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DoD Base Closure and Realignment  
Report to the Commission

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DEPARTMENT OF THE AIR FORCE  
ANALYSES AND RECOMMENDATIONS

(Volume V) ↙

March 1993

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SECRETARY OF THE AIR FORCE  
WASHINGTON

11 MAR 1993

MEMORANDUM FOR **THE SECRETARY OF DEFENSE**

**SUBJECT** Certification of **Data** Supporting the Air Force Detailed Analysis - **ACTION**  
MEMORANDUM

As required by Section 2903(c)(5) of the Defense Base Closure-and Realignment Act, I do certify that all information contained in the Air Force Detailed Analysis and all supporting data submitted herewith is accurate and complete to the best of my knowledge and belief.

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

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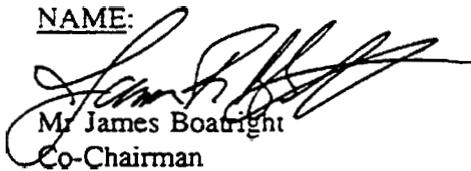
## Certification

The Base Closure Executive **Group** (BCEG) was chartered by the **Secretary** of the Air Force (SECAF) to advise and assist him in selecting bases to be recommended for closure or realignment under the Defense Base Closure and Realignment Act of 1990. The BCEG oversaw the process of collecting, verifying, and analyzing **data** for **use** by **SECAF**. In doing so, it **ensured** that the Air Force Internal Control Plan **was** adhered to at all levels, and that SECAF's guidance was properly carried **out**.

Accordingly, each **of** the undersigned members **certifies** that all information contained in the Air Force Detailed Analysis and all supporting **data** submitted **herewith** is accurate and complete to the best of his knowledge and belief

NAME:

DATE:



Mr James Boatright  
Co-Chairman

2/22/93

CAE 2&3  
Mr. C. Franklin  
Co-Chairman

2/22/93

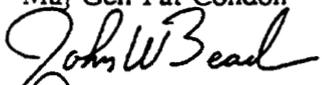


Mr Gary Vest

2/22/93

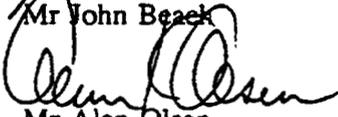
Pat Condon  
Maj Gen Pat Condon

26 FEB 93



Mr John Beack

2/23/93



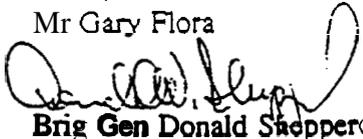
Mr Alan Olsen

22 Feb 93



Mr Gary Flora

2/25/93



Brig Gen Donald Shepperd

25 Feb 93

UNCLASSIFIED

Brig Gen Wallace Whaley

*Ed Eberhart*

Brig Gen Ed Eberhart

\_\_\_\_\_  
*2/25/93*

*Charles Heflebower*

\_\_\_\_\_  
*2/26/93*

~~*Hal Hornburg*~~

Brig Gen Hal Hornburg  
Brig Gen Hal Horn

\_\_\_\_\_  
*4/93*

Mr Fred Kuhn

\_\_\_\_\_

UNCLASSIFIED

*Wallace Whaley*  
Brig Gen Wallace Whaley

\_\_\_\_\_  
*2 Mar 93*

Brig Gen Ed Eberhart

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Brig Gen Charles Heflebower

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Brig Gen Hal Hornburg

*Fred Kuhn*  
Mr Fred Kuhn

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*3/1/93*

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**Tab 1**  
**Executive Summary**

Nineteen **Air** Force installations have been previously designated for closure or partial closure and subsequent conversion to civilian **use** as a result of the recommendations of the 1988 Defense Secretary's Commission on Base Realignment and Closure and the 1991 Defense Base Closure and Realignment Commission.

In accordance with the Defense **Base** Closure and Realignment-Act of 1990 (Public Law 101-510), **as** amended, the Secretary of the Air Force has recommended bases for closure, partial closure or realignment. The Secretary of the **Air** Force formed the Base Closure Executive Group with the primary objectives of evaluating bases and ensuring that the **Air** Force process for selecting bases in the United States for closure or realignment **was** conducted in accordance with the law. The members of the Executive Group included seven general officers and six comparable level (Senior Executive **Service**) career civilians. **A Base** Closure Working Group was also chartered to support the Executive Group. The Working Group consisted **of senior** technical experts from the **Air Staff** and **Secretariat**. The Executive Group developed a base closure Internal Control Plan to provide structure and guidance for all participants in the process.

The Executive Group was given broad, conceptual guidance which was non-base specific. This guidance addressed basing concepts, downsizing efficiencies, and power projection within the context of **a** reorganized Air Force.

Using the approved DoD selection criteria, the Executive Group reviewed and considered all **Air** Force installations in the United States and its territories which **had** at least **300** direct-hire DoD civilian manpower positions authorized. **The bases** were categorized for analysis primarily according to their predominant mission. Some 160 subelements were identified under the eight DoD selection criteria

Extensive **data** were gathered to facilitate the review and support the evaluation of each base under each criterion. All data were evaluated and certified in accordance with the **Air** Force Internal Control Plan. **As an** additional control measure, the **Air Force** Audit Agency **was** tasked to review the Air Force process **and** the procedures for consistency with the law and DoD policy and to ensure that the data collection and validation process **was** adequate.

**A capacity** analysis was performed (including **48** on-site capacity surveys) which analyzed base **data** in light of programmed force structure and the requirements for accommodating it. This knowledge of excess capacity **was** used in conjunction with the approved DoD Force Structure Plan in determining base structure requirements. **Also,** it was

used to identify cost effective opportunities for the beddown of activities and aircraft dislocated from recommended closure and realignment bases.

**Bases** deemed mission essential or geographically key were excluded by the SECAF from further review for closure or realignment. Categories and subcategories of the bases which were determined to have insufficient excess capacity to permit a base to close were also excluded by the **SECAF** from further study. The excluded bases remained eligible as receivers. All remaining active component bases were examined individually on the basis of the eight DoD selection criteria.

**Air** Reserve Component bases required a slightly different approach. Installation **data** were analyzed and the Executive Group identified those potential closures and realignments which could achieve worthwhile **savings**.

Results of analysis and recommendations were presented by the Executive Group to the Secretary of the Air Force and the **Air Force** Chief of Staff. The Secretary of the Air Force with the advice of the CSAF and in consultation with the Executive Group, selected the bases for recommendation to the Secretary of Defense. The **Air Force** recommendations for 1993 are:

#### Base Closures

Homestead **AFB**, Florida  
McClellan AFB, California

KI Sawyer AFB, Michigan  
**Newark AFB**, Ohio

#### Realignments

Griffiss AFB, New ~~York~~  
McGuire **AFB**, New Jersey

March AFB, California

The above closures and realignments lead to annual savings of **\$386 M**. For these savings to be realized, the Air Force forecasts a DoD **Base** Closure Account funding requirement of approximately **\$1.156 billion** over **six years**. The **Base** Closure Account funding requirement does not include projected environmental cleanup costs. **These costs will be** incurred **regardless** of base closure, and cleanup programs have **been** underway for several **years**.

The **Air** Force continues to implement the closure of all the **bases** recommended by the **1988 and 1991 Base Closure** Commissions. However, some baselines have changed since the **1988 and 1991** Commissions made their recommendations. The changes from the Commissions' reports recommended **below** result from force structure and base **structure** changes, and/or more cost effective opportunities and will result in a **military** construction

cost avoidance of \$67.5M.

### Changes to 1988/1991 Commissions' Recommendations

Bergstrom Reserve Cantonment, Texas	Close the Bergstrom Reserve Cantonment. Realign the Air Force Reserve units to Carswell AFB Cantonment, Texas. Close the Corrosion Control Facility unless a civil airport is in operation by September <b>30</b> , 1994
Carswell AFB, Texas	Realign 436th Training Squadron (formerly 436th Strategic Training Squadron) to Dyess AFB, Texas; realign the maintenance training function to Hill AFB, <b>Utah</b> , and the fabrication function to Luke <b>AFB</b> , Arizona. The maintenance training and fabrication functions are part of the 436th Training Squadron
Castle AFB, California	Realign B-52 Combat Crew Training mission to Barksdale AFB, Louisiana, instead of Fairchild AFB, Washington
Chanute AFB, Illinois	Consolidate the Air Force Metals Technology, Non-Destructive Inspection and Aircraft Structural Maintenance courses and form a joint training course with the Navy at NAS Memphis, Tennessee, instead of realigning the Air Force courses to Sheppard <b>AFB</b> , Texas
MacDill AFB, Florida	The <b>AFRES</b> will operate the airfield facilities until a civil airport is established at MacDill AFB. The Joint Communications Security Element will remain instead of realigning to Charleston AFB, South Carolina
Mather <b>AFB</b> , California	Realign the 940th Air Refueling Group (AFRES) to Beale AFB, California, instead of McClellan AFB, California.
Rickenbacker ANGB, Ohio	Retain <b>the</b> ANG units (121st Air Refueling Wing and 160th Air Refueling <b>Group</b> ) in a cantonment at Rickenbacker <b>ANGB</b> . instead of realigning them <b>to</b> Wright-Patterson AFB, Ohio. The <b>178th</b> Fighter Group ( <b>ANG</b> ) at Springfield, Ohio, will realign to Wright-Patterson AFB.

**TAB 2**  
**Statement of Purpose**

**Purpose**

The purpose of this document is to forward to the Secretary of Defense the recommendations of the Secretary of the Air Force.

**Background**

The demise of the Soviet Union, the victory of the United States and its coalition allies over Iraqi aggression, and the success of integrating the leading democracies into a US-led system of collective security have changed our fundamental strategic position and choices. The new regional defense strategy sets a course that will ensure our ability to deal with potential threats and shape the environment in ways favorable to our national interests and security.

The world has changed in dramatic ways and the national military strategy **has** evolved to meet regional threats around the world. We must, however, continue to deter and defend against strategic nuclear attacks and retain the potential to defeat a global threat, should one emerge.

The capability to respond rapidly to regional crises and contingencies, such **as** Iraq, the Balkans, and Somalia, is one of the key demands of our national strategy. Achieving and maintaining preeminence in the air and in space **are** critical to our continued success **as** a global leader. Our ability to project power has strategic value beyond crisis response. It is a day-in and day-out contributor to deterrence, regional stability, and collective security.

Obviously, retention of an affordable base structure which supports that national strategy must be the preeminent **goal** of any base closure process.

**Air Force Restructure**

In responding to extraordinary international developments, political change, and technological revolution, the Air Force **has** been guided by the strategic planning framework of Global Reach - Global Power. **As** a result, the Air Force **has** undertaken the most fundamental restructuring of its institution since its founding in 1947. For example, Air Force Materiel Command integrated Systems and Logistics commands into a single organization for cradle-to-grave weapon system management. In Air Force Intelligence Command, one commander **now has** responsibility for functions once scattered across the **Air** Force. Additionally, education and training functions **are** being integrated under the **Air** Education and Training Command. Strategic Air Command, Tactical Air Command, and Military Airlift

Command merged into the new Air Combat Command and *Air* Mobility Command. The scope of these changes was enormous. In terms of resources and personnel, the restructuring of major *Air* Force commands dwarfed any of the mergers, acquisitions, divestitures, and consolidations that took place in the private sector over the preceding decade.

### **Global Reach - Global Power**

Global Reach - Global Power **has** been the blueprint of this reshaping, and it captures the unique characteristics of aerospace forces - - speed, range, flexibility, precision, and lethality. *Air* Combat Command blends firepower into one command. Providing forces tailored for the theater air campaign is the foremost challenge for *Air* Force power projection. Initiatives like the Composite Wing, where different aircraft **are** combined in one wing to train together in peacetime and prepare to fight the way they would in war, provide a theater commander with responsive, effective firepower.

*Air* Mobility Command lines up most of our mobility and refueling assets **on** the same team and **provides** the sinew of global reach. Mobility forces preserve a tremendous asset: the ability to operate from the CONUS and to move rapidly to **any** spot on the globe, whether building **an** air bridge for ground forces or speeding support for air forces already on the scene. Fighter forces paired with precision weapons **are** a formidable combination that our mobility fleet can deploy worldwide. **Integrating** airlift and tankers enhances mobility, reach, and combat power across the breadth of America's armed forces. The uniquely American capabilities to airlift **anything**, anywhere, and to extend the range of our firepower **are** the foundation of global reach and power.

America is **an** aerospace nation. Our aerospace forces **are** the world's finest. The Air Force, through Global Reach-Global Power, will maintain that superiority in a framework requiring the prudent trading of some force structure and the reduction of excess infrastructure to achieve the highest level of readiness and modernization. *Air* Force base closure and realignment recommendations occur within the context of Global Reach-Global Power. The focus is on capturing strengths to respond to new challenges in any theater.

### **Applicable Specific Legislation**

The *Air* Force developed all of its recommendations in compliance with the Defense Base Closure and Realignment Act of 1990 (DBCRA/90 or Public Law 101-510), **as** amended by Public Laws 102-190 and 102-484.

## Air Force Basing Concept

The **Air** Force base structure is intended to support **Air** Force operations, logistics, education, training, research, development, test, and acquisition.

Significant force structure reductions driven by dynamic changes in the international security area, create new challenges for Air Force leaders and all mission elements, **as** they do for the other Services. To meet these challenges and provide greatest probability for success, weapon systems and like-mission assets are being consolidated where possible to optimize effective combat capability and increase efficiency. This concept, "One Wing, One Boss," creates an environment where a single commander is responsible for all activities on an installation to enhance efficient and effective use of resources in a revised regional contingency (vice global war) strategy.

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, extent of ground encroachment, suitable weather, and adequate base infrastructure. Additionally, the **Air** Force must look to the future and long-term military value and flexibility of its installations. **As** the Air Force is compelled to adjust its base structure, it must ensure **that** the potential for limitations on military value such as ground and airspace encroachment and airspace congestion are minimized at our remaining bases. Likewise, locations or regions with potential for future **airspace/range** expansion must **be** emphasized.

In determining base structure, the Air Force focused on future concepts: **continuing** close air support and mobility interoperability with the **Army** and the development of a modernized Global Reach-Global Power concentration of fire power and mobility - - the composite **wing** and mobility **wing**. With regard to close air support interoperability, the Air Force will continue to base, to the maximum extent possible, its close air support force structure on **Air** Force **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 support. Towards **this** end, the Air Force plans to establish an **air/land operations** composite wing at Moody **AFB**, Georgia.

With the focus of the **Air** Force mission changing from a global war to regional contingencies, mobility requirements have evolved rapidly. To meet **this** new **mission** and new mobility requirements, **Air** Mobility Command was formed to help integrate the air refueling and airlift missions. **The** next step in meeting new mobility requirements is the establishment of **air** mobility wings. **An** air mobility wing would consolidate large numbers of tanker and airlift **aircraft** onto one base. Besides long-term cost savings and increased efficiency, **an** **air** mobility wing would enable **air** refueling and airlift **aircrews** to plan and train together **as** a **team** for rapid response. Each coast of the **US** would have a mobility wing to meet future contingencies. **An** East **Coast** mobility wing should **be** based within approximately 3500 miles of **Europe** enroute staging bases. The staging bases are extremely important to meeting Middle East contingencies.

The **bases** which will remain in the **Air** Force basing structure will support the programmed force structure effectively and efficiently. **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 continue to seek ways to **operate** more effectively **and** efficiently.

**NOTE:** *As part of the 1993 Base Closure and Realignment process, active and Air Reserve Component units are likely to be inactivated. In some cases a unit's heraldry (numerical designation and unit flag) may have a sufficiently high precedence to warrant retention of the unit's heraldry regardless of the inactivation of the unit's structure. In such cases, the Air Force might assign the heraldry to another unit, without changing the substance of the action recommended. For example, if the recommendation were to "transfer the 699th Wing to Anywhere Air Force Base," the aircraft, personnel, equipment, etc., would indeed go to Anywhere AFB, but the unit might be redesignated the "9th Wing."*

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**TAB 3**  
**Service Projected Force Structure**

The complete FY94-99 classified Air Force DoD Force Structure Plan is located in the classified appendix (Tab 8).

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**TAB 3**

## TAB 4

**The Air Force Process for Selecting Bases**

Selecting Air Force bases to recommend for closure, partial closure, or realignment was an extremely difficult task because there are no "obsolete" or "rundown" Air Force bases that are obvious candidates. Most of our bases have had substantial amounts of construction or renovation on them during the last decade as we strove to provide excellent support for Air Force operations/training and high quality of life for our people. Moreover, the level of community approval and cooperation we enjoy is excellent at all our bases.

The Air Force 1993 selection process is essentially the same as was used in 1991. The basis for selection of closure and realignment recommendations was the DoD Force Structure Plan approved in January 1993, by the Deputy Secretary of Defense, and the eight DoD selection criteria approved by the Secretary of Defense on February 15, 1991 and reaffirmed for use in BRAC 93 by the Deputy Secretary on December 10, 1992.

The Secretary of the Air Force appointed a Base Closure Executive Group of seven general officers and six comparable (Senior Executive Service) career civilians. Areas of expertise included environment; facilities and construction; finance; law; logistics; programs; operations; personnel and training; reserve components; and research, development and acquisition. The group met regularly from November 1992 to March 1993. Additionally, an Air Staff level Base Closure Working Group was also formed to provide staff support and more detailed expertise for the Executive Group. Plans and Programs General Officers from the Major Commands met on several occasions with the Executive Group. They provided mission specific expertise and greater base level detail where necessary. Also, potential sister-service utilization and impact was coordinated by a special interservice working group.

The Executive Group developed a Base Closure Internal Control Plan which was approved by the Assistant Secretary of Defense (Production and Logistics) and the DoD Inspector General. This plan provides structure and guidance for all participants in the base closure process, including procedures for data gathering and certification.

The Executive Group reviewed all Active and Air Reserve Component (ARC) installations in the United States which met or exceeded the Section 2687, Title 10 U.S.C. threshold of 300 direct-hire civilians authorized to be employed. Data on all applicable bases were collected via a comprehensive and detailed questionnaire answered at base level with validation by the Major Commands and Air Staff. All data were evaluated and certified in accordance with the Air Force Internal Control Plan. As an additional control measure, the Air Force Audit Agency was tasked to review the Air Force process for consistency with the law and DoD policy and to ensure that the data collection and validation process was adequate. A capacity analysis was also performed (including actual on-site surveys at 48 bases) which evaluated the capability of a base to accommodate additional force structure and

other activities (excess capacity) beyond what was programmed to be stationed at the base.

The Executive Group frequently challenged data based on their own substantial knowledge and experience; different or more detailed data were provided where appropriate. Data determined to be inaccurate were corrected. All data used in the preparation and submission of information and recommendations concerning the closure or realignment of military installations were certified as to its accuracy and completeness by appropriate officials at base, MAJCOM, and headquarters level. In addition, the Executive Group and the Secretary of the Air Force certified that all information contained in the Air Force Detailed Analysis and supporting data submitted with it was accurate and complete to the best of their knowledge and belief. The results of the excess capacity analysis were used in conjunction with the approved DoD Force Structure Plan in determining base structure requirements. Also, the capacity analysis was used to identify cost effective opportunities for the beddown of activities and aircraft dislocated from bases recommended for closure and realignment.

