≤ 10% of facilities with asbestos containing materials (ACM)
YELLOW - > 10% and < 25% facilities with ACM survey incomplete; unable to assess percentages
RED - > 25% facilities containing ACM

 - B. **Radon**
GREEN - Radon not present or detected < 4 pic/l
YELLOW - Radon present; detection > 4 pic/l & < 20 pic/l
RED - Radon present; detection > 20 pic/l

 - C. **Solid Waste**
GREEN - Existing regional disposal facilities have > 10 years capacity remaining
YELLOW - Existing regional disposal facilities have 5 to 10 years capacity remaining
RED - Existing regional disposal facilities have < 5 years capacity remaining

UNCLASSIFIED

UNCLASSIFIED
TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

4. **BIOLOGICAL**

A. **Habitat**

GREEN - Resources **not present**

YELLOW - Resources present which do not currently **constrain construction/operations**

RED - Resources present which constrain current **construction/operations** or require "work arounds" to support current operation

B. Threatened and Endangered Species (T&E) G/Y/R (same as habitat)

C. Wetlands G/Y/R (same as habitat)

5. **CULTURAL**

GREEN - No existing **resources**

YELLOW - Historic or ineligible prehistoric resources **are present**, but do **not** currently constrain **construction/operations**, or base survey incomplete

RED - Eligible or potentially eligible prehistoric resources **are present** and **constrain current construction/operations**

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT.
(Assessment of existing conditions for decision making)

6. GEOLOGY AND SOILS

**A. Prime and unique
farmlands**

GREEN - No prime and unique farmlands exist
YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations
RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations

**B. Mineral/Energy
Resources**

GREEN - No known resources
YELLOW - Resources currently exist; no known constraint on current construction/operations
RED - Resources currently exist and constrain on current construction/operations

C. Soil Contamination

GREEN - No soil contaminants present
YELLOW - Soil contaminants present which do not currently constrain construction/operations
RED - Soil contaminants present which constrain current construction/operations

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

AIR QUALITY (crit. 1)

GOODFELLOW
KESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
Y
G

GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.

YELLOW - Base is in non-attainment area. No restrictions on construction/operations.

RED - Base is in non-attainment area and construction/operations constraints apply.

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

WATER (crit. 2)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

Y
Y
Y
G
Y

GREEN - Adequate regional water supplies and no known contaminants present.
YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone.
RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources.

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions ~~is~~ decision making)

HAZARDOUS MATERIAL - SOLIDMAZARDOUS WASTE

ASBESTOS (crit. 3a)

GOODFELLOW	Y
KEESLER	Y
LACKLAND	Y
LOWRY	Y
SHEPPARD	Y

GREEN - < 10% facilities with asbestos containing materials (ACM)
YELLOW - > 10% and < 25% facilities with ACM; survey incomplete; unable to assess percentages
RED - > 25% facilities containing ACM

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

GOODFELLOW
KESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
Y
G

GREEN - Radon not present or detected < 4 pic/l
YELLOW - Radon present; detection > 4 pic/l and < 20 pic/l
RED - Radon present; detection > 20 pic/l

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE

SOLID WASTE (crit. 3c)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
G
Y
G
G

GREEN - Existing regional disposal facilities have >10 years capacity remaining
YELLOW - Existing regional disposal facilities have 5 to 10 years capacity remaining
RED - Existing regional disposal facilities have <5 years capacity remaining

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
 (Assessment of existing conditions for decision making)

BIOLOGICAL

	HABITAT (crit. 4a)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
GOODFELLOW	a	G	a
KEESLER	Y	Y	Y
LACKLAND	a	G	G
LOWRY	a	G	G
SHEPPARD	a	G	G
GREEN - Resources not present.		GREEN - (Same as for Habitat)	GREEN - (Same as for Habitat)
YELLOW - Resources present which do not currently constrain construction/operations.		YELLOW - (Same as for Habitat)	YELLOW - (Same as for Habitat)
RED - Resources present which constrain current construction/operations or require "work arounds" to support current operations.		RED - (Same as for Habitat)	RED - (Same as for Habitat)

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
G
Y
Y
Y

GREEN - No existing resources.

YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete.

RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations.

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

GOODFELLOW
KESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
G
Y

GREEN - No **prime and unique** farmlands exist.

YELLOW - Prime and unique farmlands exist; **resources compatible with current construction/operations.**

RED - Prime and unique farmlands exist; large areas; **resources incompatible with current construction/operations.**

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions For decision making)

GEOLOGY AND SOILS

MINERAUENERGY RESOURCES (crit. 6b)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
G
G
G
G

GREEN - No known resources.

YELLOW - Resources currently exist; no known constraint on current construction/operations.

RED - Resources currently exist and constrain current construction/operations.

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT
(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

GOODFELLOW
KEESLER
LACKLAND
LOWRY
SHEPPARD

G
Y
Y
Y
Y

GREEN - No soil contaminants present.
YELLOW - Soil contaminants present which do not currently constrain construction/operations.
RED - Soil contaminants present which constrain current construction/operations.

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL
GOODFELLOW	G	Y	Y	G	G	G	G	G	G	G	G	G
KEESLER	G	Y	Y	G	G	Y	Y	Y	G	G	a	Y
LACKLAND	G	Y	Y	G	Y	G	G	G	Y	G	G	Y
LOWRY	Y	G	Y	Y	G	G	G	G	Y	G	G	Y
SHEPPARD	G	Y	Y	G	G	G	G	G	Y	Y	G	Y

AQ - Air Quality

As - Asbestos

**CH - Critical
Habitat**

CUL - cultural

M/E - Mineral/Energy

**P&U - Prime and Unique
Farmlands**

Ra - Radon

SL - soil

SW - Solid Waste

**T&E - Threatened and
Endangered Species**

W - Wetlands

Wa - Water

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TRAINING CATEGORY
TECHNICAL TRAINING CENTERS CRITERIA

SUMMARY OF TECHNICAL TRAINING CENTER BASES
Priority on Criteria Military Value With Emphasis on Readiness and Training

Criteria	I	II	III	IV Cost/NPV(\$M)	V Payback	VI	VII	VIII
GOODFELLOW	Y	Y-	R	174.91127	6	G-	G	a
KEESLER	a	O-	Y	272.9/(146)	>20	G	a-	Y+
LACKLAND	Y	Y	R	542.6/(1)	>10	G-	G	Y+
LOWRY	Y	Y-	R	266.8/125	7	R	G-	Y+
SHEPPARD	O	G-	Y	463.1/8	>10	G-	G-	Y+

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AIR RESERVE COMPONENT CATEGORY

Description of Category/Results of Capacity Analysis

The **Air Reserve** Component of the US Air Force consists of the **Air Force Reserve** and the **Air National Guard**. The **Air Force Reserve (AFRES)** has a federal mission and supplements **USAF** active duty missions with units assigned to **USAF** major commands. The **Air National Guard (ANG)** has both a state and a federal mission. **Nonmobilized ANG** units are commanded by the governors of the states in which they reside. **Federalized** units are assigned to gaining **USAF** major commands.

Analysis of the DoD Force **Structure Plan** does not reveal significant reduction in **Air Reserve** Component **force structure**. However, realignment of **Air Reserve** Component (**ARC**) units on to active installations could, potentially, be cost effective. Therefore, the **Air Force** decided to continue examination of the **ARC** category for cost effective realignments to other bases. When considering **Guard** units for realignment, the alternative locations were limited to the same state. Also demographics of the new location must be able to support the recruiting needs of the unit.