Bases deemed mission essential or geographically key were recommended to and approved by the SECAF for exclusion from further closure consideration (Atch A). The Executive Group placed all the remaining bases in categories (Atch B), based on the installation's predominant use. Capacity was analyzed by category, based on a study of current base capacity and the future requirements imposed by the DoD Force Structure Plan. Categories/subcategories having no excess capacity were recommended to and approved by the Secretary of the Air Force for exclusion from further study. Categories/subcategories having some excess capacity but unreasonable cost to relocate or replicate the essential continuing functions were recommended to and approved by the Secretary of the Air Force for exclusion from further study. These category/subcategory exclusions were: Flying-Pilot Training, Flying-Special Operations Forces, Industrial/Technical Support-Product Centers and Labs, Training-Technical Training Centers. and Other-Major Headquarters (see Atch C).

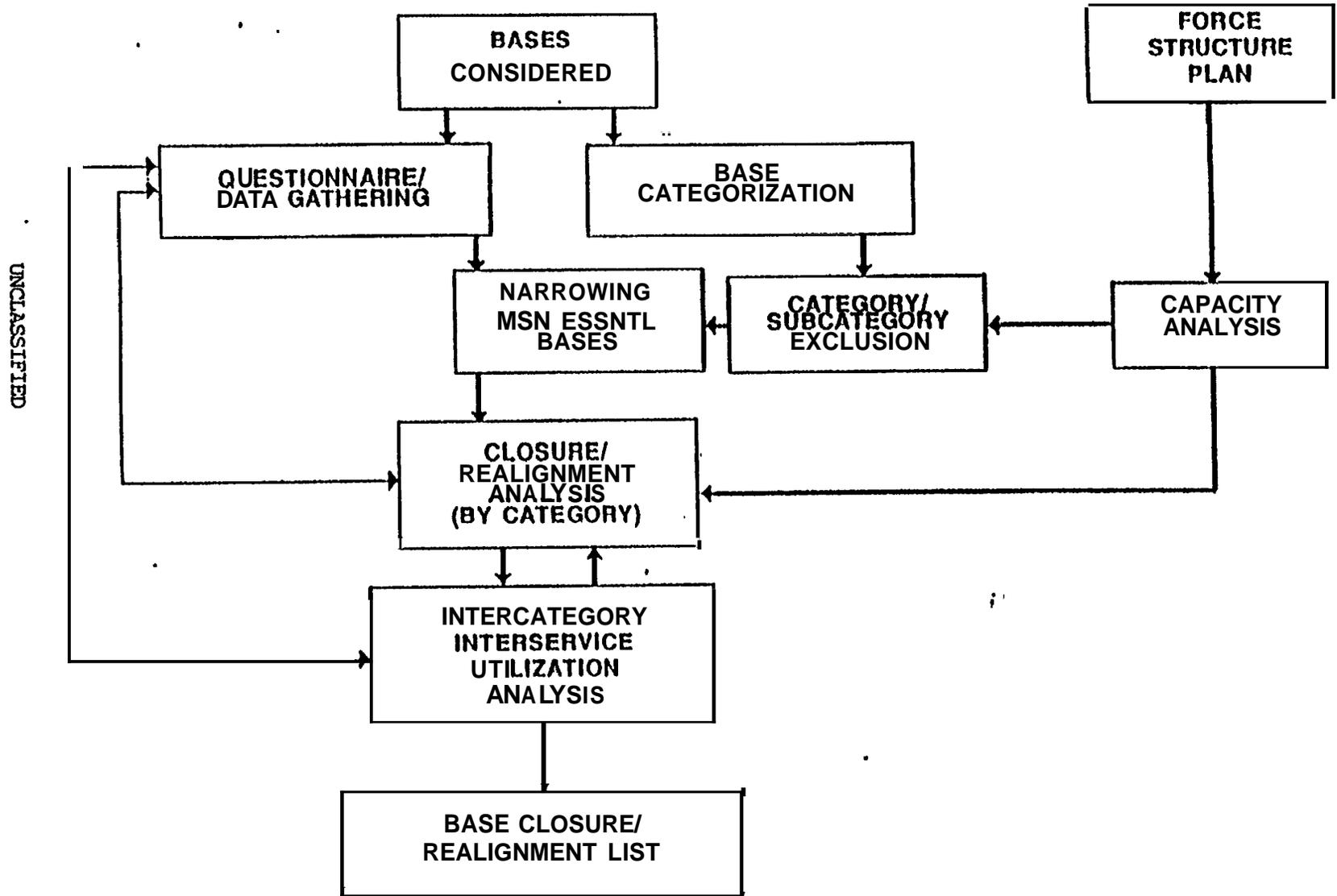
All Active Component bases in the remaining categories were individually examined on the basis of all eight selection criteria established by the Secretary of Defense, and over 160 subelements. These subelements were developed by the Air Force to provide specific data points for each criterion. The Air Force analysis, as accomplished by the Executive Group, is described at Tab 5.

The Air Reserve Component (ARC) category, comprised of Air National Guard (ANG) and Air Force Reserve (AFRES) bases, warrants further explanation. First, these bases do not readily compete against each other as ARC units enjoy a special relationship with their respective states and local communities. In fact, relocating Guard Units across state boundaries is not a practical alternative. In addition, careful consideration of the recruiting needs of these units must be given. Second, the DoD Force Structure Plan does not significantly reduce ARC force structure. thus, there is little apparent excess base structure. However, realignment of ARC units onto active installations or onto other ARC installations

could prove cost effective. Therefore, the *ARC* category was examined for cost effective realignments to other bases.

Information, base groupings, and options resulting from the Executive Group analysis (Tab 5) were presented to the **SECAF** and the **CSAF** in person by the Executive Group on a number of **occasions**. Based on the DoD force structure plan and the final criteria, with consideration given to excess capacity, efficiencies in **base** utilization and evolving concepts of basing the force, the acting Secretary of the *Air* Force, with advice of the *Air* Force Chief of Staff, and consultation with the Executive Group, selected the bases-recommended for closure and realignment

# BASE CLOSURES AND REALIGNMENTS 1993 PROCESS



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TAB 4

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**TAB 4 Atch A**  
**Geographically Key/Mission Essential Exclusions**

Andersen AFB, Guam:	Key staging base for Combat Forces and Military Operations in the Pacific
Andrews AFB, Maryland:	Key <b>base</b> for Presidential/Congressional airlift support
Belling AFB, District of Columbia:	Key base for support of <b>Air</b> Force and joint activities in Washington metropolitan area
Edwards AFB, California:	Supports an irreplaceable, <b>extensive/specialized</b> testing center and range complex
Eielson AFB, <b>Alaska</b> :	Crucial to reinforcement of the Pacific and to the defense of <b>Alaska</b> ; location is critical for ready access to irreplaceable specialized ranges and airspace
Elmendorf AFB, <b>Alaska</b> :	Key Port of <b>Entry</b> into United States; crucial to reinforcement of Pacific; and crucial to defense of <b>Alaska</b>
Falcon AFB, Colorado:	Critical support of the <b>Consolidated</b> Space Operations Center, National Test Facility for Strategic <b>Defense</b> Initiative
FE Warren AFB, Wyoming:	Air Force's only "Peacekeeper" missile base; DoD Force Structure Plan reflects no decrease in Peacekeeper missiles; relocation cost is prohibitive
Hickam <b>AFB</b> , Hawaii:	Key Port of <b>Entry into</b> Hawaiian <b>Islands</b> ; crucial to reinforcement of Pacific; defense of Hawaiian Islands: and Headquarters, Pacific Air Forces
Kirtland AFB, New Mexico:	Supports several irreplaceable research and testing facilities essential to DoD, DoE, and other governmental agencies

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, *extensive/specialized* range complex and the Air Force Weapons Center

Patrick AFB, Florida: **Critical** support to both Cape Canaveral *AFS* and **Cape** Kennedy Space Center (the Nation's easterly space launch facility) **and** home of ~~**Eastern**~~ Space and **Missile** Center

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

Wright-Patterson AFB, **Ohio**: Unique combination of organizations and facilities supporting aerospace research, development, **and** acquisition and Headquarters AFMC

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

**TAB4 Atch B**  
**Category Descriptions**

**FLYING**

The primary purpose of bases in this category is to support flying operations. This category is divided into three subcategories - Operations, Pilot Training, and Special Operations Force. The operations subcategory is further divided into missile, small aircraft and large aircraft mission areas, based on predominant use and mission suitability.

1. Operations

a) Missiles: Bases with both missile fields and large aircraft **units**

**Ellsworth AFB**, South Dakota  
**Malmstrom AFB**, Montana  
Whiteman **AFB**, Missouri

Grand **Forks AFB**, **North** Dakota  
Minot AFB, North Dakota

b) Large Aircraft: Bases with large aircraft units and potential to beddown small aircraft units

**Altus AFB**, Oklahoma  
Beale AFB, California  
Dover AFB, Delaware  
**Ellsworth AFB**, South Dakota\*  
Griffiss AFB, New York  
KI Sawyer **AFB**, Michigan  
Malmstrom AFB, Montana\*  
McChord AFB, Washington  
McGuire AFB, New Jersey  
Plattsburgh AFB, New York  
Whiteman AFB, Missouri\*

Barksdale AFB, Louisiana  
Charleston AFB, **South** Carolina  
Dyess **AFB**, Texas  
Fairchild AFB, Washington  
Grand **Forks AFB**, North Dakota\*  
Little **Rock AFB**, **Arkansas**  
March AFB, California  
**McConnell AFB**, **Kansas**  
**Minot AFB**, **North** Dakota\*  
Travis **AFB**, California

\*Also considered under Missile subcategory

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

Cannon AFB, New Mexico  
Homestead AFB, Florida  
**Luke AFB**, **Arizona**  
Mt Home AFB, Idaho  
Seymour Johnson **AFB**, **North** Carolina  
Tyndall AFB, Florida

Davis-Monthan **AFB**, **Arizona**  
Holloman **AFB**, New Mexico  
**Moody AFB**, Georgia  
**Pope AFB**, North Carolina  
Shaw **AFB**, **South** Carolina

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2. Pilot Training: **Bases** optimized for training new pilots

**Columbus** AFB, Mississippi  
Sheppard AFB, Texas \*  
Vance AFB, Oklahoma  
\* **Also** considered under Technical Training  
Laughlin AFB, Texas  
Reese AFB, Texas

3 Special Operations Forces:

**Hurlburt Field, Florida**

**INDUSTRIAL/TECHNICAL SUPPORT**

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

<u>Depots</u>	<u>Product Centers and Laboratories</u>	<u>Test Facilities</u>
Hill AFB, Utah	<b>Brooks AFB, Texas</b>	Eglin AFB, <b>Florida</b>
<b>Kelly AFB, Texas</b>	Hanscom AFB, Massachusetts	
McClellan AFB, California	Los Angeles AFB, California	
<b>Newark AFB, Ohio</b>		
<b>Robins AFB, Georgia</b>		
Tinker AFB, Oklahoma		

**TRAINING**

The primary purpose of installations in **this** category is to support training. It is divided into the **Technical Training** and Education subcategories.

<u>Technical Training:</u>	<u>Education</u>
Goodfellow AFB, <b>Texas</b>	<b>Bases</b> excluded as
Keesler AFB, Mississippi	mission <b>essential</b> .
Lackland AFB, <b>Texas</b>	
Sheppard AFB, <b>Texas*</b>	
* <b>Also considered</b> under <b>Pilot Training</b>	

**OTHER**

Generally, the primary purposes of **installations** in this category **are** to support space operations, major headquarters, **and** cantonments. Subcategories **are** Major Headquarters, Space Operations, **and** Cantonments.

Major Headquarters

Langley AFB, Virginia  
MacDill AFB, Florida  
Offutt AFB, Nebraska  
Peterson AFB, Colorado  
Randolph AFB, Texas  
Scott AFB, Illinois

Space Operations

Bases excluded as  
mission essential

Cantonments

Lowry AFB, Colorado  
Norton AFB, California

**AIR RESERVE COMPONENT**

The primary purpose of installations in this category is to support Air National Guard and Air Force Reserve operations.

Air National Guard

Boise Air Terminal **ANGS**, **Idaho**  
 Buckley ANGB, Colorado  
 Fresno Air Terminal **ANGS**, **California**  
 Great Falls **IAP** **ANGS**, Montana  
 Greater Pittsburgh IAP **ANGS**, Pennsylvania  
 Martin **State** APT **ANGS**, Maryland  
 McEntire ANGB, South **Carolina**  
**Oris** ANGB, Massachusetts  
 Portland **IAP** **ANGS**, Oregon \*\*  
 Salt Lake City IAP **ANGS**, **Utah**  
 Seifridge ANGB, Michigan \*\*  
 Stewart IAP **ANGS**, New **York**  
 Tucson **IAP** **ANGS**, Arizona

Air Force Reserve

Bergstrom AFB, Texas  
 Carswell AFB, Texas-  
 Dobbins **ARB**, Georgia\*  
 Gen Mitchell IAP, **ARS**, Michigan \*  
 Greater Pittsburgh IAP, **ARS**, Pennsylvania  
 Grissom AFB, Indiana  
 Minn/St Paul IAP **ARS**, Minnesota\*  
 Niagara **Falls** IAP, **ARS**, New **York** \*  
 O'Hare IAP, **ARS**, Illinois \*  
 Westover **ARB**, Massachusetts  
 Youngstown MPT, **ARS**, **Ohio**

\* Air Reserve host **with** ANG Tenant

\*\*ANG host with Air Reserve Tenant

**TAB 4 Atch C**  
**Category/Subcategory Exclusions**

**Industrial/Technical Support Category - Test Facilities Subcategory:** The only base remaining in this subcategory is Eglin AFB, Florida. Eglin AFB supports an extensive range and testing complex. **DOD's** Force Structure Plan does not indicate a reduction in Air Force testing requirements to the extent that this complex could close. . Replication of specialized facilities would be cost prohibitive. Therefore, Eglin AFB **was** excluded from further . consideration for closure or realignment.

**Industrial/Technical Support Category - Product Center and Laboratory Subcategory:** There **are** three bases in this subcategory: Brooks AFB, Texas; Hanscom AFB, Massachusetts; and **Los** Angeles AFB, **California** **These** bases typically conduct research, development, and acquisition functions requiring **specialized** and expensive facilities. **Two** of the bases are heavily supported by resident Federally Funded Research and Development Centers (FFRDC). Based on projected requirements, there is not sufficient excess capacity to close any of these bases without replicating a significant portion of these facilities, including the FFRDCs, at another location. The cost to do this is prohibitive. Therefore, **this** subcategory **was** excluded from further consideration for closure/realignment.

**Training Category - Technical Training Centers Subcategory:** There **are** four **bases** in this subcategory: Goodfellow AFB, Texas; Keesler AFB, Mississippi; Lackland AFB, Texas; and Sheppard AFB, Texas. **Two** other Technical Training Center bases were selected for closure in 1988 and 1991. This resulted in 39 percent of technical training courses relocating to the **remaining** four bases. **DOD's** Force Structure Plan **will** require the **Air** Force to recruit and train approximately 32,000 personnel per year. **This** accession level **will** require approximately 100 percent of the remaining four **bases'** capacity with **minimal** peacetime surge capability. Based on capacity analysis, there is no excess capacity in **this** subcategory. Therefore, **this** subcategory was excluded from further consideration for closure.

**Flying Category - Special Operation Force (SOF) Subcategory:** The only base in this subcategory is Hurlburt Field, Florida. It is the only Air Force base dedicated to **special Operations** and is home for Headquarters, Air **Force** Special Operations Command. There is little excess capacity for any additional units. **DOD's** Force Structure Plan does not indicate a reduction in **this area**. Therefore, this subcategory was excluded from further consideration for closure/realignment.

**Flying Category - Pilot Training Subcategory:** There are five bases in this subcategory: Columbus AFB, Mississippi; Laughlin AFB, Texas; Reese AFB, Texas; Sheppard AFB, Texas and Vance AFB, ~~Ok~~**Lahoma**. Recent reductions in DoD's Force Structure Plan reduces **current** pilot **training** requirements. However, **this** reduction is offset by lower pilot retention rates and removal of approximately 20 percent of pilot production capacity through the closure of **Williams** AFB, Arizona (1991 base closure action). Low pilot retention rates will likely result in a pilot **shortage** by 1997 and require **an** increase in pilot production. Based on capacity analysis, all five bases in this subcategory **are** required to meet projected Air Force and international pilot production requirements. Therefore, **this** subcategory was excluded from further consideration for closure.

**Other Category - Major Headquarters Subcategory:** There are **six** bases in this subcategory: MacDill AFB, Florida; Offutt AFB, Nebraska; Peterson AFB, Colorado; Randolph AFB, Texas; Scott AFB, Illinois and Langley AFB, **Virginia**. MacDill AFB was reduced to a cantonment **with Air Force** flying operations relocating per 1991 base closure actions. Two joint headquarters remain in this cantonment area. Recent DoD and Air Force reorganizations increased mission responsibilities for all **Air Force** headquarters. DoD's Force Structure Plan does not indicate a significant reduction in **missions** which these bases support. All **bases** in this subcategory have unique/**specialized** command and control facilities. Based **on** capacity analysis, there is not sufficient excess capacity to permit closing one of these bases and relocating functions elsewhere without significant expense that would not **be** offset by **savings**. Therefore, **this** subcategory was excluded from further consideration for closure or realignment

## TAB 5 Description of Analyses

Bases were analyzed on the basis of all eight DoD selection criteria. For each criterion, a number of subelements were developed. All bases were evaluated under common subelements for Criteria II-VIII. Under Criterion I, individual subelements were developed to assist in the evaluation of each mission type. For example, some subelements measuring capability to support tanker operations have little relevance to support bases. While subelements measuring the quality of nearby ranges are important in comparing small aircraft flying bases and of some value to large aircraft bases, they **are** not relevant to some support bases. Functional experts from the Base Closure Executive Group (BCEG), Air Staff, and MAJCOMs all contributed to the development of these mission-unique subelements. These subelements were refined during the BCEG deliberation period.

Consistent with the Internal Control Plan, the members employed a color-coded rating scale to assist in evaluating each base for each subelement under Criteria I-III and VI-VIII. A "Green" rating meant more desirable for retention, "Red" meant least desirable, "Yellow" meant in between. For some of the subelements, the BCEG was able to apply quantitative data to the rating measurements. For other subelements the members evaluated qualitative data and an overall coding was agreed upon by the group. Then, for each of these six DoD selection criteria, each base was given an overall color-coded rating. Numbers were used for criteria IV and V, which were computed using the DoD COBRA cost model. The BCEG approved the COBRA products that comprised Criteria IV and V. The basic scoring employed all eight criteria, with priority given to military value with emphasis on Readiness and **Training**, Future, and Cost.

The bases in the operations subcategories of the flying category were subdivided into the following **primary** mission areas: Large **Aircraft Bases** which are bases that beddown large **aircraft units** and may have the potential to beddown small aircraft **units**; Small **Aircraft Bases**, which **are** bases that beddown fighter type aircraft units and have the potential to accommodate a few large **aircraft**, and **Missile Bases**.

Missile bases were first evaluated for their suitability to support a portion of a projected missile beddown (including the **Peacekeepers**). FE Warren AFB **was** previously excluded because it is the only **Peacekeeper** base. These five bases were then grouped with the remaining **bomber/tanker aircraft** bases and evaluated overall against bomber and tanker **mission characteristics** (Tab 9).

The bomber and tanker bases were evaluated in **terms** of their capability to support a bomber and tanker mission. Consequently, each base in this mission **area** received two

separate overall ratings under Criterion I. The large aircraft bases were rated and arrayed in three groups, from most to least desirable for bomber and tanker missions separately (Tab 10).

Airlift bases were initially grouped for comparative purposes with the bomber and tanker bases. Each of these bases was rated for its capability to support a bomber, tanker, and airlift mission, thus resulting in three overall ratings for each base under Criterion I. After conducting this analysis, the BCEG concluded that airlift bases could be better evaluated separately. Consequently, the seven airlift bases were evaluated separately from the bombers and tanker bases. These bases were then arrayed in three groups from most to least desirable (Tab 10).

All large aircraft bases were screened using a geographic filter to select the ones that could support a mobility mission on either the east or west coast of the United States. The selected bases were evaluated using the Mobility criteria developed by the Air Staff and MAJCOM and accepted by the BCEG. Those bases on both the east and west coast that could best support a mobility mission were identified.

Small aircraft bases were evaluated in terms of their capability to support a fighter mission. The small aircraft bases were rated and arrayed in three groups, from most to least desirable for fighter missions (Tab 11).

In the industrial/technical support category subelements to analyze depots under Criterion I were developed and applied. The bases were evaluated using the eight DoD Criteria, including the depot-unique subelements (Tab 12).

The BCEG evaluated those ARC bases which exceed the base closure law threshold. It was determined ANG and AFRES bases should not be compared against each other as were the active bases. Instead, bases were reviewed for potential cost effective realignment (Tabs 13 and 14). The BCEG analyzed several potential realignments but none proved to be cost effective. However, during this analysis the BCEG identified some cost effective ARC installation realignments that did not meet the base closure threshold (300 civilians) and recommended that they be included in the Air Force recommendations.

The two bases in the Cantonment Subcategory were evaluated for closure and neither is recommended for closure or realignment (Tab 15).

Based on the BCEG analysis, closure candidates were selected by the SECAF from among the lowest rated bases. Closure and realignment candidate bases in the flying operations subcategory were additionally evaluated for their capability to support another flying operations mission.

**TAB 6, ATCH A**  
**RECOMMENDATIONS: CLOSURES**

**HOMESTEAD AIR FORCE BASE, FLORIDA**

**Recommendation:** Homestead AFB, Florida, is recommended for closure. The 31st Fighter Wing will inactivate. All F-16s from the 31st Fighter Wing will remain temporarily assigned to Moody AFB, Georgia, and Shaw AFB, South Carolina. The Inter-American Air Forces Academy will move to Lackland AFB, Texas. The Air Force Water Survival School will be temporarily located at Tyndall AFB, Florida. Future disposition of the Water Survival School is dependent upon efforts to consolidate its functions with the US Navy. The 301st Rescue Squadron, Air Force Reserve (AFRES) will move to Patrick AFB, Florida. The 482nd Fighter Wing (AFRES) will move to MacDill AFB, Florida and convert to KC-135Rs. The NORAD alert activity will move to an alternate location. The 726th Air Control Squadron will relocate to Shaw AFB. The Naval Security Group will consolidate with other US Navy units. All DoD activities and facilities including family housing, the hospital, commissary, and base exchange facilities will remain closed. All essential cleanup and restoration activities associated with Hurricane Andrew will continue until completed. If Homestead AFB resumes operations as a civilian airport, the NORAD alert facility may be rebuilt in a cantonment.

**Justification:** There were several factors which resulted in the closure recommendation. First, the Air Force has one more small aircraft base than is required to support the fighter aircraft in the DoD Force Structure Plan. When the data were evaluated against all eight of the DoD selection criteria, Homestead AFB ranked low relative to the other bases in the small aircraft subcategory. While Homestead AFB's ranking rests on the combined results of applying the eight DoD selection criteria, one stood out: the excessive cost to rebuild Homestead, while other small aircraft bases required little or no new investment. The cost to close Homestead AFB is low, especially when measured against the high cost of reconstruction, and the long-term savings are substantial.

All small aircraft bases were considered equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, and the Department of Defense (DOD) 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 (Executive Group), a group of seven general officers and six Senior Executive Service career civilians appointed by the Secretary of the Air Force. The decision to close Homestead AFB was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the Executive Group.

The cost to close is estimated to be \$75.1 million; the annual savings after closure are \$75.4 million; the return on investment years based on the net present value computations is 0 years. All dollar amounts are in constant FY 94 dollars.

The Air Force will dispose of **all** property at Homestead AFB except a small parcel that **may be** needed for a NORAD alert facility. The closure of Homestead AFB will **have** an impact on the local economy. The projected potential employment loss (**8,827** jobs), both direct and indirect, is 1.0 percent of the employment base (898,313 jobs) in the Miami-Hialeah Metropolitan Statistical Area, **assuming** no economic recovery. The impact on the **city** of Homestead, **Florida will be** much more severe. The impact on the community infrastructure at the new receiving bases is minimal. Homestead **AFB** is in an air quality non-attainment area for ozone, and **has** significant soil contamination from fuels, lead, and pesticides. Homestead AFB is on the National Priorities **List**. Closure **of** Homestead AFB will result **in** generally positive environmental effects. Environmental restoration of Homestead AFB will continue until complete.

**K.I. SAWYER AIR FORCE BASE, MICHIGAN**

**Recommendation:** K.I. Sawyer AFB, Michigan, is recommended for closure. The **410th** Bomb Wing will inactivate. **B-52H** aircraft will transfer to Barksdale AFB, **Louisiana**. The Air Force will retire its **B-52G** aircraft instead of implementing the previous **Base Closure Commission** recommendation to transfer those aircraft from Castle AFB, **California**, to **K.I. Sawyer AFB**. *All* activities and facilities at the base including family housing, the hospital, commissary, and base exchange will close.

**Justification:** There are several factors which resulted in the above recommendation. The Air Force **has** four **more** large aircraft bases than are needed to support the number of bombers, tankers, and airlift assets in the DoD Force Structure **Plan**. The **Air** Force must maintain Minuteman III basing flexibility due to uncertainty **with** respect to **START II**. **This** requires the retention of the ballistic missile fields at Malmstrom AFB, Grand Forks AFB, Minot AFB, and F.E. Warren AFB. It is more economical to **retain** a bomber/missile base that **must** remain open for **missiles** than to maintain a bomber-only **base**. Therefore, based on the facts that K.I. Sawyer AFB **does** not support ballistic missile operations, that when **all** eight DoD criteria **are** applied K.I. Sawyer AFB **ranks** low, and that there is excess large aircraft base capacity, **K.I. Sawyer AFB** is recommended for closure.

All large aircraft **bases** were considered **equally** in a process that conformed to the Defense Base Closure and Realignment Act of 1990 (Public **Law 101-510**), **as** amended, and the Department of Defense (**DoD**) guidance. Each **base** was evaluated against the eight DoD selection criteria **and** a large number of subelements specific to **Air** Force bases **and** missions. Extensive data gathered to support the evaluation of each base under each criterion was reviewed **by** the Base **Closure** Executive Group (Executive Group), a group of seven general officers and **six** Senior Executive Service career civilians appointed by the Secretary of the **Air** Force. The decision to close **K.I. Sawyer AFB** was made by the **Secretary** of the **Air** **Force** with advice of the Air Force Chief of **Staff** and in consultation with the **Executive** Group.

The cost to close is estimated to **be** \$143.7 million; the annual **savings** after closure are **\$62.4** million; the **return** on investment **years** based on the net present value computations is 1 year. All dollar amounts **are** in constant FY **94** dollars.

The closure of **K.I. Sawyer AFB** **will** have an impact on the local economy. The projected potential employment loss (**4,399** jobs), **both** direct and indirect, is **14** percent of the employment **base** (**29,019** jobs) in the Marquette County Metropolitan **Statistical Area**, assuming no economic recovery. **The** impact on the community infrastructure at the new receiving base **is** minimal. Closure of **K.I. Sawyer AFB** will **result** in generally positive environmental effects. Environmental restoration of **K.I. Sawyer AFB** **will** continue **until** complete.

## McCLELLAN AIR FORCE BASE, CALIFORNIA

**Recommendation:** McClellan AFB, California, is recommended for closure. The Hydraulics Component Repair operation will remain open. The depot workload will be relocated to other Air Logistics Centers, other depots, privatized, or other least cost options. The **1849th** Electronics Installation Squadron will move to **Hill** AFB, **Utah**; the Headquarters function of the Air Rescue **Service** will transfer to Langley AFB, Virginia; the **Air** Force Technical Applications Center's Technical Operations Division will relocate to Offutt AFB, Nebraska. The **940th Air** Refueling Group (AFRES) at Mather AFB, **California**, will realign to Beale AFB, California, instead of McClellan AFB (as recommended by the 1991 Commission). *All* activities and facilities at the base, including family housing, the hospital annex (formerly known as Mather hospital), commissary, and base exchange will **close**, except the hydraulics repair facility. The intent of the Air Force is that the Defense Switched Network terminal be phased out within the timeframe of the depot closure.

**Justification:** Due to significant reductions in force structure, the **Air Force** has excess depot maintenance capacity of approximately 8.7 million Direct Product Actual **Hours** (DPAH). When all eight criteria are applied to the bases in the depot **subcategory**, McClellan AFB ranked low in comparison to the other five bases. **This** ranking rests on the combined results of applying the eight DoD selection criteria rather than one or two specific deficiencies. The long-term military value of McClellan AFB is limited. Incompatible land use is a constraint. The local airspace is also constrained. The closure of McClellan AFB will reduce depot capacity by 6.3 million DPAH.

All **six Air** Force depots were considered for closure equally in a process that conformed to the Defense **Base** Closure and Realignment Act of **1990** (Public Law 101-510), as amended, and Department of Defense (DoD) guidance. Each base hosting an **Air** Force depot was evaluated **against** the eight Department of Defense (**DoD**) selection criteria and a large number of subelements specific to Air Force bases, depots, and missions. Extensive data, gathered to support the evaluation of each **of** these bases under each criterion, was reviewed by the Base Closure Executive Group (Executive Group). The Executive Group is a group of seven general officers and six Senior Executive Service career civilians appointed by the Secretary of the **Air** Force (SECAF). **SECAF** made the decision to close McClellan AFB **with** the advice of the Air Force Chief of Staff and in consultation **with** the Executive Group.

The closure of McClellan AFB implements DoD tasking to reduce excess depot maintenance capacity, economize depot management, and increase competition and privatization in DoD. The Air Force fully supports the need to close excess depots, correctly **size** needed depots, and generate additional savings through workload consolidation, interservicing, and privatization. The closure of McClellan AFB supports these **goals**.

The cost to close is estimated to be **\$427.5** million; the annual savings after closure are **\$89** million; the return on investment **years** based on the net present value computations is **2 years**. *All* dollar amounts are in constant **FY 94** dollars.

The closure of McClellan AFB will have an impact on the local economy. The projected potential employment loss (30,761 jobs), both direct and indirect, is 4.1 percent of the employment base (750,823 jobs) in the Sacramento Metropolitan Statistical Area, assuming no economic recovery. The impact on the community infrastructure at the new receiving bases is minimal. McClellan AFB is in an air quality non-attainment area for ozone, carbon monoxide, and particulates. McClellan AFB is on the National Priorities List. Closure of McClellan AFB will result in generally positive environmental effects. Environmental restoration of McClellan AFB will continue until complete.

**NOTE:** *The closure of McClellan AFB will be scheduled to last the full six years allowed by DBCRA. During that time, activities will phase down gradually, as workload is transferred in a cost effective manner, or terminate when the equipment supported is retired. Installation cleanup would continue and would be completed as rapidly as feasible. The Air Force will actively encourage non-Air Force use of facilities at McClellan AFB for job-creating activities that would be compatible with the cleanup effort. Facilities will be made available to other government agencies or to the private sector by lease at fair market value. This approach will expedite conversion and reduce the cost to close.*

## NEWARK AIR FORCE BASE, OHIO

**Recommendation:** Newark AFB, Ohio, is recommended for closure. The Aerospace Guidance and Metrology Center (AGMC) depot will be closed; some workload will be realigned to other Air Logistics Centers, other depots, or other least cost options, but most will be privatized in place.

**Justification:** Due to significant reductions in force structure, the Air Force has an excess depot maintenance capacity of approximately 8.7 million Direct Product Actual Hours (DPAH). When all eight criteria are applied to the bases in the-depot subcategory, Newark AFB ranked low in comparison to the other five depot bases. The long-term military value of the base is low because it does not have an airfield and it is not a traditional Air Force base in any respect. Instead, it is a stand-alone, highly technical, industrial plant that is operated predominantly by a civilian work force. As a result, it is conducive for conversion to the private sector. The closure of Newark AFB will reduce the Air Force depot capacity by 1.7 million DPAH and is consistent with OSD guidance to reduce capacity, economize depot management, and increase competition and privatization in DoD.

All six Air Force depots were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, and Office of the Secretary of Defense (OSD) guidance. Each base hosting an Air Force depot was evaluated against the eight DoD selection criteria and a large number of sub-elements specific to Air Force bases, depots, and missions. Extensive data, gathered to support the evaluation of these bases under each criterion, was reviewed by the Base Closure Executive Group (Executive Group). The Executive Group is a group of seven general officers and six Senior Executive Service career civilians appointed by the Secretary of the Air Force (SECAF). SECAF made the decision to close Newark AFB with the advice of the Air Force Chief of Staff and in consultation with the Executive Group.

The cost to close is estimated to be \$31.3 million; the annual savings after closure are \$3.8 million; the return on investment years based on the net present value computations is 8 years. All dollar amounts are in constant FY 94 dollars.

The closure of Newark AFB will have an impact on the local economy. The projected potential employment loss (2963 jobs), both direct and indirect, is 4.6 percent of the employment base (64,529 jobs) in the Licking County Metropolitan Statistical Area, assuming no economic recovery.\* Newark AFB is in an air quality non-attainment area for ozone. Closure of Newark AFB will result in generally positive environmental effects. Environmental restoration of Newark AFB will continue until complete.

\*If privatization occurs the loss of Air Force authorizations at the depot will not represent actual job losses.

**TAB 7**  
**Budget Impacts**

**BASE CLOSURE CASH FLOW**  
**(TY\$M)**

	<u>FY94</u>	<u>FY95</u>	<u>FY06</u>	<u>FY97</u>	<u>FY0H</u>	<u>FY99</u>	<u>FYDP</u> <u>TOTAL</u>
<b>TOTALS</b>							
costs	196	527	136	153	122	92	1227
(Savings)	(85)	(221)	(387)	(560)	(119)	(665)	(2537)
Net Cost or (Savings)	111	306	(250)	(407)	(496)	(573)	(1309)
Cumulative <b>Net</b> (Savings)	111	417	167	(240)	(736)	(1309)	(1309)

Steady State Savings (477M) by FY00 reflect:

Caretaker costs prior to disposal  
CHAMPUS net savings due to redistribution of medical personnel  
RPMA and BOS associated with movement from closing bases to gaining bases

Notes:  
Does not reflect requirement to capitalize the Base Closure Account  
Does not include funding for any environmental cleanup  
**Costs** reflect one-time costs  
Savings reflect the **net** of recurring costs and recurring savings

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**TAB 8  
CLASSIFIED APPENDIX**

This section of the report is classified and is in the classified appendix.

**UNCLASSIFIED**

**TAB 8**

## TAB 9

FLYING CATEGORY  
OPERATIONS SUBCATEGORY -- MISSILE

**Bases** in this subcategory are:

Ellsworth AFB, South Dakota  
**Grand** Forks AFB, **North** Dakota  
Malmstrom AFB, Montana  
Minot AFB, North Dakota  
**Whiteman AFB, Missouri**

The primary purpose of these bases is to provide intercontinental ballistic missile operations. Important **attributes** of **bases** in this subcategory **are**:

- Capable silos
- Launch control facility
- Potential for future **systems**
- Infrastructure to support missile operations
- Adequate weapons storage
- survivability

**For criteria see** Tab 10, Atch A under paragraph **2.4** - "Operational Effectiveness (Missiles only)"

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- MISSILE**

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

**OPERATIONAL EFFECTIVENESS (Missile Mission)(crit.2.4)**

**NOTE: Applies only to missile bases**

**THIS PAGE IS CLASSIFIED SECRET -- SEE CLASSIFIED APPENDIX (TAB 8)**

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**TAB 9**

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TAB 10

FLYING CATEGORY  
OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

Bases in the large aircraft subcategory are:

Altus AFB, Oklahoma	Barksdale AFB, Louisiana
Beale AFB, California	Charleston AFB, South Carolina
Dover AFB, Delaware	Dyess AFB, Texas
Ellsworth AFB, South Dakota	Fairchild AFB, Washington
Griffiss AFB, New York	Grand Forks AFB, North Dakota
KI Sawyer AFB, Michigan	Little Rock AFB, Arkansas
Malmstrom AFB, Montana	March AFB, California
McChord AFB, Washington	McConnell AFB, Kansas
McGuire AFB, New Jersey	Minot AFB, North Dakota
Plattsburgh AFB, New York	Travis AFB, California
Whiteman AFB, Missouri	

The Large Aircraft subcategory consists of bases which support the bomber, tanker, airlift, and mobility missions.

**BOMBER MISSION:** Important attributes of bases which support both nuclear and conventional bomber missions are:

- Survivability
- Adequate weapons storage
- Geographically located with adequate tanker support
- Access to low level routes
- Access to bombing ranges
- Minimum traffic congestion/ATC delays
- Runway and flight line facilities which support large aircraft
- Low encroachment ground/airspace

**TANKER MISSION:** Important attributes of bases which support the tanker mission are:

- High capacity refueling systems
- Proximity to receiver units
- Minimum traffic congestion/ATC delays
- Runway and flight line facilities which support large aircraft
- Low encroachment ground/airspace

**AIRLIFT MISSION:** Important attributes of bases which support the airlift mission are:

- Runway and flight line facilities which support large aircraft
- High capacity refueling systems
- Proximity to major airlift customers
- Proximity to drop/landing zones
- Proximity to east or west coast
- Large passenger handling facilities
- Low encroachment ground/airspace

**MOBILITY MISSION:** The mobility mission melds the global reach character of both the airlift and tanker missions. Designed to provide:

- Rapid Responsiveness
- Integrated force that can land at a base, upload personnel and equipment, takeoff, and conduct extended range operations--immediately
- Units that plan, train, and deploy as a package force

Important attributes for mobility bases:

Geographic proximity to east/west major deployment regions

Airfield, runway, taxiway and ramp infrastructure to operationally accommodate 70-80 large tanker and airlift aircraft

High capacity POL storage (large tank farm)

High volume hydrant refueling system

Ready access to high volume POL replenishment

Large capacity airfield infrastructure/facilities

Minimum ground and airspace encroachment

Current and future access to quality training airspace

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**TAB 10, ATCH A**

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

**1. Force Structure**

**CLOSURE RATING (G,Y,R)**

A. Is 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 significant programmed reductions

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

**RED** - Force structure is being phased out in the force structure plan

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

**GREEN** - no significant programmed reductions

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

**RED** - Force structure is being phased out in the force structure plan

**NA** - No other force structure

**2.2. Operational Effectiveness (Long Range Bomber)**

A. Geographic location supports mission

Survivability:  
(B-52H wartime START aircraft only)

**GREEN** - Last generated aircraft reaches its base escape point before the first missile arrival time

**RED** - Last generated aircraft fails to reach its safe escape point before first missile arrival time

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

Alternate base:	GREEN $\leq$ 1 hour YELLOW $>$ 1 hour $\leq$ 2 hours RED $>$ 2 hours
Weather impact on mission:	GREEN - Above 1500/3 $\geq$ 75% and $<$ 10 days icing YELLOW - Above 1500/3 $\geq$ 50% and $<$ 20 days icing RED - anything else
Does weather require annual planning to conduct off station training?	GREEN - No RED - Yes
Air Traffic Delay:	GREEN - Avg ATC Delay $\leq$ 10 min YELLOW - $>$ 10 min $\leq$ 20 min RED - $>$ 20 min
Are runways adequate to support a bomber mission?	GREEN - Dual runways or single runway, emergency runway w/in 20 min YELLOW - Single runway, emergency runway w/in 21-30 min RED - Anything else

**B. Adequate training areas (Ranges, TRs, MOAs) available**

Low Altitude MOAs for attack and LOWAT training?	GREEN $\leq$ 400NM YELLOW $>$ 400NM $\leq$ 600NM RED $>$ 600NM
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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

Distance to bombing range:	GREEN $\leq$ 400NM YELLOW $>$ 400 NM $\leq$ 800NM RED $>$ 800NM
Low Altitude Scored Route:	GREEN $\leq$ 500NM YELLOW $>$ 500NM $\leq$ 1000NM RED $>$ 1000NM
Distance to the STRC:	GREEN $\leq$ 600 NM YELLOW $>$ 600NM $\leq$ 1200NM RED $>$ 1200 NM
EC Range within:	GREEN $\leq$ 400NM YELLOW $>$ 400NM $\leq$ 800NM RED $>$ 800NM
Live Drop availability:	GREEN $\leq$ 600NM YELLOW $>$ 600NM $\leq$ 1200NM RED $>$ 1200NM
Number of VR/IR routes:	GREEN $\geq$ 5 w/in 400NM YELLOW $<$ 5w/in 400NM and $\geq$ 3/in 600NM RED $<$ 3 w/in 800NM

**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

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**D. Composite/integrated force training airspace**

**GREEN** - Special Use Airspace and/or access to bombing ranges is available within 400NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Interservice participation or adversary is within 600NM.