The following installations were considered in this category:

Air National Guard

Boise Air Terminal AGS, Idaho
Buckley AGB, Colorado
Fresno Air Terminal, AGS, California
Great Falls IAP, AGS, Montana
Martin State APT, AGS, Maryland
Otis AGB, Massachusetts
Portland IAP, AGS, Oregon **
Rickenbacker AGB, Ohio **
Selfridge AGB, Michigan **
Stewart IAP, AGS, New York
Tucson IAP, AGS, Arizona

Air Force Reserve

Dobbins ARB, Georgia *
Gen Mitchell IAP, ARS, Michigan *
Greater Pittsburgh IAP, ARS, Pennsylvania *
Minn/St Paul IAP, ARS, Minnesota *
Niagara Falls IAP, ARS, New York *
O'Hare IAP, ARS, Illinois *
Richards-Gebaur ARS, Missouri
Westover ARB, Massachusetts
Willow Grove ARS, Pennsylvania
Youngstown MPT, ARS, Ohio

* Air Reserve host with ANG Tenant

** ANG host with Air Reserve Tenant

UNCLASSIFIED

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RICHARDS-GEBAUR AIR RESERVE STATION

Recommendation: Richards-Gebaur Air Reserve Station, Missouri, is **recommended** for closure. The 442nd TFW, consisting of A-10 aircraft **and** associated support units will realign to Whiteman AFB, Missouri. Remaining major tenant units consist of the 36th Aeromedical Evacuation Squadron, 77th Aerial Port Squadron, and the 78th Aerial Port Squadron which realign to Peterson AFB, Colorado. **All** remaining Air Force, Air Force Reserve, and Air National Guard personnel will depart.

Justification: Analysis of the DoD Force Structure Plan does not reveal a significant reduction in force structure. However, realignments of Air Reserve Component (ARC) units onto active bases could, potentially, be cost effective. Therefore, the Air Force decided to continue examination of the ARC category for cost effective realignments to other bases. The evaluation of the Air Reserve Component category recognized that ARC bases do not readily compete against each other. Air Reserve Component units enjoy a special relationship with their respective states and local communities. Further, consideration must be given to the recruiting needs of these units. A Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians, was appointed by the Secretary of the Air Force. The BCEG first identified those realignments which could achieve reasonable savings. Then, the eight DoD selection criteria were considered to assure that the realignment would be cost effective, consistent with military requirements, and otherwise sound. The decision to close Richards-Gebaur ARS was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

For many years, the Air Force Reserve has borne a substantial portion of the operating costs of this airfield even though it is operated by the Kansas City Department of Aviation and Transportation. When the joint use arrangement was initiated in the late 1970's, the Air Force anticipated that an economically viable civil airport would develop and cost to the Air Force would be reduced dramatically over time. That has not occurred; therefore, relocation of the Air Force Reserve activities to an active Air Force base would achieve significant cost savings. Attention was focused on nearby Whiteman AFB, Missouri since the 442nd Tactical Fighter Wing could be relocated within the same recruiting area and, thus, avoid substantial loss of assigned personnel. The long term operational impact to this unit is minimal since Whiteman AFB has similar access to training ranges, low level routes, and Army exercise areas. Realignment of the 442nd Tactical Fighter Wing to Whiteman AFB can be accomplished at low cost and the return on investment will be less than five years.

The closure of Richards-Gebaur Air Reserve Station will have an impact on the local economy. It is projected to result in a population loss of 4,600 persons, direct and indirect employment loss of 2,600 jobs, and regional income loss of 26.9 million dollars. The losses are in contrast to a regional population of over 702,200, available jobs of 461,000, and regional annual income approaching 11 billion dollars.

By the end of FY 97, the net cost of implementing this recommendation is about \$1M. Annual savings after implementation are expected to be \$16.4M. **All** values are in TYS\$.