**YELLOW** - Special Use Airspace and/or access to bombing ranges is available at 401NM to 600NM from the installation for large force employment exercises, or adequate airspace exists within 401 to 600NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Interservice participation or adversary is within 601NM to 800NM.

**RED** - Special Use Airspace and/or access to bombing ranges is greater than 600NM from installation for large force employment exercises (greater 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary available.

**E. Potential for Airspace/Training area growth**

**GREEN** - Airspace available for future expansion; supports advanced basing concept

**YELLOW** - Status Quo

**RED** - Reductions possible

**2.3. Operational Effectiveness (Tanker Mission)**

**A. Geographic location supports mission**

**Survivability:**

**GREEN** - Last generated aircraft reaches its base escape point before the first missile arrival time

**RED** - Last generated aircraft fails to reach its safe escape point before first missile arrival time

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

Alternate base: GREEN  $\leq$  1 hour  
YELLOW  $>$  1 hour  $\leq$  2 hours  
RED  $>$  2 hours

Weather impact on mission: GREEN - Above 1500/3  $\geq$  75% and  $\leq$  10 days icing  
YELLOW - Above 1500/3  $\geq$  50% and  $>$  10 days  $\leq$  20 days icing  
RED -  $>$  20 days icing

Does weather require annual planning to conduct off station training? GREEN - No  
RED - Yes

Air Traffic Delay: GREEN - Avg ATC Delay  $\leq$  10 min  
YELLOW -  $>$  10 min  $\leq$  20 min  
RED -  $>$  20 min

**B. Wartime**

Tanker Mission Capability: GREEN - Total tanker off load  $\geq$  70% of max fuel load  
YELLOW -  $<$  70%  $\geq$  50%  
RED -  $<$  50%

**C. Peacetime: Tanker**

Distance to highly concentrated RCVR area: GREEN  $\leq$  400 NM  
YELLOW  $>$  400NM  $\leq$  800 NM  
RED  $>$  800 NM

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

Deployment Region Events: GREEN - > 750 events  
YELLOW - 300 to 750 events  
RED - 0 to 299 events

**2.4. Operational Effectiveness (Missile Mission Only)**

Ground System GREEN - Good maintainability  
YELLOW - Average maintainability  
RED - Poor maintainability

Geology GREEN - Geo features enhance survivability/maintainability  
YELLOW - Geo features adequate for survivability/maintainability  
RED - Geo features cause reduced survivability/maintainability

Spacing GREEN - High survivability  
YELLOW - Medium survivability  
RED - Low survivability

Ranging GREEN - Good location (North & West)  
YELLOW - Centralized or tradeoffs in location  
RED - Poor location (South & East)

Weather GREEN - No impact on missile maintainability/operations  
YELLOW - Minimum impact on missile maintainability/operations  
RED - Moderate impact on missile maintainability/operations

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

Future Systems  
GREEN - Compatible  
RED - Incompatible

**2.5. Operational Effectiveness (Airlift Mission)**

**A. Geographic location supports mission**

Alternate airfield:  
GREEN  $\leq 30$  min  
YELLOW  $> 30 \leq 60$  min  
RED  $> 60$  min

Divert airfield(if single rwy):  
GREEN  $\leq 30$  min  
RED  $> 30$  min

Weather impact on mission at base:  
GREEN - Above 3000/1  $\geq 90\%$  and above 3000/3  $\geq 75\%$   
YELLOW - Above 3000/1  $< 90\% \geq 75\%$  and above  
3000/3  $< 75\% \geq 50\%$   
RED - anything else

Does weather require annual planning  
to conduct off station training?  
GREEN - Not extensive  
RED - Extensive

Air Traffic Delay:  
GREEN - Avg ATC delay  $\leq 15$  min  
RED  $> 15$  min

Mobility/Deployability:  
GREEN - Optimum deployable range and utilization of airlift assets  
YELLOW - Reduced deployable range, requires intermediate stopovers  
RED - Presents difficult range and load restrictions

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**B. Adequate Training areas (Drop zones, Low level routes, etc.)**

Drop Zones/ LZs:  
(Formation/Live)

GREEN  $\leq$  200NM  
YELLOW  $>$  200NM  $\leq$  500NM  
RED  $>$  500NM

Army/Marine installations w/ airdrop employment requirements:

GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM

Full scale airdrop availability:

GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM

Number of VR/IR routes:

GREEN  $\geq$  3 w/i 200NM  
YELLOW  $<$  3 w/i 200NM and  $\geq$  3 w/i 250NM  
RED  $\leq$  3 w/i 300NM

Air refueling routes:

GREEN 4 w/i 200NM  
YELLOW 2 w/i 300NM  
RED  $<$  2 w/i 500NM

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**3A. Existing Associated Airspace Availability (Special Use Airspace)**

**MOA/Bombing Ranges:**

**GREEN - Fully adequate MOA/bombing ranges available.  
YELLOW - Generally adequate MOA/bombing ranges available, but improvements required.  
RED - Inadequate MOA/bombing ranges available.**

**Low Level Routes:**

**GREEN - Fully adequate capacity for low level routes/capacity available.  
YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity available.**

**3B. Future Associated Airspace Availability (Special Use Airspace)**

**MOA/Bombing Ranges:**

**GREEN - Fully adequate MOA/bombing ranges expected to remain available.  
YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required.  
RED - Inadequate MOA/bombing ranges expected to become available.**

**Low Level Routes:**

**GREEN - Fully adequate low level routes/capacity expected to remain available.  
YELLOW - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity expected to become available.**

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**4. Can base runway and taxiway and apron support:**

Fighter Mission	GREEN - Yes; YELLOW - Marginal; RED - No
Bomber Mission	GREEN - Yes; YELLOW - Marginal; RED - No
Tanker Mission	GREEN - Yes; YELLOW - Marginal; RED - No
Airlift Mission	GREEN - Yes; YELLOW - Marginal; RED - No

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

TAB 10, ATCH A, ANNEX I

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

PRIMARY FORCE STRUCTURE (crit.1A)

BARKSDALE	Y
BEALE	G
DYESS	G
ELLSWORTH	G
FAIRCHILD	Y
GRAND FORKS	G
GRIFFISS	Y
KI SAWYER	Y
MALMSTROM	G
MARCH	G
McCONNELL	G
MINOT	Y
PLATTSBURGH	G
WHITEMAN	G

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

## FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBERTANKER

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

## OTHER FORCE STRUCTURE (crit.1B)

BARKSDALE	G
BEALE	G
DYESS	G
ELLSWORTH	Y
FAIRCHILD	G
GRAND FORKS	Y
GRIFFISS	G
KI SAWYER	G
MALMSTROM	Y
MARCH	Y
McCONNELL	G
MINOT	Y
PLATTSBURGH	N/A
WHITEMAN	Y

**GREEN** - No significant programmed reductions

**N/A** - No other force structure

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

**RED** - Force structure is being phased out in the force structure plan

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)(crit.2.2)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.2A)**

	<b>WEATHER IMPACT</b>	<b>WX PLAN</b>	<b>AIR TRAFFIC DELAY</b>
BARKSDALE	G	G	Y
BEALE	G	G	G
DYESS	G	G	G
ELLSWORTH	G	G	G
FAIRCHILD	G	G	G
GRAND FORKS	Y	G	G
GRIFFISS	Y	G	G
KI SAWYER	Y	G	G
MALMSTROM	G	G	G
MARCH	G	G	Y
McCONNELL	G	G	G
MINOT	Y	G	G
PLATTSBURGH	G	G	G
WHITEMAN	G	G	G

**GREEN** - Above 1500/3  $\geq$  75% and < 10 days icing  
**YELLOW** - Above 1500/3  $\geq$  50% and < 20 days icing  
**RED** - anything else

**GREEN** - No  
**RED** - Yes

**GREEN** - Avg ATC delay < 10 min  
**YELLOW** - > 10  $\leq$  20 min  
**RED** - > 20 min

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)(crit.2.2)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.2A)**

	<b>RUNWAYS ADEQUATE TO SUPPORT MISSION</b>	<b>OVERALL (Geo Loc Spt Msn)</b>
BARKSDALE	G	G-
BEALE	G	G
DYESS	G	G
ELLSWORTH	Y	G-
FAIRCHILD	Y	G-
GRAND FORKS	Y	Y+
GRIFFISS	G	G-
KI SAWYER	Y	Y+
MALMSTROM	G	G
MARCH	G	G-
McCONNELL	G	G
MINOT	Y	Y+
PLATTSBURGH	G	G
WHITEMAN	Y	G-

**GREEN** - Dual runways or single runway, emergency landing airfield w/in 20 minutes

**YELLOW** - Single runway, emergency runway w/in 21 - 30 minute

**RED** - Anything else

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)(crit.2.2)  
ADEQUATE TRAINING AREAS (crit.2.2B)**

	<b>LOWAT MOA</b>	<b>DISTANCE TO BOMBING RNG</b>	<b>LOW ALTITUDE SCORED ROUTE</b>	<b>DISTANCE TO THE STRC</b>
BARKSDALE	G	G	G	Y
BEALE	G	G	G	Y
DYESS	G	G	G	Y
ELLSWORTH	G	Y	G	G
FAIRCHILD	G	G	G	Y
GRAND FORKS	G	G	G	G
GRIFFISS	G	G	G	R
KI SAWYER	G	G	G	Y
MALMSTROM	G	G	G	G
MARCH	G	G	G	Y
McCONNELL	G	G	G	G
MINOT	G	Y	G	G
PLATTSBURGH	G	G	G	R
WHITEMAN	G	G	G	G

<b>GREEN ≤ 400NM</b>	<b>GREEN ≤ 400NM</b>	<b>GREEN ≤ 500NM</b>	<b>GREEN ≤ 600NM</b>
<b>YELLOW &gt; 400 ≤ 600NM</b>	<b>YELLOW &gt; 400 ≤ 800NM</b>	<b>YELLOW &gt; 500 ≤ 1000NM</b>	<b>YELLOW &gt; 600 ≤ 1200NM</b>
<b>RED &gt; 600NM</b>	<b>RED &gt; 800NM</b>	<b>RED &gt; 1000NM</b>	<b>RED &gt; 1200NM</b>

## FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

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

OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)(crit.2.2)  
ADEQUATE TRAINING AREAS (crit.2.2B)

	EC RNG	LIVE DROP	VR/IR ROUTES	OVERALL
BARKSDALE	G	G	G	G
BEALE	G	G	G	G
DYESS	G	G	G	G
ELLSWORTH	G	G	G	G-
FAIRCHILD	G	G	G	G
GRAND FORKS	G	Y	G	G
GRIFFISS	G	G	G	G-
KI SAWYER	Y	G	G	G-
MALMSTROM	G	G	G	G
MARCH	G	G	G	G
McCONNELL	G	G	G	G
MINOT	G	Y	G	G-
PLATTSBURGH	G	G	G	G-
WHITEMAN	Y	G	G	G-

GREEN ≤ 400NM  
 YELLOW >400 ≤ 800NM  
 RED > 800NM

GREEN ≤ 600NM  
 YELLOW > 600 ≤ 1200NM  
 RED >1200NM

GREEN ≥ 5 w/in 400NM  
 YELLOW <5 w/in 400 & >3 w/in 600NM  
 RED < 3 w/in 800NM

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)(crit.2.2C)**

**SPECIAL USE AIRSPACE AND AVAILABLE TRAINING AREAS  
(ABILITY TO FULFILL LARGE AIRCRAFT TRAINING REQUIREMENTS)**

BARKSDALE	G
BEALE	G
DYESS	G
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	G
KI SAWYER	G
MALMSTROM	G
MARCH	G
McCONNELL	G
MINOT	G
PLATTSBURGH	G
WHITEMAN	G

**GREEN** - Meets all training requirements

**YELLOW** - Minor degradations to accomplishing training requirements

**RED** - Major degradations to accomplishing training requirements

## FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

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

## OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)(crit.2.2D)

COMPOSITE/INTEGRATED FORCE  
TRAINING AIRSPACE

BARKSDALE	G
BEALE	G
DYESS	G
ELLSWORTH	G
FAIRCHILD	G
GRAND FORKS	G
GRIFFISS	G
KI SAWYER	G
MALMSTROM	G
MARCH	G
McCONNELL	G
MINOT	G
PLATTSBURGH	G
WHITEMAN	G

**GREEN** - Special Use Airspace and/or access to bombing ranges is available within 400NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Interservice participation or adversary installation is within 600NM.

**YELLOW** - Special Use Airspace and/or access to bombing ranges is available at 401 to 600NM from installation for large force employment exercises, or adequate airspace exists within 401NM to 600NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises. Interservice participation or adversary in within 601 to 800NM.

**RED** - Special Use Airspace and/or access to bombing ranges is greater than 600NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary available.

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission) (crit.2.2E)**

**POTENTIAL FOR AIRSPACE/TRAINING AREA GROWTH**

BARKSDALE	Y
BEALE	Y
<u>DYESS</u>	Y
ELLSWORTH	G
FAIRCHILD	Y
<u>GRAND FORKS</u>	G
GRIFFISS	Y
KI SAWYER	G
<u>MALMSTROM</u>	Y
MARCH	R
McCONNELL	Y
<u>MINOT</u>	G
PLATTSBURGH	Y
WHITEMAN	Y

**GREEN** - Airspace available for future expansion; supports advanced basing concept

**YELLOW** - Status Quo

**RED** - Reductions possible

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

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

OPERATIONAL EFFECTIVENESS (TANKER Mission)(crit.2.3)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.3A)

	WEATHER IMPACT	WX PLANNING	AIR TRAFFIC DELAY	OVERALL (Geo Loc Spt Msn)
BARKSDALE	G	G	Y	G-
BEALE	G	G	G	G
DYESS	G	G	G	G
ELLSWORTH	G	G	G	G-
FAIRCHILD	G	G	G	G-
GRAND FORKS	Y	G	G	Y+
GRIFFISS	Y	G	G	G-
KI SAWYER	Y	G	G	Y+
MALMSTROM	G	G	G	G
MARCH	G	G	Y	G-
McCONNELL	G	G	G	G
MINOT	Y	G	G	Y+
PLATTSBURGH	G	G	G	G
WHITEMAN	G	G	G	G-

GREEN - Above 1500/3  $\geq$  75% and  $\leq$  10 days icing

YELLOW - Above 1500/3  $\geq$  50% and  $> 10 \leq 20$  days icing

RED -  $> 20$  days icing

GREEN - Yes

RED - No

GREEN -  $\leq 10$  min

YELLOW -  $> 10 \leq 20$  min

RED -  $> 20$  minutes

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**OPERATIONAL EFFECTIVENESS (TANKER Mission)(crit.2.3)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.3A)**

**WARTIME**

**SEE CLASSIFIED APPENDIX, TAB 8**

## FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

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

OPERATIONAL EFFECTIVENESS (Tanker Mission)(crit.2.3)  
PEACETIME: Tanker (crit.2.3C)

	DISTANCE TO RCVR AREA	TANKER SATURATION w/in the REGION	REFUELING EVENTS SUPPORTED W/IN 700 NM OF DEPLOY REGION	OVERALL
BARKSDALE	Y	G	Y	Y+
BEALE	G	Y	G	G-
DYESS	G	G	Y	G-
ELLSWORTH	G	Y	R	Y
FAIRCHILD	G	R	R	Y-
GRAND FORKS	G	Y	R	Y
GRIFFISS	Y	R	G	Y
KI SAWYER	G	R	R	Y-
MALMSTROM	Y	R	R	R+
MARCH	G	Y	G	G-
McCONNELL	G	G	Y	G-
MINOT	G	Y	R	Y
PLATTSBURGH	Y	R	G	Y
WHITEMAN	G	G	Y	G-

GREEN  $\leq$  400 NM  
 YELLOW  $>$  400  $\leq$  800 NM  
 RED  $>$  800 NM

GREEN = tanker poor  
 YELLOW = balanced  
 RED = tanker rich

GREEN -  $>$  750 events  
 YELLOW - 300 to 750 events  
 RED - 0 to 299 events

**UNCLASSIFIED**

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**EXISTING ASSOCIATED AIRSPACE AVAILABILITY (crit.3A)**

	<b>MOA/BOMBING RANGES</b>	<b>LOW LEVEL ROUTES</b>
BARKSDALE	G	G
BEALE	G	G
DYESS	G	G
ELLSWORTH	G	G
FAIRCHILD	G	G
GRAND FORKS	G	G
GRIFFISS	G	G
KI SAWYER	G	G
MALMSTROM	G	G
MARCH	G	G
McCONNELL	G	G
MINOT	G	G
PLATTSBURGH	G	G
WHITEMAN	G	G

**GREEN** - Fully adequate MOA/Bombing Ranges available.

**YELLOW** - Generally adequate MOA/Bombing Ranges available, but improvements required.

**RED** - Inadequate MOA/Bombing Ranges available.

**GREEN** - Fully adequate low level routes/capacity available.

**YELLOW** - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.

**RED** - Inadequate low level routes/capacity .

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**FUTURE ASSOCIATED AIRSPACE AVAILABILITY (crit.3B)**

	<b>MOA/BOMBING RANGES</b>	<b>LOW LEVEL ROUTES</b>
BARKSDALE	G	G
BEALE	G	G
DYESS	G	G
ELLSWORTH	G	G
FAIRCHILD	G	G
GRAND FORKS	G	G
GRIFFISS	G	G
KI SAWYER	G	G
MALMSTROM	G	G
MARCH	G	G
McCONNELL	G	G
MINOT	G	G
PLATTSBURGH	G	G
WHITEMAN	G	G

**GREEN** - Fully adequate MOA/Bombing Ranges expected to remain available.  
**YELLOW** - Generally adequate MOA/Bombing Ranges expected to remain available, but improvements required.  
**RED** - Inadequate MOA/Bombing Ranges, not expected to be available.

**GREEN** - Full adequate low level routes/capacity expected to remain adequate.  
**YELLOW** - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
**RED** - Inadequate low level routes/capacity, not expected to be available.

## FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

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

## BASE RUNWAY/TAXIWAY/RAMP SUPPORT(crit.4)

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
BARKSDALE	G	G	G	G
BEALE	G	G	G	G
DYESS	G	G	G	G
ELLSWORTH	G	G	G	G
FAIRCHILD	G	G	G	G
GRAND FORKS	G	G	G	G
GRIFFISS	G	G	G	G
KI SAWYER	G	G	G	G
MALMSTROM	G	R	G	G
MARCH	G	G	G	G
McCONNELL	G	G	G	G
MINOT	G	G	G	G
PLATTSBURGH	G	Y	G	G
WHITEMAN	G	G	G	G

GREEN - YES  
 YELLOW - MARGINAL  
 RED - NO

UNCLASSIFIED

FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER

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

CRITERIA I

	Primary Force	Other Force	<u>BOMBER MSN</u>	Loc Spt Msn	Trng Areas	SUA Effective	Comp/Int Force	Growth Potential	<u>PAVEM'T SUP</u>	Bomber	OVERALL
BARKSDALE	Y	G	G-	G	G	G	G	Y	G	G	G
BEALE	G	G	G	G	G	G	G	Y	G	G	G
DYESS	G	G	G	G	G	G	G	Y	G	G	G
ELLSWORTH	G	Y	G-	G-	G	G	G	G	G	G	G
FAIRCHILD	Y	G	G-	G	G	G	G	Y	G	G	G
GRAND FORKS	G	Y	Y+	G	G	G	G	G	G	G	G
GRIFFISS	Y	G	G-	G-	G	G	G	Y	G	G	G-
KI SAWYER	Y	G	Y+	G-	G	G	G	G	G	G	G-
MALMSTROM	G	Y	G	G	G	G	G	Y	R	Y+	Y+
MARCH	G	Y	G-	G	G	G	G	R	G	Y+	Y+
McCONNELL	G	G	G	G	G	G	G	Y	G	G	G
MINOT	Y	Y	Y+	G-	G	G	G	G	G	G	G-
PLATTSBURGH	G	N/A	G	G-	G	G	G	Y	Y	G-	G-
WHITEMAN	G	Y	G-	G-	G	G	G	Y	G	G	G

**UNCLASSIFIED**

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT -- BOMBER/TANKER**

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

**CRITERIA 1**

	<b>Primary Force</b>	<b>Other Force</b>	<b>TANKER MSN</b>	<b>Loc Spt Msn</b>	<b>Wartime</b>	<b>Peacetime</b>	<b>PAVEMT SUP</b>	<b>Tanker</b>	<b>OVERALL</b>
BARKSDALE	Y	G	G-	Y	Y+	G	G-	G-	
BEALE	G	G	G	Y	G-	G	G-	G-	
DYESS	G	G	G	Y	G-	G	G-	G-	
ELLSWORTH	G	Y	G-	Y	Y	G	G-	G-	
FAIRCHILD	Y	G	G-	Y	Y-	G	G-	Y+	
GRAND FORKS	G	Y	Y+	Y	Y	G	G-	Y+	
GRIFFISS	Y	G	G-	Y	Y	G	G-	Y+	
KI SAWYER	Y	G	Y+	Y	Y-	G	G-	Y+	
MALMSTROM	G	Y	G	Y	R+	G	G-	Y+	
MARCH	G	Y	G-	R	G-	G	G-	Y+	
McCONNELL	G	G	G	Y	G-	G	G-	G-	
MINOT	Y	Y	Y+	Y	Y	G	G-	Y+	
PLATTSBURGH	G	N/A	G	Y	Y	G	G-	Y+	
WHITEMAN	G	Y	G-	Y	G-	G	G-	G-	

**UNCLASSIFIED**

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

**TAB 10, ATCH A, ANNEX II**

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

**PRIMARY FORCE STRUCTURE (crit.1A)**

ALTUS	G
CHARLESTON	G
DOVER	G
LITTLE ROCK	G
McCHORD	Y
McGUIRE	Y
TRAVIS	G

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

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

**RED** - Force structure is being phased out in the force structure plan

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

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

**OTHER FORCE STRUCTURE (crit.1B)**

ALTUS	N/A
CHARLESTON	N/A
DOVER	N/A
LITTLE ROCK	N/A
McCHORD	G
McGUIRE	G
TRAVIS	Y

**GREEN** - No significant programmed reductions

**N/A** - No other force structure

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

**RED** - Force structure is being phased out in the force structure plan

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT

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

OPERATIONAL EFFECTIVENESS (Airlift Mission)(crit.2.5)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.5A)

ALTERNATE AIRFIELD

DIVERT AIRFIELD

ALTUS  
CHARLESTON  
DOVER  
LITTLE ROCK  
McCHORD  
McGUIRE  
TRAVIS

G  
G  
G  
G  
Y  
G  
G

G  
G  
G  
G  
G  
G  
G

GREEN ≤ 30 Minutes  
YELLOW > 30 ≤ 60 Minutes  
RED > 60 Minutes

GREEN ≤ 30 Minutes  
YELLOW N/A  
RED > 30 Minutes

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

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

**OPERATIONAL EFFECTIVENESS (Airlift Mission)(crit.2.5)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.5A)**

**WEATHER IMPACTS**

	<b>ON MISSION</b>	<b>REQUIRE TDY</b>
ALTUS	G	G
CHARLESTON	G	G
DOVER	G	G
LITTLE ROCK	G	G
McCHORD	Y	G
McGUIRE	Y	G
TRAVIS	G	G

<b>GREEN</b> - Above 300/1 $\geq$ 90%, above 3000/3 $\geq$ 75%	<b>GREEN</b> - Not extensive
<b>YELLOW</b> - Above 300/1 $<$ 90% $\geq$ 75%, above 3000/3 $<$ 75% $\geq$ 50%	<b>YELLOW</b> - N/A
<b>RED</b> - Anything else	<b>RED</b> - Extensive

**UNCLASSIFIED**

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

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

**OPERATIONAL EFFECTIVENESS (Airlift Mission)(crit.2.5)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.5A)**

**AIR TRAFFIC DELAY                      MOBILITY/DEPLOYABILITY      OVERALL**

ALTUS	G	Y	Y+
CHARLESTON	G	G	G
DOVER	G	G	G
LITTLE ROCK	G	Y	Y+
McCHORD	G	G	Y+
McGUIRE	G	G	G
TRAVIS	G	G	G

**GREEN** ≤ 15 minutes  
**YELLOW** N/A  
**RED** > 15 minutes

**GREEN** - Optimum deployable range and utilization of airlift assets  
**YELLOW** -Reduced deployable range, requires intermediate stopovers  
**RED** - Presents difficult range and load restrictions

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

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

**OPERATIONAL EFFECTIVENESS (Airlift Mission)(crit.2.5)  
ADEQUATE TRAINING AREAS (crit.2.5B)**

	<b>DZ/LZs</b>	<b>USA/USMC INSTAL'S w/ AIRDROP REQ</b>	<b>FULL SCALE AIRDROP AVAIL</b>
ALTUS	G	G	G
CHARLESTON	G	G	G
DOVER	G	G	G
LITTLE ROCK	G	G	G
McCHORD	G	G	G
McGUIRE	G	G	G
TRAVIS	G	Y	G
	<b>GREEN ≤ 200NM</b> <b>YELLOW &gt; 200NM ≤ 500NM</b> <b>RED &gt; 500NM</b>	<b>GREEN ≤ 500NM</b> <b>YELLOW &gt; 500NM ≤ 750NM</b> <b>RED &gt; 750NM</b>	<b>GREEN ≤ 500NM</b> <b>YELLOW &gt; 500NM ≤ 750NM</b> <b>RED &gt; 750NM</b>

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

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

**OPERATIONAL EFFECTIVENESS (Airlift Mission)(crit.2.5)  
ADEQUATE TRAINING AREAS (crit.2.5B)**

	<b>NUMBER OF VR/IR/SR ROUTES</b>	<b>AIR REFUELING ROUTES</b>	<b>OVERALL</b>
ALTUS	G	G	G
CHARLESTON	G	G	G
DOVER	G	G	G
LITTLE ROCK	G	G	G
McCHORD	G	G	G
McGUIRE	G	Y	G-
TRAVIS	G	G	G-

**GREEN**  $\geq 3$  w/in 200NM  
**YELLOW**  $<3$  w/in 200NM  $\geq 3$  w/i 250NM  
**RED**  $\leq 3$  w/in 300NM

**GREEN** 4 w/in 200NM  
**YELLOW** 2 w/in 300NM  
**RED**  $< 2$  w/in 500NM

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT

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

EXISTING ASSOCIATED AIRSPACE AVAILABILITY (crit.3A)

MOA/BOMBING RANGES

LOW LEVEL ROUTES

ALTUS	G	G
CHARLESTON	G	G
DOVER	G	G
LITTLE ROCK	G	G
McCHORD	Y	G
McGUIRE	G	G
TRAVIS	G	G

**GREEN** - Fully adequate MOA/Bombing Ranges available.

**YELLOW** - Generally adequate MOA/Bombing Ranges available, but improvements required.

**RED** - Inadequate MOA/Bombing Ranges available.

**GREEN** - Fully adequate capacity for low level routes/capacity available.

**YELLOW** - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.

**RED** - Inadequate low level routes/capacity available.

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT**

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

**FUTURE ASSOCIATED AIRSPACE AVAILABILITY (crit.3B)**

**MOA/BOMBING RANGES**

**LOW LEVEL ROUTES**

ALTUS	G	G
CHARLESTON	G	G
DOVER	G	G
LITTLE ROCK	G	G
McCHORD	Y	G
McGUIRE	G	G
TRAVIS	G	G

**GREEN** - Fully adequate MOA/Bombing Ranges expected to remain available.  
**YELLOW** - Generally adequate MOA/Bombing Ranges expected to remain adequate, but Improvements required.  
**RED** - Inadequate MOA/Bombing Ranges, not expected to be available.

**GREEN** - Full adequate low level routes/capacity expected to remain adequate.  
**YELLOW** - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
**RED** - Inadequate low level routes/capacity, not expected to be available.

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT

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

BASE RUNWAY/TAXIWAY/RAMP SUPPORT(crit.4)

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
ALTUS	G	R	G	G
CHARLESTON	G	R	R	G
DOVER	G	R	Y	G
LITTLE ROCK	G	G	G	G
McCHORD	G	R	G	G
McGUIRE	G	R	G	G
TRAVIS	G	G	G	G

GREEN - YES  
YELLOW - MARGINAL  
RED - NO

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - AIRLIFT

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

CRITERIA I

	Primary Force	Other Force	<u>AIRLIFT MSN</u>	Loc Spt Msn	Trng Areas	Existing SUA	Future SUA	<u>PAVEM'T SUP</u>	Airlift	OVERALL
ALTUS	G	N/A	Y+	G	G	G	G		G	G
CHARLESTON	G	N/A	G	G	G	G	G		G	G
DOVER	G	N/A	G	G	G	G	G		G	G
LITTLE ROCK	G	N/A	Y+	G	G	G	G		G	G
McCHORD	Y	G	Y+	G	G	G	G		G	G
McGUIRE	Y	G	G	G	G	G	G		G	G
TRAVIS	G	Y	G	G	G	G	G		G	G

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT - MOBILITY

TAB 10, ATCH A, ANNEX III

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

	<u>East Region</u>					<u>West Region</u>					
	<u>Charleston</u>	<u>Dover</u>	<u>Griffiss</u>	<u>McGuire</u>	<u>Plattsburgh</u>	<u>Beale</u>	<u>Fairchild</u>	<u>Malmstrom</u>	<u>March</u>	<u>McChord</u>	<u>Travis</u>
Cap <sup>1</sup> Equiv) ts	61 R	88 Y	63 G	88 G	156 G	59 G	49 G	32 G	132 G	57 Y	148 G
K gal) 33 Yes Access	4,158 33 Yes G	5,166 14 Yes G	2,505 24 Yes G	4,100 29 Yes G	4,562 <sup>2</sup> 84 Yes G	6,084 27 Yes G	3,200 30 Yes G	2,450 18 No G	5,500 20 Yes R	3,948 23 Yes R	9,934 64 Yes Y
ment pace dist ature unity dist ature	Y G R R	G G Y Y	Y Y G G	Y Y Y R	Y Y G G	G G G G	G G G G	G G G G	Y Y R R	Y Y R R	G G Y Y

NOTE 1: Parking capacity is based on KC-135 equivalent size aircraft without regard to aircraft footprint.

NOTE 2: Plattsburgh has access to Port Douglas fuel storage (31.5 million gallon capacity) via pipeline

**UNCLASSIFIED**

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

**TAB 10, ATCH B**

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

Are there unique facilities at the installation that must be replicated if the base is closed?

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

Facilities capacity:  
Use:

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

Using:

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

Facilities condition:

Use:

Building  
Infrastructure

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

Using:

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

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### FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

#### Existing Associated Airspace Encroachment (Special Use Airspace)

- MOAs/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 or Restricted Airspace
- Altitude Ranges/Drop Zones:** GREEN - Regional development generally compatible with Air-to-Ground ranges or Drop Zones  
YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges or Drop Zones  
RED - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges or Drop Zones
- Low Level:** 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

**UNCLASSIFIED**

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

**Future Associated Airspace Encroachment (Special Use Airspace)**

- MOAs/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 dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible
- AGM Ranges/Drop Zones:** GREEN - Future regional development generally expected to remain compatible with Air-to-Ground ranges or Drop Zones  
YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges or Drop Zones  
RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges or Drop Zones
- Low Level:** 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

## UNCLASSIFIED

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### FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

#### Existing local/regional community encroachment

- Accident potential zones:  
GREEN - Off-base development generally compatible with accident potential zones  
YELLOW - Off-base development incompatible in some (limited) areas  
RED - Off-base development incompatible with accident potential zones
- 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
- Encroaches airspace (local flying area):  
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

#### Future local/regional community encroachment

- Accident potential zones:  
GREEN - Future off-base development generally expected to remain compatible with accident potential zones  
YELLOW - Future off-base development may become incompatible in some (limited) areas  
RED - Future off-base development may become incompatible with accident potential zones
- 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
- Encroaches airspace (local flying area):  
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

UNCLASSIFIED

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

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

UNIQUE FACILITIES

IS	G
OSDALE	G
DE	G
WRESTON	G
BER	G
IS	R
WORTH	G
CHILD	G
AND FORKS	R
FISS	G
LAWYER	R
LE ROCK	G
MSTROM	G
CH	G
HORD	G
ONNELL	R
UIRE	G
DT	R
TSBURGH	G
VIS	G
TEMAN	G

**GREEN** Yes, unique facilities exist

**RED** No unique facilities exist

**UNCLASSIFIED**

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

**AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL LIVING LOCATIONS**

Capacity  
Condition

	BASE FACILITIES			FAMILY HOUSING	
	CAPACITY	BUILDING CONDITION	INFRASTRUCTURE CONDITION	CAPACITY	CONDITION
ALBANY	R	G	Y	Y	G
ANDERSON	G	R	G	R	G
ANDREWS	Y	Y	G	G	R
ARLINGTON	Y	Y	R	G	G
ARRINGTON	G	R	G	R	Y
ASHLAND	G	G	G	G	G
WORTH	G	G	G	G	G
CHILD	G	R	G	G	G
AND FORKS	Y	G	Y	G	R
MISSISSIPPI	G	G	G	Y	G
AWYER	Y	G	G	G	Y
LE ROCK	G	G	G	G	Y
MASTROM	Y	G	R	G	Y
CH	G	G	Y	Y	G
BOARD	G	R	Y	Y	G
ANNELL	Y	G	G	Y	G
JIRE	G	Y	G	G	Y
T	G	G	G	G	R
TSBURGH	R	G	G	G	G
IS	G	R	Y	G	Y
EMAN	Y	Y	G	Y	G

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

**UNCLASSIFIED**

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

**Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)**

	MOAs/RA	BOMB RG	DZ'S	LOW LEVEL
S	G	Y	Y	G
SDALE	G	G	G	G
LESTON	G	G	G	Y
E	G	G	G	G
R	G	G	G	G
S	G	G	G	G
NORTH	G	G	G	G
CHILD	G	G	G	G
WID FORKS	G	G	G	G
MISS	Y	Y	Y	Y
E ROCK	G	G	G	G
AWYER	G	G	G	G
ASTROM	G	G	G	G
H	G	G	G	Y
WORD	Y	Y	Y	Y
NNELL	G	G	G	G
JIRE	G	Y	Y	Y
T	G	G	G	G
WESBURGH	Y	Y	Y	Y
IS	G	G	G	G
EMAN	G	G	G	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 (RA) may be limited.

**RED** - Civil and commercial aviation dominates the development of and access to MOAs or RA.

**GREEN** - Regional development generally compatible with Air-to-Ground ranges or Drop Zones (DZ).

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges or Drop Zones.

**RED** - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges or DZs.

**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 - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

**Future Associated Airspace Encroachment (Special Use Airspace)**

	<b>MOAs/RA</b>	<b>BOMB RG</b>	<b>DZ'S</b>	<b>LOW LEVEL</b>
<b>S</b>	G	Y	Y	G
<b>SDALE</b>	G	G	G	G
<b>LESTON</b>	G	G	G	G
<b>E</b>	G	G	G	G
<b>R</b>	G	G	G	G
<b>S</b>	G	G	G	G
<b>NORTH</b>	G	G	G	G
<b>CHILD</b>	G	G	G	G
<b>WID FORKS</b>	G	G	G	G
<b>MISS</b>	Y	Y	Y	Y
<b>E ROCK</b>	G	G	G	G
<b>AWYER</b>	G	G	G	G
<b>ISTROM</b>	G	G	G	G
<b>H</b>	Y	G	G	Y
<b>ORD</b>	Y	Y	Y	Y
<b>NNELL</b>	G	G	G	G
<b>IRE</b>	G	Y	Y	Y
<b>F</b>	G	G	G	G
<b>SBURGH</b>	Y	Y	Y	Y
<b>S</b>	G	G	G	G
<b>EMAN</b>	G	G	G	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 MOAs or Restricted Airspace may be limited.