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RICKENBACKER AIR GUARD BASE

Recommendation: Rickenbacker Air Guard Base, Ohio is recommended for closure. The 160th Air Refueling Group (ANG) to Wright-Patterson Air Force Base (AFB), Ohio with 20 KC-135 aircraft. The 121st Tactical Fighter Wing will inactivate. The 907th Tactical Airlift Group (AFRES) will become the 907th Military Airlift Group and relocate with 10 C-141 aircraft to Wright-Patterson AFB. The remaining 6 C-141 aircraft currently projected for this unit will be assigned to the 445th Military Airlift Wing (AFRES) at March AFB, California. The 4950th Test Wing, currently located at Wright-Patterson AFB, will move to Edwards AFB, California. Remaining major tenant units consist of the Naval Air Reserve Center and Army Aviation Facility. Both may move to locations as determined by those Services or may remain in cantonment at this location and the Air Force will transfer the necessary property to the Army and Navy as required. All remaining Air Force, Air Force Reserve, and Air National Guard personnel will depart.

Justification: Analysis of the DoD Force Structure Plan does not reveal a significant reduction in force structure. However, realignments of Air Reserve Component (ARC) units onto active bases could, potentially, be cost effective. Therefore, the Air Force decided to continue examination of the ARC category for cost effective realignments to other bases. The evaluation of the Air Reserve Component category recognized that ARC bases do not readily compete against each other. Air Reserve Component units enjoy a special relationship with their respective states and local communities. Further, consideration must be given to the recruiting needs of these units. A Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians, was appointed by the Secretary of the Air Force. The BCEG first identified those realignments which could achieve reasonable savings. Then, the eight DoD selection criteria were considered to assure that the realignment would be cost effective, consistent with military requirements, and otherwise sound. The decision to close Rickenbacker AGB was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

Since the reserve units at Rickenbacker Air Guard Base, Ohio are the predominate users of the airfield, the support costs for these activities are high. Therefore, it was apparent the relocation to an active base could achieve significant cost savings. Thus, attention was focused on Wright-Patterson AFB, Ohio in order to keep the Guard unit in the State of Ohio. Also, because of the relative short distance (70 miles) between Columbus and Dayton, Ohio, it was considered likely that most of the personnel currently in these units would remain in a move to Wright-Patterson Air Force Base. In addition, this would move those units closer to the centroid of a very large demographic area which would enhance recruiting potential. This resulted in the recommended realignments. The cost to realign the 160th Air Refueling Group and the 907th Tactical Airlift Group to Wright-Patterson AFB is low since the facilities to be vacated by the 4950th Test Wing are designed for aircraft similar to the 20 KC-135 and 10 C-141 aircraft which will be used by the Air Force Reserves and Ohio Air Guard. Although the Air Force Reserve unit was scheduled to receive 16 C-141 aircraft, the number was reduced to 10 in order to avoid costly MILCON of parking ramps and hangars that would be required to accommodate all the aircraft. The remaining 6 C-141 aircraft will be assigned to the Air Force Reserve unit at March AFB, California. The realignment of the 4950th Test Wing and its consolidation with the Air Force Flight Test Center at Edwards AFB, California will result in a more economical and efficient operation and the cost of transfer is moderate. The return on investment will be less than five years. In addition to the substantial recurring cost savings, this realignment enhances total force concept through a closer association of active and reserve forces.

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The closure of Rickenbacker Air Guard Base will have an impact on the local economy. It is projected to result in a population loss of 13,100 persons, direct and indirect employment loss of 6,700 jobs, and regional income loss of 41 million dollars. These losses are in contrast to a regional population of over 1,071,000, available jobs of 677,000, and regional annual income of 15.5 billion dollars.

By the end of FY 97, the net cost of implementing this recommendation is about \$1M. Annual savings after implementation are expected to be \$28.8M. All values are in TY\$.

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AIR RESERVE COMPONENT

SPECIFIC ACTIONS/IMPLEMENTATION PLAN

UNIT	DISPOSITION
RICHARDS-GEBAUR AIR RESERVE STATION, MISSOURI	
442nd Tactical Fighter Wing	to Whiteman AFB, Missouri
36th Aeromedical Evacuation Squadron	to Peterson AFB, Colorado
77th Aerial Rescue Squadron	to Peterson AFB, Colorado
78th Aerial Rescue Squadron	to Peterson AFB, Colorado

RICKENBACKER AIR GUARD BASE, OHIO

160th Air Refueling Group (ARG)	to Wright-Patterson AFB, Ohio*
907th Tactical Airlift Group	to Wright-Patterson AFB, Ohio*
121st Tactical Fighter Wing converts to KC-135 aircraft and joins the 160th ARG	
4950th Test Group from Wright-Patterson	to Edwards AFB, California
Naval Air Reserve Center	TBD
Army Aviation Facility	TBD

* Will occupy space vacated as a result of the realignment of 4950th Test Wing to Edwards AF California

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OSD CRITERIA APPLICATION TO AIR RESERVE COMPONENT CATEGORY

Rickenbacker AGB, Ohio

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF THE DOD'S TOTAL FORCE

The approved DoD Force Structure Plan contained no reductions to the current mission or force structure assigned to Rickenbacker AGB, Ohio; however, movement of the ARC units to Wright-Patterson AFB, Ohio and other related realignments, provide significant cost savings. Impact to the realigned ARC units should be minimal since the move is only a short distance (seventy miles) from their present location. Both the 907th Tactical Airlift Group and the 121st Tactical Fighter Wing are scheduled for conversion to other aircraft; the 160th ARG does not convert. Operational readiness and conversion winging activities will not be negatively impacted by the move. The air refueling routes, low level routes, military operating areas and special use airspace will remain the same or improve. Movement of the 4950th Test Wing to Edwards AFB, California consolidates test functions with the Flight Test Center and results in excess capacity to accommodate the ANG KC-135 and AFRES C-141 aircraft at Wright-Patterson AFB, Ohio.

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

The facilities at Rickenbacker AGB adequately support the current mission but require some moderate military construction. Relocation of the ARC units to Wright-Patterson AFB will require some moderate military construction.

Residential land encroachment at Rickenbacker AGB is evident and is incompatible in the northern accident potential zones. Noise contours are having serious negative impacts and flight operations have been adjusted for noise abatement and safety related reasons. Encroachment at Wright-Patterson AFB is minimal. Limited noise and land use incompatibility exists but should not impact realignments now or in the future. Wright-Patterson AFB is protected by a special, four county, overlay zone district that protects the base from future incompatible land use or encroachment.

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

Wright-Patterson AFB will provide better contingency and mobilization support capability because of the available facilities and active Air Force presence.

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VI. THE ECONOMIC IMPACT ON THE COMMUNITIES

Closure may result in a projected population loss of 13,100 persons, a direct and indirect employment loss of 6,700 jobs and regional income loss of about \$41 million. The economic impacts are generally negative; however, the losses for Rickenbacker AGB are mitigated because of the large, diverse economy for the Columbus, Ohio, region of influence. Losses are contrasted to regional population of 1,071,000, available jobs of 677,000, and regional income of about \$15.5 billion.

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL

Recruitment is a key element for the support of the reserve component. It is envisioned that the short move to Wright-Patterson AFB, Ohio will not change an adequate recruiting base and result in minimal personnel turnover.

VIII. THE ENVIRONMENTAL IMPACT

Closure would result in a beneficial environmental impact at Rickenbacker AGB in all affected categories since all Guard and Reserve flight activities would cease. Environmental impact at Wright-Patterson AFB, Ohio should be minimal.