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

**GREEN** - Future regional development generally expected to remain compatible with Air-to-Ground ranges or Drop Zones

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

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

**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 - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

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

Existing Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
JS	G	G	G
KSDALE	Y	Y	G
E	G	G	G
RLESTON	R	Y	G
ER	G	G	Y
JS	Y	Y	G
WORTH	Y	Y	G
CHILD	G	G	G
ND FORKS	G	G	G
FISS	G	G	G
LE ROCK	G	G	G
AWYER	G	G	G
MSTROM	G	G	G
CH	G	G	R
HORD	R	R	Y
ONNELL	R	R	G
UIRE	G	G	Y
YT	G	G	G
TSBURGH	G	G	G
/IS	G	Y	Y
EMAN	Y	G	G

**GREEN** - Off-base development generally compatible with accident potential zones  
**YELLOW** - Off-base development incompatible in some (limited) areas  
**RED** - Off-base development incompatible with accident potential 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

**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

**UNCLASSIFIED**

**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

**Future Local/Regional Community Encroachment**

	<b>APZ</b>	<b>NOISE</b>	<b>ENVIRONS AIRSPACE</b>
WISCONSIN	G	G	G
WISDALE	Y	Y	G
WISCONSIN	G	G	G
WHELESTON	R	Y	G
WISCONSIN	G	G	Y
WISCONSIN	Y	Y	G
WORTH	R	Y	Y
WCHILD	G	G	G
WID FORKS	G	G	Y
WISS	G	G	G
WHE ROCK	G	G	G
WYER	G	G	G
WASTROM	G	G	G
WCH	G	G	R
WIOD	R	R	R
WNNELL	R	R	Y
WJIRE	G	G	R
WISCONSIN	G	G	G
WISBURGH	G	G	G
WISCONSIN	G	Y	Y
WEMAN	Y	G	G

**GREEN** - Future off-base development generally expected to remain compatible with accident potential zones

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

**RED** - Future off-base development may become incompatible with accident potential 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

**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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FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

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

AREA II

	Unique Fac	FACILITIES			MFH	Condition	EAE	MOA/RA	Bomb Rng	Drop Zone	Low Lvl	F/AE	MOA/RA	Bomb Rng	Drop Zone	Low Lvl	ECE	APZ	Noise Zones	Environs	FCE	APZ	Noise Zone	Environs	OVERALL
		Capacity	Cond - Bldgs	Cond - Infra	Capacity																				
JS	G	R	G	Y	Y	G	G	Y	Y	G		G	Y	Y	G		G	G	G		G	G	G		G-
KSDALE	G	G	R	G	R	G	G	G	G	G		G	G	G	G		Y	Y	G		Y	Y	G		Y+
LE	G	Y	Y	G	G	R	G	G	G	G		G	G	G	G		G	G	G		G	G	G		G-
PLESTON	G	Y	Y	R	G	G	G	G	G	G		G	G	G	G		R	Y	G		R	Y	G		Y+
ER	G	G	R	G	R	Y	G	G	G	G		G	G	G	G		G	G	Y		G	G	Y		Y+
JS	R	G	G	G	G	G	G	G	G	G		G	G	G	G		Y	Y	G		Y	Y	G		G-
WORTH	G	G	G	G	G	G	G	G	G	G		G	G	G	G		Y	Y	G		R	Y	Y		G-
CHILD	G	G	R	G	G	G	G	G	G	G		G	G	G	G		G	G	G		G	G	G		G-
ND FORKS	R	Y	G	Y	G	R	G	G	G	G		G	G	G	G		G	G	G		G	G	Y		G-
FISS	G	G	G	G	Y	G	Y	Y	Y	Y		Y	Y	Y	Y		G	G	G		G	G	G		Y+
AWYER	R	Y	G	G	G	Y	G	G	G	G		G	G	G	G		G	G	G		G	G	G		G
LE ROCK	G	G	G	G	G	Y	G	G	G	G		G	G	G	G		G	G	G		G	G	G		G
MSTROM	G	Y	G	R	G	Y	G	G	G	G		G	G	G	G		G	G	G		G	G	G		G-
CH	G	G	G	Y	Y	G	G	G	G	Y		Y	G	G	Y		G	G	R		G	G	R		Y+
IOD	G	G	R	Y	Y	G	Y	Y	Y	Y		Y	Y	Y	Y		R	R	Y		R	R	R		Y-
NNELL	R	Y	G	G	Y	G	G	G	G	G		G	G	G	G		R	R	G		R	R	Y		Y
JIRE	G	G	Y	G	G	Y	G	Y	Y	Y		G	Y	Y	Y		G	G	Y		G	G	R		Y+
JT	R	G	G	G	G	R	G	G	G	G		G	G	G	G		G	G	G		G	G	G		G
TSBURGH	G	R	G	G	G	G	Y	Y	Y	Y		Y	Y	Y	Y		G	G	G		G	G	G		Y+
VIS	G	G	R	Y	G	Y	G	G	G	G		G	G	G	G		G	Y	Y		G	Y	Y		G-
EMAN	G	Y	Y	G	Y	G	G	G	G	G		G	G	G	G		Y	G	G		Y	G	G		G-

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

**TAB 10, ATCH C**

**THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AT BOTH THE  
TING AND POTENTIAL RECEIVING LOCATION.**

**CONTINGENCY AND MOBILIZATION:**

- |   |   |
|---|---|
| A. What is the C-141 equivalent working MOG?                          | GREEN - 5 or more<br>YELLOW - 3 to 4<br>RED - less than 3   |
| B. Can airfield handle wide-body ops?                                 | GREEN - Yes<br>RED - No   |
| C. Does the base have a operational fuel hydrant system?              | GREEN - Yes<br>YELLOW - Yes, with limitations<br>RED - No   |
| D. Is base fuel storage facility serviced by pipeline?                | GREEN - Yes<br>RED - No   |
| E. What is the excess CAT 1.1 munitions storage capacity of the base? | GREEN > 500,000 lbs NEW<br>YELLOW - 1 to 500,000 lbs NEW<br>RED - No excess/deficit/no storage facilities |
| F. Does base have a dedicated hot cargo pad?                          | GREEN - Yes<br>RED - No   |



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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

	CONTINGENCY AND MOBILIZATION (crit.1)						OVERALL
	C-141 MOG	WIDE-BODY OPERATION	FUEL HYDRANT	FUEL PIPELINE	MUNITIONS STORAGE	HOT CARGO	
JS	R	G	G	G	G	G	G-
KSDALE	R	G	G	G	G	G	G-
LE	Y	G	G	G	G	G	G
RLESTON	G	G	G	G	Y	G	G
ER	G	G	G	G	Y	G	G
JS	R	G	G	G	G	G	G-
WORTH	R	G	G	G	G	G	G-
CHILD	R	G	G	G	G	R	Y+
ND FORKS	R	G	G	G	G	G	G-
FISS	G	G	G	G	G	G	G
AWYER	R	G	G	G	G	G	G-
LE ROCK	R	G	G	G	G	G	G-
MSTROM	R	R	G	R	Y	G	Y-
CH	G	G	G	G	G	R	G-
IORD	G	G	G	G	G	G	G
NNELL	R	G	G	G	Y	G	Y+
JIRE	Y	G	G	G	Y	G	G-
T	Y	G	G	R	G	G	Y+
TSBURGH	G	G	G	G	G	G	G
'IS	G	G	G	G	G	G	G
EMAN	R	G	R	R	G	G	Y

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

**WIDE-BODY/HYDRANT/PIPELINE/HOT CARGO**  
**GREEN - YES**  
**RED - NO**

**MUNITIONS**  
**GREEN - >500,000 NEW**  
**YELLOW - 1 to 500,000 NEW**  
**RED - No excess/deficit/no storage facility**

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

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

	<b>ARMY/MARINE INSTALLATION</b>	<b>RAIL</b>	<b>PORT</b>	<b>OVERALL</b>
JS	G	G	R	G-
KSDALE	G	G	R	G-
LE	G	G	G	G
PLESTON	G	G	G	G
ER	G	G	G	G
SS	G	R	R	Y
WORTH	G	G	R	G-
CHILD	R	G	R	Y-
ND FORKS	R	G	R	Y-
FISS	G	G	G	G
AWYER	G	R	G	Y+
LE ROCK	G	G	G	G
MSTROM	R	G	R	Y-
CH	G	G	G	G
IORD	G	G	G	G
NNELL	G	G	R	G-
JIRE	G	G	G	G
YT	R	G	R	Y-
TSBURGH	G	G	G	G
/IS	G	G	G	G
EMAN	G	G	R	G-

**GREEN - YES  
RED - NO**

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

	<b>EXCESS APRON CAPACITY</b>	<b>UTILITY INFRASTRUCTURE CAPACITY</b>
IS	G	R
KSDALE	R	G
E	G	G
LESTON	R	Y
ER	G	R
IS	G	G
WORTH	G	R
CHILD	G	G
JD FORKS	G	R
FISS	G	G
WYER	G	G
E ROCK	R	R
MSTROM	G	G
CH	G	R
ORD	R	R
NNELL	G	G
IRE	G	G
T	G	R
TSBURGH	G	G
IS	G	R
EMAN	G	G

**GREEN** > 25,000 sy  
**YELLOW** - 1,000 to 25,000 sy  
**RED** < 1,000 sy

**GREEN** - Can support > 10% increase in usage w/o MILCON  
**YELLOW** - Can support up to 10% increase in usage w/o MILCON  
**RED** - Cannot support increase w/o costs

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT**

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

**FUTURE FORCE REQUIREMENTS  
SUPPORT FUTURE MISSION (crit.2)**

	<b>FIGHTER</b>	<b>BOMBER</b>	<b>TANKER</b>	<b>AIRLIFT</b>	<b>MOBILITY</b>	<b>PLT TRNG</b>	<b>OVERALL</b>
JS	G	G	G	G	G	R	G
KSDALE	G	G	G	G	G	R	G
LE	G	G	G	G	G	R	G
RLESTON	G	G	G	G	G	R	G
ER	Y	Y	G	G	G	R	Y+
JS	G	G	G	G	G	R	G
WORTH	Y	G	G	Y	G-	R	Y+
CHILD	Y	G	G	G	G	R	G-
ND FORKS	Y	G	G	Y	G-	R	Y+
FISS	G	G	G	G	G	R	G
AWYER	G	G	G	Y	G-	R	G-
LE ROCK	G	G	G	G	G	R	G
MSTROM	R	R	G	Y	G-	R	Y
CH	R	G	G	G	G	R	Y+
IORD	Y	R	Y	G	G-	R	Y
NNELL	G	G	G	G	G	R	G
JIRE	Y	R	G	G	G	R	Y+
YT	Y	G	G	Y	G-	R	Y+
TSBURGH	G	Y	G	G	G	R	G-
'IS	G	G	G	G	G	R	G
EMAN	Y	Y	Y	Y	Y	R	Y

**GREEN** - Meets most requirements of MACRO Look  
**YELLOW** - Meets some requirements of MACRO Look  
**RED** - Meets few requirements of MACRO Look

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

AREA III	Cont & Mob	Geo Location	Excess Apron	Util Infra Cap	Future Mission	OVERALL
JS	G-	G-	G	R	G	G-
KSDALE	G-	G-	R	G	G	G-
LE	G	G	G	G	G	G
RLESTON	G	G	R	G	G	G-
ER	G	G	R	R	Y+	Y
IS	G-	Y	G	G	G	G-
WORTH	G-	G-	G	R	Y+	G-
CHILD	Y+	Y-	G	G	G-	Y+
ND FORKS	G-	Y-	G	R	Y+	Y+
FISS	G	G	G	G	G	G
AWYER	G-	Y+	G	G	G-	G-
LE ROCK	G-	G	G	R	G	G-
MSTROM	Y-	Y-	G	G	Y	Y
CH	G-	G	G	R	Y+	G-
IORD	G	G	R	R	Y	Y+
NNELL	Y+	G-	G	G	G	G-
IIRE	G-	G	G	G	Y+	G-
T	Y+	Y-	G	R	Y+	Y+
TSBURGH	G	G	G	G	G-	G
IS	G	G	G	R	G	G
EMAN	Y	G-	G	G	Y	Y+

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**TAB 10, ATCH D**

**THE COST AND MANPOWER IMPLICATIONS**

**1. ONE TIME CLOSURE COSTS:** Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

**2. 20 YEAR NET PRESENT VALUE:** 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

**THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING FROM 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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## FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

COST AND MANPOWER  
IMPLICATIONSV RETURN ON  
INVESTMENT

	ONE TIME CLOSURE COSTS (CY \$M)	20 YEAR NPV	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS	YEARS TO PAYBACK
JS	251	230	46	1014	5
KSDALE	567	72	60	1286	13
E	226	316	54	1082	4
RLESTON	235	184	41	919	6
ER	402	74	46	944	12
IS	616	(138)	46	992	41
WORTH	489	279	77	1515	8
CHILD	380	37	40	999	14
ND FORKS	118	585	70	1344	0
FISS	416	222	64	1297	8
SAWYER	155	320	48	923	3
E ROCK	421	175	58	1328	9
MSTROM	543	(100)	41	660	32
CH	257	209	46	939	6
HORD	453	82	51	1130	12
ONNELL	252	264	52	1073	5
JIRE	300	485	79	1390	3
NT	195	460	63	1365	2
TSBURGH	114	444	57	1097	1
IS	890	(224)	62	1410	62
EMAN	463	41	51	1142	15

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**TAB 10, ATCH E**

**THE ECONOMIC IMPACT ON COMMUNITIES.**

- 1. EMPLOYMENT:** GREEN - Reductions exceed the historic high reduction  
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction  
RED - Reductions are less than 50% of historic high reduction, or negligible
- 2. POPULATION:** GREEN - Reductions exceed the historic high reduction  
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, or negligible
- 3. INCOME:** GREEN - Reductions exceed the historic high reduction  
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, 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 estimated to be moderate (about 5 yrs)  
RED - Actual clean-up time is estimated to be relatively short (< 5 yrs)

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

IS	G
KS DALE	G
LE	G
PLESTON	G
ER	G
IS	G
WORTH	G
CHILD	G
ND FORKS	G
FISS	G
AWYER	G
LE ROCK	G
MSTROM	G
CH	Y
IORD	Y
ONNELL	R
JIRE	G
YT	G
TSBURGH	G
IS	G
EMAN	G

**GREEN** - Reductions exceed the historic high reduction (1969 - 1989).

**YELLOW** - Reductions are between 50% of historic high reduction and the historic high reduction.

**RED** - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

US	G
KSDALE	G
LE	G
RLESTON	G
ER	G
SS	G
WORTH	G
CHILD	G
ND FORKS	G
FISS	G
AWYER	G
LE ROCK	G
MSTROM	G
CH	Y
IORD	Y
NNELL	Y
JIRE	G
YT	G
TSBURGH	G
/IS	G
EMAN	G

**GREEN** - Reductions exceed the historic high reduction (1969 - 1989).

**YELLOW** - Reductions are between 50% of historic high reduction and the historic high reduction.

**RED** - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

UNCLASSIFIED

FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

JS	G
KSDALE	G
LE	Y
RLESTON	Y
ER	G
SS	G
WORTH	G
CHILD	Y
ND FORKS	G
FISS	G
AWYER	G
LE ROCK	Y
MSTROM	G
CH	R
IORD	G
NNELL	Y
JIRE	G
YT	G
TSBURGH	G
/IS	G
EMAN	G

**GREEN** - Reductions exceed the historic high reduction (1969 - 1989).

**YELLOW** - Reductions are between 50% of historic high reduction and the historic high reduction.

**RED** - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING  
REVENUES/EXPENDITURES (crit. 4)

US	G
KSDALE	G
LE	G
RLESTON	G
ER	G
SS	G
SWORTH	G
CHILD	Y
ND FORKS	G
FISS	Y
AWYER	G
LE ROCK	G
MSTROM	G
CH	Y
HORD	Y
ONNELL	G
UIRE	Y
OT	G
FTSBURGH	G
VIS	Y
EMAN	G

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

**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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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION  
PROGRAMS (IRP) (crit. 5)

US	R
KSDALE	R
LE	Y
RLESTON	G
ER	G
SS	Y
WORTH	G
CHILD	R
ND FORKS	Y
FISS	G
AWYER	G
LE ROCK	Y
MSTROM	G
CH	G
IORD	G
NNELL	G
JIRE	G
YT	R
TSBURGH	G
'IS	G
EMAN	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 (less than 5 years).

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

ECONOMIC IMPACT ON COMMUNITIES

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP	OVERALL
US	G	G	G	G	R	G
KSDALE	G	G	G	G	R	G-
LE	G	G	Y	G	Y	G-
RLESTON	G	G	Y	G	G	G
ER	G	G	G	G	G	G
SS	G	G	G	G	Y	G-
SWORTH	G	G	G	G	G	G
CHILD	G	G	Y	Y	R	Y
ND FORKS	G	G	G	G	Y	G-
FISS	G	G	G	Y	G	G-
AWYER	G	G	G	G	G	G
LE ROCK	G	G	Y	G	Y	G-
MSTROM	G	G	G	G	G	G
CH	Y	Y	R	Y	G	Y-
HORD	Y	Y	G	Y	G	Y
ONNELL	R	Y	Y	G	G	Y
UIRE	G	G	G	Y	G	G
OT	G	G	G	G	R	G-
MTSBURGH	G	G	G	G	G	G
VIS	G	G	G	Y	G	G
TEMAN	G	G	G	G	Y	G-

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**TAB 10, ATCH F**

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

**1. Community Infrastructure**

**Off-base housing**

Affordable:	GREEN - Yes; RED - No
Acceptable:	GREEN - Yes; RED - No
Avail (Family & Bachelor):	GREEN - Yes; RED - No

**Transportation**

Base served by public transportation:	GREEN - Yes; RED - No
Access to municipal airports:	GREEN - < 25 miles from base YELLOW - 25 - 50 miles from base RED - > 50 miles from base
Available air carrier service:	GREEN - 3 or more carriers YELLOW - 2 carriers RED - 1 carrier or commuter service
<u>Round trip</u> commuting time to work:	GREEN - ≤ 40 minutes YELLOW - 41 to 60 minutes RED - > 60 minutes

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**Off-base recreation facilities**

Swimming pool:	GREEN < 30 minute drive
Movie theater:	
Public golf course:	YELLOW - 30 to 45 minute drive
Bowling lane:	
Boating:	RED > 45 minute drive or not available
Fishing :	

Zoo:	GREEN < 1.5 hour drive
Aquarium:	
Family theme park:	YELLOW - 1.5 to 2.5 hour drive
Professional sports:	
Collegiate sports:	RED > 2.5 hour drive or not available
Camping facilities:	
Beaches:	
Winter sports:	

Shopping facilities - mall or similar shopping environment	GREEN - 20 minutes or less
	YELLOW - 21 - 40 minutes
	RED - more than 40 minutes

Distance to Metropolitan center (Population of 100,000 or more)	GREEN - < 1.0 hour
	YELLOW - 1.0 - 2.0 hours
	RED - > 2.0 hours

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**Local area crime rate**

**Violent Crime Rate:  
(Per 100,000)**

**GREEN - 600 or below  
YELLOW - 601 - 899  
RED - 900 or above**

**Property Crime Rate:  
(Per 100,000)**

**GREEN - 4000 or below  
YELLOW - 4001 to 6000  
RED - 6001 or above**

**2. Education**

**Pupil to Teacher Ratio  
(Max allowed ratio)  
(grades K - 12)**

**GREEN - ≤ 25 to 1  
YELLOW - 26 - 30 to 1  
RED - > 30 to 1**

**Do High Schools offer four year  
English & Math programs and  
a foreign language program**

**GREEN - All 3 avail  
YELLOW - 2 avail  
RED - 1 or less avail**

**Does High Schools offer Honors program**

**GREEN - Yes  
RED - No**

**Do Junior High Schools offer programs  
for both Special Education and  
gifted & Talented students**

**GREEN - Both avail  
YELLOW - 1 avail  
RED - None avail**

**Do Elementary Schools offer programs  
for both Special Education and  
Gifted & Talented students**

**GREEN - Both avail  
YELLOW - 1 avail  
RED - None avail**

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

Students that go on to college  
(Uses numbers for local catchment  
or within 25 miles of base)

GREEN -  $\geq 60\%$   
YELLOW - 40% to 59%  
RED -  $< 40\%$

Opportunity for off-base education (within 25 miles)

(1) Vocational/technical training

GREEN - Yes; RED - No

(2) Undergraduate College

GREEN - Yes; RED - No

(3) Graduate College

GREEN - Yes; RED - No

**3. Spousal employment (uses Apr 91 - Sep 91 data)**

What percent of spouses are able to find work  
within 3 months of starting job search?