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OSD CRITERIA APPLICATION TO AIR RESERVE COMPONENT CATEGORY

Richards-Gebaur ARS, Missouri

L. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF THE DOD'S TOTAL FORCE

The approved DoD Force Structure Plan contained no changes to the current mission or force structure assigned to Richards-Gebaur ARS, Missouri. However, movement of the unit to Whiteman AFB, Missouri provides significant cost savings. Impact to the realigned unit should be minimal since the move is only a short distance (sixty miles) from the unit's present location. The operational readiness and training activities should continue at present levels. Bombing ranges, military operating areas (MOAs) and other special use airspace remain the same.

II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL, RECEIVING LOCATIONS

The facilities at Richards-Gebaur ARS adequately support the current mission but do require some minor military construction. Unit realignment to Whiteman AFB will require military construction for facilities to support the beddown of fighter aircraft. Existing facilities were built for B-2 aircraft; however, the base has sufficient capacity to accommodate the A-10 wing.

A-10 flight operations are impacted by operations at Kansas City IAP. Military Operating Areas (MOAs) are regularly capped in altitude because of Kansas City IAP arrivals. Growth at Kansas City IAP is expected to continue. Encroachment at Whiteman AFB is minimal and projected civilian development is away from the base.

III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS

Whiteman AFB will provide a better contingency and mobilization support capability because of the available facilities and active Air Force presence.

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IV. THE COST AND MANPOWER IMPLICATIONS

	CLOSURE COST MILCON	RECURR SAVINGS	ONE TIME MILCON AVOIDANCE
AFRES	47.6	-12.9	-2.35
(1210 Drill/ 23 ARTs/ 200 civilians			
TO PETERSON	3.3		
(319 Drill, 4 ARTs, 1 Civilian) 36 Aeromedical Evac Sq 77 Atrial Port Sq 78 Atrial Port Sq			
TO WHITEMAN	30.1		
(891 Drill, 19 ARTs, 199 Civilian) 442 TAC Ftr Wg			
GRAND TOTAL	47.6	12.9	2.35

V. THE EXTENT AND TIMING OF POTENTIAL COST SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS

NPV \$60
PAYBACK 5 YEARS

VI. THE ECONOMIC IMPACT ON THE COMMUNITIES

Closure may result in a projected population loss of approximately 4,600 persons, direct and indirect employment loss of 2,600 jobs, and a regional income loss of \$26.9 million. The economic impacts are generally negative; however, the losses for Richards-Gebaur ARS are mitigated because of the large, diverse economy for the Kansas City, Missouri, region of influence. Losses are contrasted to a regional population of over 702,200, available jobs of 461,000, and regional income approaching \$11 billion.

VII. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL

Recruitment is a key element for the support of the reserve component. It is envisioned that the short move to Whiteman AFB will not change an adequate recruiting base and will minimize personnel turnover turbulence.

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VIII. THE ENVIRONMENTAL IMPACT

Closure would result in beneficial environmental impacts at Richards-Gebaur ARS, and should have minimum impact at Whiteman AFB.

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BEALE AIR FORCE BASE

Recommendation: Instead of sending the 323rd Flying Training Wing (FTW) and Undergraduate Navigator Training (UNT) to Beale AFB, California, as recommended by the 1988 Base Closure Commission as part of the closure of Mather AFB, California, realign these activities to Randolph AFB, Texas.

Justification: The Air Force has identified six Strategic Air Command bases for closure under the Defense Base Closure and Realignment Act of 1990. Beale AFB was identified as a location for realigning force structure from these closing bases. The excess capacity identified by the 1988 Commission at Beale can better be utilized by operational *strategic* force structure instead of navigator training. Also, based on the DoD Force Structure Plan, the requirements for Undergraduate Navigator Training have reduced substantially from the level projected at the time of the 1988 Commission. As a result, Randolph AFB has the capacity to absorb the 323rd FTW at reduced cost while maintaining a quality training environment. The MILCON avoidance totals approximately \$31.5M.