GREEN  $> 75\%$   
YELLOW - 50% to 75%  
RED  $< 50\%$

What percent of spouses are able to find work  
commensurate with job skills, work  
experience and education?

GREEN  $> 75\%$   
YELLOW - 50% to 75%  
RED  $< 50\%$

**4. Local Medical Care**

How does the number of physicians  
in the community compare to  
the national norm of 2.1  
physicians/1000 population

GREEN - Greater than or equal  
RED - Less than

How does the number of  
hospital beds in the community  
compare to the a national norm  
of 4.0 beds/1000 population

GREEN - Greater than or equal  
RED - Less than

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

**COMMUNITY INFRASTRUCTURE**

**OFF-BASE HOUSING (crit.1A)**

	<b>AFFORDABLE</b>	<b>ACCEPTABLE (Family &amp; Bachelor)</b>	<b>AVAILABLE</b>	<b>OVERALL</b>
IS	G	G	G	G
CSDALE	G	R	G	Y+
E	G	G	G	G
RLESTON	G	G	G	G
ER	R	G	G	Y
IS	G	G	G	G
WORTH	G	G	G	G
CHILD	R	G	R	Y-
ND FORKS	G	G	G	G
FISS	G	G	G	G
AWYER	R	G	R	Y-
E ROCK	G	G	G	G
MSTROM	G	G	R	Y
CH	R	R	G	R
IORD	G	G	G	G
NNELL	G	G	G	G
JIRE	R	R	G	R
YT	G	G	G	G
TSBURGH	G	G	G	G
IS	R	G	G	Y
EMAN	G	G	G	G

**GREEN - Yes**  
**RED - No**

UNCLASSIFIED

FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

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

COMMUNITY INFRASTRUCTURE  
TRANSPORTATION (crit.1B)

	PUBLIC TRANS	MUNICIPAL AIRPORTS	AIR CARRIER SERVICE	COMMUTE TIME (round trip)	OVERALL
JS	G	R	Y	G	Y
KSDALE	G	G	G	G	G
LE	R	Y	G	Y	Y
RLESTON	G	G	G	G	G
ER	R	R	G	G	Y
SS	R	G	G	G	Y+
SWORTH	R	G	G	G	Y+
CHILD	G	G	G	Y	G
ND FORKS	R	G	Y	Y	Y
FISS	G	G	Y	G	G-
AWYER	G	Y	G	G	G-
LE ROCK	R	G	G	G	G-
MSTROM	G	G	G	G	G
CH	G	Y	G	G	G
HORD	G	Y	G	G	G
ONNELL	G	G	G	G	G
UIRE	G	R	G	R	Y
OT	G	G	Y	G	G-
FTSBURGH	R	G	R	G	Y
VIS	G	Y	G	G	G
TEMAN	R	R	G	G	Y

GREEN - Yes  
YELLOW - N/A  
RED - No

GREEN < 25 miles from base  
YELLOW - 25 - 50 miles from base  
RED > 50 miles

GREEN ≥ 3 carriers  
YELLOW - 2 carriers  
RED - 1 carrier or commuter service

GREEN ≤ 40 min  
YELLOW 41 to 60 min  
RED > 60 min

**UNCLASSIFIED**

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

**COMMUNITY INFRASTRUCTURE  
OFF-BASE RECREATION FACILITIES (crit.1C)**

	<b>Swimming Pool</b>	<b>Movie Theater</b>	<b>Public Golf Course</b>	<b>Bowling Lane</b>	<b>Boating</b>	<b>Fishing</b>
JS	G	G	G	G	Y	G
KSDALE	G	G	G	G	G	G
LE	Y	G	Y	Y	G	G
RLESTON	G	G	Y	G	G	G
ER	G	G	G	G	G	G
SS	G	G	G	G	G	G
WORTH	G	G	G	G	Y	G
CHILD	G	G	G	G	G	G
ND FORKS	Y	Y	G	Y	G	G
FISS	G	G	G	G	G	G
AWYER	G	Y	R	G	G	G
LE ROCK	G	G	G	G	R	G
MSTROM	G	G	G	G	G	G
CH	G	G	G	G	G	G
IORD	G	G	G	G	G	G
DNELL	G	G	G	G	Y	Y
JIRE	G	G	G	G	Y	G
YT	G	G	G	G	Y	G
TSBURGH	G	G	G	G	G	G
WIS	G	G	G	G	G	G
EMAN	G	G	G	Y	R	R

GREEN < 30 minute drive  
 YELLOW - 30 to 45 minute drive  
 RED > 45 minute drive or not available

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

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

COMMUNITY INFRASTRUCTURE

OFF-BASE RECREATION FACILITIES (crit.1C)

	Zoo	Aquarium	Family Park	Pro Sports	Collegiate Sports	Camping	Beaches Facilities	Winter Sports	OVERALL
US	R	R	R	R	G	G	G	R	Y
KSDALE	Y	R	G	G	G	G	G	R	G-
LE	G	Y	G	G	G	G	Y	Y	G-
RLESTON	G	R	R	G	G	G	G	R	G-
ER	Y	Y	Y	G	G	G	G	R	G-
SS	G	R	R	R	G	G	R	R	Y+
SWORTH	G	G	R	R	G	G	G	G	G-
CHILD	G	R	G	G	G	G	G	G	G
ND FORKS	R	R	R	R	G	G	R	G	Y+
FISS	G	R	G	G	G	G	G	G	G
AWYER	G	R	R	R	G	G	G	G	Y+
LE ROCK	G	G	G	G	G	Y	R	R	G-
MSTROM	R	R	R	R	Y	G	R	G	Y
CH	Y	Y	G	G	G	G	G	Y	G
HORD	G	G	G	G	G	G	G	Y	G
ONNELL	G	R	G	G	G	G	R	R	G-
UIRE	G	G	G	G	G	G	G	Y	G
OT	G	R	R	R	G	G	G	G	G-
ITTSBURGH	G	G	G	G	G	G	G	G	G
VIS	G	G	G	G	G	G	G	Y	G
TEMAN	Y	R	Y	Y	G	G	Y	R	Y

GREEN < 1.5 hour drive  
 YELLOW - 1.5 to 2.5 hour drive  
 RED > 2.5 hour drive or not available

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

	<b>SHOPPING FACILITIES (mall or similar)(crit.1D)</b>	<b>DISTANCE to METROPOLITAN Center (pop ≥ 100,000)(crit.1E)</b>
JS	G	R
KSDALE	G	G
LE	G	G
RLESTON	G	G
ER	G	G
SS	G	G
WORTH	G	R
CHILD	G	G
ND FORKS	Y	R
FISS	G	G
AWYER	Y	R
LE ROCK	G	G
MSTROM	G	R
CH	G	G
IORD	G	G
NNELL	G	G
JIRE	Y	G
IT	G	R
TSBURGH	G	Y
'IS	G	G
EMAN	R	Y

GREEN ≤ 20 minutes  
 YELLOW - 21 to 40 minutes  
 RED > 40 minutes

GREEN < 1.0 hour  
 YELLOW - 1.0 to 2.0 hours  
 RED > 2.0 hours

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

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

	LOCAL AREA CRIME RATE (crit.1F)		OVERALL
	VIOLENT CRIME RATE	PROPERTY CRIME RATE	
JS	G	G	G
KSDALE	G	R	Y
LE	Y	R	Y-
RLESTON	G	Y	G-
ER	G	R	Y
SS	R	G	Y
WORTH	R	Y	R+
CHILD	Y	R	Y-
ND FORKS	Y	G	Y+
FISS	G	G	G
AWYER	Y	G	Y+
LE ROCK	G	G	G
MSTROM	R	G	Y
CH	R	R	R
HORD	R	Y	R+
ONNELL	R	R	R
UIRE	G	G	G
OT	G	G	G
MITSBURGH	G	G	G
VIS	G	G	G
TEMAN	G	G	G

GREEN - 600 or below  
 YELLOW - 601 to 899  
 RED ≥ 900

GREEN - 4000 or below  
 YELLOW - 4001 to 6000  
 RED > 6001

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

	<b>Pupil to Teacher (crit.A)</b>	<b>EDUCATION (crit.2) High School Programs (english/math/f.language)(crit.2B)</b>	<b>High School Honors Program (crit.2C)</b>
US	G	G	G
KSDALE	G	G	G
LE	Y	G	G
RLESTON	R	G	G
ER	Y	G	G
SS	G	G	G
WORTH	G	G	R
CHILD	R	G	G
ND FORKS	G	G	G
FISS	Y	G	G
AWYER	G	G	G
LE ROCK	Y	G	G
MSTROM	Y	G	G
CH	Y	G	G
IORD	R	G	G
JNNELL	Y	G	G
JIRE	Y	G	G
JT	G	G	G
TSBURGH	G	G	G
/IS	R	G	G
EMAN	Y	G	G

**GREEN** ≤ 25 to 1  
**YELLOW** 26-30 to 1  
**RED** > 30 to 1

**GREEN** - All 3 available  
**YELLOW** - 2 available  
**RED** ≤ 1

**GREEN** - Yes  
**RED** - No

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

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

	EDUCATION (crit.2)		
	Jr High School Programs (spec prog crit.2D)	Elementary School Programs (spec prog crit.2E)	Students That go on to College (crit.2F)
JS	G	G	G
KSDALE	G	G	Y
LE	G	G	G
RLESTON	G	G	G
ER	G	G	G
SS	G	G	G
SWORTH	G	G	Y
CHILD	G	G	G
ND FORKS	G	G	G
FISS	G	G	G
AWYER	G	G	G
LE ROCK	G	G	Y
MSTROM	G	G	G
CH	G	G	R
HORD	R	G	Y
ONNELL	G	G	G
UIRE	G	G	G
OT	G	G	G
ITTSBURGH	G	G	G
VIS	R	R	G
TEMAN	G	G	G

GREEN - Both available  
 YELLOW - 1 available  
 RED - None available

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

**UNCLASSIFIED**

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

	EDUCATION (crit.2)			OVERALL
	OPPORTUNITY FOR OFF-BASE EDUCATION (within 25 miles) (crit.2G)			
	Vocational Tech Trng (crit.2G.1)	Undergraduate College (crit.2G.2)	Graduate College (crit.2G.3)	
JS	G	G	R	Y+
KSDALE	G	G	G	G
LE	G	G	G	G
RLESTON	G	G	G	G
ER	G	G	G	G
JS	G	G	G	G
WORTH	G	G	G	G
CHILD	G	G	G	G
ND FORKS	G	G	G	G
FISS	G	G	G	G
AWYER	G	G	G	G
LE ROCK	G	G	G	G
MSTROM	G	G	G	G
CH	G	G	G	G
IORD	G	G	G	G
NNELL	G	G	G	G
JIRE	G	G	G	G
IT	G	G	G	G
TSBURGH	G	G	G	G
'IS	G	G	G	G
EMAN	G	G	G	G

GREEN - Yes  
RED - No

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

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

SPOUSAL EMPLOYMENT (CRIT.3)

% of spouses able to find work w/i 3 months

% of spouses able to find work commensurate with skills, experience & ed

US	R	R
KSDALE	G	Y
LE	Y	R
RLESTON	R	Y
ER	G	G
SS	Y	R
SWORTH	R	Y
CHILD	G	G
ND FORKS	G	R
FISS	G	G
AWYER	R	Y
LE ROCK	R	R
MSTROM	Y	R
CH	Y	G
HORD	R	R
ONNELL	G	Y
UIRE	R	Y
OT	G	Y
ITTSBURGH	G	Y
VIS	G	Y
TEMAN	R	R

GREEN > 75%

YELLOW - 50% to 75%

RED < 50%

**UNCLASSIFIED**

**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

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

**LOCAL MEDICAL CARE (crit.4)**

	<b>AVAIL COMMUNITY PHYSICIANS (crit.4A)</b>	<b>AVAIL COMMUNITY HOSPITAL BEDS (crit.4B)</b>
JS	R	G
KSDALE	G	G
E	R	R
RLESTON	G	G
ER	G	G
JS	G	G
WORTH	G	G
CHILD	G	G
ND FORKS	R	R
FISS	R	R
AWYER	G	G
LE ROCK	G	G
MSTROM	G	G
CH	R	R
IORD	R	R
ONNELL	G	G
JIRE	G	G
YT	G	G
TSBURGH	R	G
/IS	G	R
EMAN	R	R

**GREEN** - Greater than or equal to norm (norm 2.1/1000)

**RED** - Less than norm

**GREEN** - Yes (norm 4.0/1000)

**RED** - No

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

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

AREA VII

	Off Base	Transportation	Off-base Rec	Shopping	Metro Area	Crime Rate	Off-base Educ	Spouse 3 mon	Spouse Com	Doctor Ratio	Hosp Bed Ratio	OVERALL
JS	G	Y	Y	G	R	G	Y+	R	R	R	G	Y
KSDALE	Y+	G	G-	G	G	Y	G	G	Y	G	G	G-
E	G	Y	G-	G	G	Y-	G	Y	R	R	R	Y+
RLESTON	G	G	G-	G	G	G-	G	R	Y	G	G	G-
ER	Y	Y	G-	G	G	Y	G	G	G	G	G	G-
JS	G	Y+	Y+	G	G	Y	G	Y	R	G	G	G-
WORTH	G	Y+	G-	G	R	R+	G	R	Y	G	G	Y+
CHILD	Y-	G	G	G	G	Y-	G	G	G	G	G	G-
ND FORKS	G	Y	Y+	Y	R	Y+	G	G	R	R	R	Y+
FISS	G	G-	G	G	G	G	G	G	G	R	R	G-
AWYER	Y-	G-	Y+	Y	R	Y+	G	R	Y	G	G	Y+
LE ROCK	G	G-	G-	G	G	G	G	R	R	G	G	G-
MSTROM	Y	G	Y	G	R	Y	G	Y	R	G	G	G-
CH	R	G	G	G	G	R	G	Y	G	R	R	Y
HORD	G	G	G	G	G	R+	G	R	R	R	R	Y
ONNELL	G	G	G-	G	G	R	G	G	Y	G	G	G-
UIRE	R	Y	G	Y	G	G	G	R	Y	G	G	Y+
OT	G	G-	G-	G	R	G	G	G	Y	G	G	G-
MTSBURGH	G	Y	G	G	Y	G	G	G	Y	R	G	G-
VIS	Y	G	G	G	G	G	G	G	Y	G	R	Y+
TEMAN	G	Y	Y	R	Y	G	G	R	R	R	R	Y

FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

TAB 10, ATCH G

**THE ENVIRONMENTAL IMPACT.**

(Assessment of existing conditions for decision making)

1. **AIR QUALITY**
  - GREEN - Base is in attainment area for all pollutants
  - YELLOW - Base is in a non-attainment area. Classification of pollutants is moderate or marginal
  - RED - Base is in a non-attainment area. Classification of pollutants is  $\geq$  serious
  
2. **WATER**
  - GREEN - Adequate water supplies and no known contaminants present
  - YELLOW - Suspect water supplies; contaminants present within a non-potable water zone
  - RED - Inadequate 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 - 10% to 25% facilities with ACM; survey incomplete, or unable to assess percentages
    - RED -  $>$  25% facilities with ACM
  
  - B. **Radon**
    - GREEN - Radon not present or detected  $<$  4 pic/l
    - YELLOW - Radon present; detection  $\geq$  4 pic/l &  $\leq$  20 pic/l
    - RED - Radon present; detection  $>$  20 pic/l
  
  - C. **Solid Waste**
    - GREEN - Existing disposal facilities have  $>$  10 years capacity remaining
    - YELLOW - Existing disposal facilities have 5 to 10 years capacity remaining
    - RED - Existing disposal facilities have  $<$  5 years capacity remaining

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**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)**

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

**C. Wetlands**

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

**5. CULTURAL**

GREEN - No existing cultural resources

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

RED - Cultural 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

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**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 -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT  
 Assessment of existing conditions for decision making)

AIR QUALITY (crit. 1)

US	G
KSDALE	G
LE	Y
RLESTON	G
ER	R
SS	G
SWORTH	G
CHILD	G
ND FORKS	G
FISS	G
AWYER	G
LE ROCK	G
MSTROM	Y
CH	R
HORD	Y
ONNELL	G
UIRE	Y
OT	G
MTSBURGH	Y
VIS	R
EMAN	G

**GREEN** - Base is in attainment for all pollutants.

**YELLOW** - Base is in non-attainment area. Classification of pollutants is moderate or marginal.

**RED** - Base is in non-attainment area. Classification of pollutants is  $\geq$  serious.

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**THE ENVIRONMENTAL IMPACT**

(Assessment of existing conditions for decision making)

	<b>WATER (crit. 2)</b>
JS	Y
KSDALE	Y
LE	Y
RLESTON	Y
ER	R
SS	G
WORTH	Y
CHILD	Y
ND FORKS	Y
FISS	R
AWYER	Y
LE ROCK	G
MSTROM	Y
CH	Y
IORD	R
NNELL	Y
JIRE	R
YT	G
TSBURGH	Y
WIS	Y
EMAN	G

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

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

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

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

US	R
KSDALE	G
LE	R
RLESTON	R
ER	Y
SS	Y
SWORTH	Y
CHILD	R
ND FORKS	Y
FISS	Y
AWYER	Y
LE ROCK	G
MSTROM	R
CH	G
HORD	R
ONNELL	G
UIRE	R
OT	Y
TSBURGH	R
VIS	Y
EMAN	G

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

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

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

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

JS	G
KSDALE	G
LE	G
RLESTON	G
ER	G
SS	G
WORTH	Y
CHILD	Y
ND FORKS	Y
FISS	Y
AWYER	G
LE ROCK	G
MSTROM	G
CH	G
IORD	G
NNELL	G
JIRE	G
YT	G
TSBURGH	G
IS	G
EMAN	G

**GREEN** - Radon not present or detected < 4 pic/l.

**YELLOW** - Radon present; detection  $\geq$  4 pic/l and  $\leq$  20 pic/l.

**RED** - Radon present; detection > 20 pic/l.

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE  
SOLID WASTE (crit. 3c)

US	G
KSDALE	G
LE	G
RLESTON	G
ER	G
SS	G
WORTH	G
CHILD	G
ND FORKS	Y
FISS	Y
AWYER	Y
LE ROCK	G
MSTROM	G
CH	G
HORD	G
NNELL	Y
JIRE	G
JT	Y
TSBURGH	G
VIS	G
EMAN	Y

GREEN - Existing disposal facilities have > 10 years capacity remaining.

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

RED - Existing disposal facilities have < 5 years capacity remaining.

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**THE ENVIRONMENTAL IMPACT**

(Assessment of existing conditions for decision making)

	<b>HABITAT (crit.4a)</b>	<b>BIOLOGICAL THREATENED AND ENDANGERED SPECIES (crit. 4b)</b>	<b>WETLANDS (crit. 4c)</b>
US	G	G	G
KSDALE	Y	Y	R
LE	Y	Y	Y
RLESTON	G	G	Y
ER	Y	Y	Y
SS	G	G	G
WORTH	G	G	Y
CHILD	G	G	Y
ND FORKS	R	R	G
FISS	R	Y	G
AWYER	Y	G	G
LE ROCK	Y	G	R
MSTROM	Y	G	Y
CH	Y	Y	Y
IORD	G	Y	Y
NNELL	R	G	Y
JIRE	G	G	Y
YT	Y	G	G
TSBURGH	G	G	Y
'IS	G	G	Y
EMAN	G	Y	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.