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Impacts on realignments recommended by 1988 Base Closure Commission

Bases identified by the 1988 Base Closure Commission as realignment receivers were evaluated by mission category along with all other bases in the United States. As part of this review, the 1988 Commission's realignment recommendations were evaluated against recent force structure reductions as well as opportunities to operate more efficiently and effectively. The Air Force recommended changes result from analysis of the changing world order, other base closures, the threat and force structure plan, and budgetary reality. The Air Force continues to support the closure of the five bases recommended by the 1988 Commission.

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GOODFELLOW AIR FORCE BASE

Recommendation: As part of the closure of Chanute AFB, Illinois, realign the fuels training to Sheppard AFB, Texas, and realign the technical training fire course to Goodfellow unless a *satisfactory* and cost effective contract can be arranged. The 1988 Base Closure Commission recommended that both of these courses be realigned to Goodfellow AFB, Texas.

Justification: The Air Force would like the opportunity to explore more cost effective ways to conduct fire training. However, realignment to Goodfellow AFB would proceed if a satisfactory and cost effective alternative cannot be arranged.

Based upon the DoD Force Structure Plan and the base structure review, the Air Force identified excess dormitory/dining hall capacity at Sheppard AFB that can accommodate the fuels training courses. Moving fuels training to Sheppard AFB, taking advantage of excess facilities, will result in MILCON cost avoidance of approximately \$2.6M.

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MARCH AIR FORCE BASE

Recommendation: As a part of the closure of Norton AFB, California, realign 45 Headquarters Air Force Audit Agency (AFAA) manpower authorizations (out of 184 total positions) to the National Capital Region (NCR). The remaining 139 HQ AFAA positions remain at March AFB, as recommended by the Commission. The 1988 Base Closure commission recommended that the AFAA realign to March AFB, California.

Justification: On February 4, 1991, a restructuring of HQ USAF was announced. In that restructuring, the Auditor General position, along with six other AFAA positions were transferred to the manpower rolls of the Air Force Secretariat. This action formally recognized that the Auditor General would be both a member of the Secretariat and the manager of the AFAA. It is imperative that, in his dual role, the Auditor General have sufficient staff in the NCR to establish Air Force policy and direct AFAA operations.

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MOUNTAIN HOME AIR FORCE BASE

Recommendation: As a part of the closure of **George AFB, California**, realign some **F-4Gs** to the **Idaho** and **Nevada Air National Guard squadrons** at **Boise** and **Reno** respectively; **inactivate** the **35th TTW**; **keep** the **41st ECS (EC-130H aircraft)** in place at **Davis-Monthan AFB**; **realign** **Mountain Home AFB EF-111 aircraft** to **Cannon AFB, New Mexico**; and establish a composite wing at **Mountain Home AFB**. The **1988 Base Closure Commission** recommended that the **35th Tactical Training Wing (TTW)** and the **37th Tactical Fighter Wing (TFW) (F-4E/G aircraft)** **realign** to **Mountain Home AFB, Idaho**. These aircraft were to be consolidated with the **Mountain Home AFB's EF-111 electronic warfare aircraft**. To accommodate the move of the **F-4E/Gs** into **Mountain Home AFB**, the Commission recommended realigning part of the **366th Tactical Fighter Wing (F-111E and F-111A aircraft)** from **Mountain Home AFB** to **Cannon AFB, New Mexico**. Additionally, the Commission recommended realigning the **27th Tactical Air Support Squadron (OV-10 aircraft)** to **Davis-Monthan AFB, Arizona** where other **OV-10 aircraft** were already located. To accommodate the additional **OV-10 aircraft** at **Davis-Monthan AFB**, the **41st Electronic Combat Squadron (ECS) (EC-130H aircraft)** would **realign** from **Davis-Monthan AFB** to **Bergstrom AFB, Texas**.

Justification: The force structure upon which the **1988 Base Closure Commission** based its realignment recommendations is significantly different than the current and projected force structure in the **DoD Force Structure Plan**. The **Air Force**, in its **FY92** budget, programmed for the retirement of all **F-4E/G** aircraft assigned to **George AFB**. However, as a result of **Operation Desert Storm**, the **Air Force** has validated an operational requirement to maintain some total force **F-4G** capability into the future. The **Reno** and **Boise** units present a cost effective solution since they currently fly the **RF-4** and are well located to support **Red Flag operations** and the **Mountain Home AFB** composite wing. This is an interim realignment to the **Air Reserve Component** pending the development of a modernized capability which will result in the subsequent retirement of the **F-4G aircraft**. The **George AFB OV-10s** have retired, therefore eliminating the need to realign the **41st ECS**. Additionally, **Bergstrom AFB** is now recommended for closure. Realigning **Mountain Home AFB EF-111s** to **Cannon AFB** will collocate all **CONUS based F-111 type aircraft** at a single base, enhancing logistics support. These actions created capacity at **Mountain Home AFB** to support a new composite wing quipped with a variety of **fighter, tanker, and potentially, bomber aircraft** realigning from other bases. The **MILCON avoidance** is approximately **\$10.6M**.

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MATHER AIR FORCE BASE

Recommendation: As part of the closure of Mather AFB, California, realign the 940th Air Refueling Group (ARG) (Air Force Reserve) to McClellan AFB, California, and leave the 323rd FTW Hospital open as an annex to McClellan AFB. The 1988 Base Closure Commission recommended realignment of the 940th ARG (AFRES) to McClellan AFB if local authorities did not elect to operate the Mather facility as an airport.

Justification: During the Air Force review of the DoD Force Structure Plan and its base structure, sufficient capacity at McClellan AFB, which is only 10 miles from Mather AFB, was identified to support the 940th Air Refueling Group (AFRES). This move to McClellan AFB will enhance operational capability because of the active duty infrastructure to support the unit and will save annual base operating costs of \$9M. In addition, the move could enhance the viable reuse of Mather AFB by the local community since this refueling unit occupies the primary flightline space at the air base. Also, the Sacramento community has not, to date, committed to the reuse of Mather AFB as a civil airport. Finally, the Commission did not specifically address where, or if, the 323rd FTW hospital would realign. The Air Force implementation plan associated with the 1988 Base Closure Commission closes the hospital at Mather and converts a clinic to a hospital at McClellan AFB at a cost of approximately \$34M. After review, it is appropriate to keep this forty-five bed hospital at Mather AFB open as an annex to McClellan AFB. This will save construction costs of expanding the existing medical facility at McClellan AFB and be responsive to all medical requirements in the Sacramento area. The MILCON avoidance is approximately \$9.5M.

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REALIGNMENTS IMPACTING THE RECOMMENDATIONS OF 1988 COMMISSION

SPECIFIC ACTIONS/IMPLEMENTATION PLAN (CHANGES TO 1988 COMMISSION RECOMMENDATIONS)

BEALE AFB, CALIFORNIA
323rd Flying Training Wing Realign to Randolph AFB, Texas

CANNON AFB, NEW MEXICO
390th Electronic Control Squadron Realign from Mt Home AFB, Idaho

DAVIS-MONTHAN AFB, ARIZONA
41st Electronic Control Squadron Remain at Davis-Monthan AFB, Arizona

GOODFELLOW AFB, TEXAS
Fire Training TBD
Fuels Training Realign to Sheppard AFB, Texas

MARCH AFB, CALIFORNIA
AA 45 positions to NCR

MCCLELLAN AFB, CALIFORNIA
940th Air Refueling Group (AFRES) Realign to McClellan AFB, California
323rd Flying Training Wing Hospital Annexed to McClellan AFB, California

MOUNTAIN HOME AFB, IDAHO
35th Tactical Fighter Wing Inactivates
390th Electronic Control Squadron Realign to Cannon AFB, New Mexico
Composite Wing Activates

RANDOLPH AFB, TEXAS
323rd Flying Training Wing Realign from Beale AFB, California

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