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

US	G
KSDALE	Y
LE	Y
RLESTON	Y
ER	Y
SS	Y
SWORTH	Y
CHILD	G
ND FORKS	Y
FISS	Y
AWYER	Y
LE ROCK	G
MSTROM	Y
CH	Y
HORD	Y
ONNELL	G
UIRE	Y
OT	Y
MTSBURGH	Y
VIS	Y
EMAN	Y

GREEN - No existing cultural resources.

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

RED - Cultural resources are present and constrain construction/operations.

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS  
PRIME AND UNIQUE FARMLANDS (crit. 6a)

JS	G
KSDALE	Y
LE	Y
PLESTON	Y
ER	Y
JS	Y
WORTH	Y
CHILD	G
ND FORKS	G
FISS	Y
AWYER	Y
LE ROCK	Y
MSTROM	G
CH	G
IORD	G
NNELL	G
JIRE	G
VT	Y
TSBURGH	G
'IS	Y
EMAN	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 -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

(ment of existing conditions for decision making)

GEOLOGY AND SOILS  
MINERAL / ENERGY RESOURCES (crit. 6b)

JS	G
KSDALE	R
LE	G
PLESTON	G
ER	G
JS	Y
WORTH	G
CHILD	Y
ND FORKS	Y
FISS	Y
AWYER	Y
LE ROCK	G
MSTROM	G
CH	G
IORD	G
NNELL	Y
JIRE	G
IT	Y
TSBURGH	G
IS	G
EMAN	Y

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 -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

(ment of existing conditions for decision making)

GEOLOGY AND SOILS  
SOIL CONTAMINATION (crit. 6c)

IS	Y
CSDALE	Y
DE	Y
BLESTON	R
ER	Y
IS	Y
WORTH	R
CHILD	Y
ND FORKS	Y
FISS	Y
AWYER	Y
DE ROCK	Y
MSTROM	Y
CH	R
IOD	R
NNELL	Y
JIRE	Y
IT	Y
TSBURGH	Y
'IS	Y
EMAN	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 -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

	AQ	Wa	As	Ra	SW	CH	T&E	W	Cul	P&U	M/E	SI	OVERALL
JS	G	Y	G	G	G	Y	Y	R	Y	Y	R	Y	Y+
KSDALE	G	Y	G	G	G	Y	Y	R	Y	Y	R	Y	Y+
LE	Y	Y	R	G	G	Y	Y	Y	Y	Y	G	Y	Y
MURLESTON	G	Y	R	G	G	G	G	Y	Y	Y	G	R	Y+
NER	R	R	Y	G	G	Y	Y	Y	Y	Y	G	Y	Y
ROSS	G	G	Y	G	G	G	G	G	Y	Y	Y	Y	G-
SWORTH	G	Y	Y	Y	G	G	G	Y	Y	Y	G	R	Y+
CHILD	G	Y	R	Y	G	G	G	Y	G	G	Y	Y	Y+
AND FORKS	G	Y	Y	Y	Y	R	R	Y	Y	G	Y	Y	Y
FISS	G	R	Y	Y	Y	R	Y	G	Y	Y	Y	Y	Y
AWYER	G	Y	Y	G	Y	Y	G	G	Y	Y	Y	Y	Y+
LE ROCK	G	G	G	G	G	Y	G	R	G	Y	G	Y	Y+
MSTROM	Y	Y	R	G	G	Y	G	Y	Y	G	G	Y	Y+
CH	R	Y	G	G	G	Y	Y	Y	Y	G	G	R	Y
HORD	Y	R	R	G	G	G	Y	Y	Y	G	G	R	Y
ONNELL	G	Y	G	G	Y	R	G	Y	G	G	Y	Y	Y+
UIRE	Y	R	R	G	G	G	G	Y	Y	G	G	Y	Y
OT	G	G	Y	G	Y	Y	G	G	Y	Y	Y	Y	Y+
MTSBURGH	Y	Y	R	G	G	G	G	Y	Y	G	G	Y	Y+
VIS	R	Y	Y	G	G	G	G	Y	Y	Y	G	Y	Y
IEMAN	G	G	G	G	Y	G	Y	G	Y	G	Y	Y	G-

Air Quality  
Solid Waste

Wa - Water  
CH - Critical Habitat

As - Asbestos  
T&E - Threatened and  
Endangered Species

Ra - Radon  
W - Wetlands

Cultural

P&U - Prime & Unique Farmlands

M/E - Mineral/Energy  
SI - Soils

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

TAB 10, ATCH H

Priority on Military Value, with emphasis on Readiness and Training, Future and Cost

Bomber Mission

AREA	Military Value				Return on Investment	Impact		
	I	II	III	IV	V	VI	VII	VIII
KSDALE	G	Y+	G-	567/72	13	G-	G-	Y+
LE	G	G-	G	226/316	4	G-	Y+	Y
SS	G	G-	G-	616/(138)	41	G-	G-	G-
WORTH	G	G-	G	489/279	8	G	Y+	Y+
CHILD	G	G-	Y+	380/37	14	Y	G-	Y+
ND FORKS	G	G-	Y+	118/585	0	G-	Y+	Y
FISS	G-	Y+	G	416/222	8	G-	G-	Y
AWYER	G-	G	G-	155/320	3	G	Y+	Y+
MSTROM	Y+	G-	Y	543/(100)	32	G	G-	Y+
CH	Y+	Y+	G-	257/209	6	Y-	Y	Y
ONNELL	G	Y	G-	252/264	5	Y	G-	Y+
YT	G-	G	Y+	195/460	2	G-	G-	Y+
TSBURGH	G-	Y+	G	114/444	1	G	G-	Y+
EMAN	G	G-	Y+	463/41	15	G-	Y	G-

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

Priority on Military Value, with emphasis on Readiness and Training, Future and Cost

Tanker Mission

CRITERIA	<u>Military Value</u>				<u>Return on Investment</u>	<u>Impact</u>		
	I	II	III	IV	V	VI	VII	VIII
KSDALE	G-	Y+	G-	567/72	13	G-	G-	Y+
LE	G-	G-	G	226/316	4	G-	Y+	Y
SS	G-	G-	G-	616/(138)	41	G-	G-	G-
SWORTH	G-	G-	G-	489/279	8	G	Y+	Y+
CHILD	Y+	G-	Y+	380/37	14	Y	G-	Y+
AND FORKS	Y+	G-	Y+	118/585	0	G-	Y+	Y
FISS	Y+	Y+	G	416/222	8	G-	G-	Y
AWYER	Y+	G	G-	155/320	3	G	Y+	Y+
MSTROM	Y+	G-	Y	543/(100)	32	G	G-	Y+
CH	Y+	Y+	G-	257/209	6	Y-	Y	Y
ONNELL	G-	Y	G-	252/264	5	Y	G-	Y+
OT	Y+	G	Y+	195/460	2	G-	G-	Y+
ITSBURGH	Y+	Y+	G	114/444	1	G	G-	Y+
TEMAN	G-	G-	Y+	463/41	15	G-	Y	G-

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**Priority on Military Value, with emphasis on Readiness and Training; Future and Cost**

**Airlift Mission**

CRITERIA	<u>Military Value</u>				<u>Return on Investment</u>	<u>Impact</u>		
	I	II	III	IV	V	VI	VII	VIII
ALTUS	G	G-	G-	251/230	5	G	Y	Y+
CHARLESTON	G	Y+	G-	235/184	6	G	G-	Y+
DOVER	G	Y+	Y	402/74	12	G	G-	Y
LITTLE ROCK	G	G	G-	421/175	9	G-	G-	Y+
McCHORD	G-	Y-	Y+	453/82	12	Y	Y	Y
McGUIRE	G	Y+	G-	300/485	3	G	Y+	Y
TRAVIS	G	G-	G	890/(224)	62	G	Y+	Y

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**FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT**

**Priority on Military Value, with emphasis on Readiness and Training, Future and Cost**

**Mobility Mission**

**East**

SERIA	<u>Military Value</u>				<u>Return on Investment</u>	<u>Impact</u>		
	I	II	III	IV	V	VI	VII	VIII
WRESTON	G-	Y+	G-	235/184	6	G	G-	Y+
BER	G-	Y+	Y	402/74	12	G	G-	Y
WISS	G-	Y+	G	416/222	8	G-	G-	Y
WIRE	G-	Y+	G-	300/485	3	G	Y+	Y
WTSBURGH	G-	Y+	G	114/444	1	G	G-	Y+

**West**

SERIA	<u>Military Value</u>				<u>Return on Investment</u>	<u>Impact</u>		
	I	II	III	IV	V	VI	VII	VIII
WLE	G	G-	G	226/316	4	G-	Y+	Y
WCHILD	G-	G-	Y+	380/37	14	Y	G-	Y+
WSTROM	G-	G-	Y	543/(100)	32	G	G-	Y+
WCH	G-	Y+	G-	257/209	6	Y-	Y	Y
WWORD	G-	Y-	Y+	453/82	12	Y	Y	Y
WVIS	G-	G-	G	890/(224)	62	G	Y+	Y

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FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

FLYING CATEGORY -- OPERATIONS SUBCATEGORY -- LARGE AIRCRAFT

Bomber Mission

Group 1

Barksdale  
Dyess  
Ellsworth  
Whiteman

Group 2

Beale  
Fairchild  
McConnell

Group 3

Grand Forks  
Griffiss  
KI Sawyer  
Malmstrom  
March  
Minot  
Plattsburgh

Tanker Mission

Group 1

Barksdale  
Dyess  
Ellsworth  
Whiteman

Group 2

Beale  
Fairchild  
Malmstrom  
McConnell

Group 3

Grand Forks  
Griffiss  
KI Sawyer  
March  
Minot  
Plattsburgh

Airlift

Group 1

Altus  
Little Rock  
Travis

Group 2

Charleston  
Dover

Group 3

McChord  
McGuire

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**TAB 11**  
**FLYING CATEGORY**  
**OPERATIONS SUBCATEGORY -- SMALL AIRCRAFT**

Bases in this subcategory are:

Cannon AFB, New Mexico	Davis-Monthan AFB, Arizona
Homestead AFB, Florida	Holloman AFB, New Mexico
Luke AFB, Arizona	Moody AFB, Georgia
Pope AFB, North Carolina	Mt Home AFB, Idaho
Shaw AFB, South Carolina	Tyndall AFB, Florida
Seymour Johnson AFB, North Carolina	

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

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

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

TAB 11, ATCH A

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

1. Force Structure

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

CLOSURE RATING (G,Y,R)

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

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

RED - Force structure is being phased out in the force structure plan

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

GREEN - No significant programmed reductions

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

RED - Force structure is being phased out in the force structure plan

NA - No other force structure

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**2.1. Operational Effectiveness (Fighter Mission)**

**A. Geographic location supports mission**

Alternate airfield: GREEN  $\leq 20$  min ; YELLOW  $> 20 \leq 30$  min ; RED  $> 30$  min

Divert airfield(if single rwy): GREEN  $\leq 15$  min; RED  $> 15$  min

Weather impact on mission at base:

GREEN - Above 3000/1  $\geq 90\%$ , above 3000/5  $\geq 75\%$  and  $\leq 5\%$  WX attrition

YELLOW - Above 3000/1  $< 90\% \geq 80\%$ , above 3000/5  $\geq 50\%$  and  $> 5\% \leq 7\%$  WX attrition

RED - anything else

Does weather require annual planning  
to conduct off station training?

GREEN - No  
RED - Yes

Air Traffic Delay:

GREEN - Avg ATC Delay  $\leq 5$  min  
YELLOW -  $> 5$  min  $\leq 15$  min  
RED -  $> 15$  min

Are the runway(s) adequate to  
support a fighter mission?

GREEN - Dual runway or single runway,  
emergency landing airfield  $\leq 10$  min  
YELLOW - Single runway with emergency landing airfield  $> 10 \leq 15$   
min  
RED -Emergency landing airfield  $> 15$  min

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**B. Adequate Training areas (Ranges, TRs, MOAs)**

1) Supersonic ACBT MOAs &  
Warning/Restricted areas?

GREEN  $\leq$  150NM  
 YELLOW  $>$  150NM  $\leq$  200NM  
 RED  $>$  200NM

2) Low alt MOAs for SAT &  
low alt intercept training?

GREEN  $\leq$  100NM  
 YELLOW  $>$  100NM  $\leq$  150NM  
 RED  $>$  150NM

3) Number of scorable range complexes/  
target arrays (including  
tactical tg/conv/strafe):

GREEN - 1 w/i 100NM or 6 w/i 250NM  
 YELLOW - 0 w/i 100NM or  
 4-5 w/i 250NM  
 RED - 3 or less w/i 250NM

4) EC range within 250NM

GREEN - Yes; RED - No

5) Ground Forces w/impact areas capable  
of tactical aircraft employment

GREEN  $\leq$  100NM  
 YELLOW  $>$  100NM  $\leq$  150NM  
 RED  $>$  150NM

6) ACMI

GREEN  $\leq$  150NM  
 YELLOW  $>$  150NM  $\leq$  200NM  
 RED  $>$  200NM

7) Full scale live drop availability

GREEN  $\leq$  200NM  
 YELLOW  $>$  200NM  $\leq$  250NM  
 RED  $>$  250NM

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

8) Number of VR/IR routes?

GREEN -  $\geq 10$  w/i 100NM

YELLOW -  $\geq 3$  and  $\leq 9$  w/i 100NM

RED -  $< 3$  w/i 100NM

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

D. Composite/Integrated force training airspace

GREEN - Special Use Airspace and/or access to bombing ranges is available within 150NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Interservice participation or adversary installation is within 250NM.

YELLOW - Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises, or adequate airspace exists within 150NM to 200NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises.

RED - Special Use Airspace and/or access to bombing ranges is greater than 200NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary available.

E. Potential for Airspace/Training area growth

GREEN - Airspace available for future expansion; supports advanced basing concept

YELLOW - Status Quo

RED - Reductions possible

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**3A. Existing Associated Airspace Availability (Special Use Airspace)**

MOA/Bombing Ranges

GREEN - Fully adequate MOA/bombing ranges available.  
YELLOW - Generally adequate MOA/bombing ranges available, but improvements required.  
RED - Inadequate MOA/bombing ranges available.

Low Level Routes

GREEN - Fully adequate capacity for low level routes/capacity available.  
YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity available.

**3B. Future Associated Airspace Availability (Special Use Airspace)**

MOA/Bombing Ranges

GREEN - Fully adequate MOA/bombing ranges expected to remain available.  
YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required.  
RED - Inadequate MOA/bombing ranges, not expected to be available.

Low Level Routes

GREEN - Fully adequate low level routes/capacity expected to remain available.  
YELLOW - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity, not expected to be available.

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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**4. Can Base Runway and Taxiway and Apron Support:**

Fighter Mission  
Bomber Mission  
Tanker Mission  
Airlift Mission

GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No

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TAB 11, Atch A

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**PRIMARY FORCE STRUCTURE (crit.1A)**

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	G
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	G
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

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

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**OTHER FORCE STRUCTURE (crit.1B)**

CANNON	N/A
DAVIS-MONTHAN	G
HOLLOMAN	G
HOMESTEAD	G
LUKE	G
MOODY	N/A
MT HOME	G
POPE	G
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

**GREEN** - No significant programmed reductions

**N/A** - No other force structure

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

**RED** - Force structure is being phased out in the force structure plan

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1)  
GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.1A)

	ALTERNATE AIRFIELD	DIVERT AIRFIELD
CANNON	G	G
DAVIS-MONTHAN	G	G
HOLLOMAN	G	G
HOMESTEAD	G	G
LUKE	G	G
MOODY	G	G
MT HOME	G	G
POPE	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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1)  
 GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.1A)  
 WEATHER IMPACTS

	ON MISSION	REQUIRE TDY	ATC DELAY
CANNON	G	G	G
DAVIS-MONTHAN	G	G	G
HOLLOMAN	G	G	G
HOMESTEAD	G	G	G
LUKE	G	G	G
MOODY	G	G	G
MT HOME	G	G	G
POPE	G	G	G
SEYMOUR-JOHNSON	G	G	Y
SHAW	G	G	G
TYNDALL	G	G	G

**GREEN** - Above 300/1  $\geq$  90%,  
 above 3000/5  $\geq$  75%,  $\leq$  5% WX attrition  
**YELLOW** - Above 300/1  $<$  90%  $\geq$  80%,  
 above 3000/5  $\geq$  50%,  $>$  5%  $\leq$  7% WX attrition  
**RED** - anything else

**GREEN** - No  
**RED** - Yes

**GREEN** - Avg delay  $\leq$  5 min  
**YELLOW** -  $>$  5 min  $\leq$  15 min  
**RED** -  $>$  15 min

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1)  
 GEOGRAPHIC LOCATION SUPPORTS MISSION (crit.2.1A)**

	RUNWAYS ADEQUATE TO SUPPORT MISSION	OVERALL
CANNON	G	G
DAVIS-MONTHAN	G	G
HOLLOMAN	G	G
<u>HOMESTEAD</u>	Y	G-
LUKE	G	G
MOODY	G	G
MT HOME	G	G
<u>POPE</u>	G	G
SEYMOUR-JOHNSON	G	G
SHAW	G	G
TYNDALL	G	G

**GREEN** - Dual runway or single runway, emergency landing airfield ≤ 10 minutes  
**YELLOW** - Single runway with emergency landing airfield > 10 ≤ 15 minutes  
**RED** - Emergency landing airfield > 15 minutes

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1)  
ADEQUATE TRAINING AREAS (crit.2.1B)

	SUPER MOA & WARN/REST	LOW ALT MOAs (SAT/LOWAT)
CANNON	Y	G
DAVIS-MONTHAN	G	G
HOLLOMAN	G	G
<u>HOMESTEAD</u>	<u>G</u>	<u>R</u>
LUKE	G	G
MOODY	G	G
MT HOME	Y	G
<u>POPE</u>	<u>G</u>	<u>G</u>
SEYMOUR-JOHNSON	G	Y
SHAW	G	G
TYNDALL	G	G

GREEN ≤ 150NM

YELLOW > 150NM ≤ 200 NM

RED > 200NM

GREEN ≤ 100NM

YELLOW > 100NM ≤ 150NM

RED > 150NM

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1)  
ADEQUATE TRAINING AREAS (crit.2.1B)

	NUMBER OF SCORABLE RANGE COMPLEXES	EC RANGE w/i 250nm	GRND FORCES W/IMPACT AREAS
CANNON	G	G	R
DAVIS-MONTHAN	G	G	R
HOLLOMAN	G	G	G
HOMESTEAD	R	R	R
LUKE	G	G	R
MOODY	G	G	G
MT HOME	G	G	R
POPE	G	G	G
SEYMOUR-JOHNSON	G	G	G
SHAW	G	G	G
TYNDALL	G	G	Y

GREEN - 1 w/i 100NM or 6 w/i 250NM  
 YELLOW - 0 w/i 100NM or 4-5 w/i 250NM  
 RED - 3 or less w/i 250NM

GREEN - Yes  
 YELLOW - N/A  
 RED - No

GREEN ≤ 100NM  
 YELLOW > 100NM ≤ 150NM  
 RED > 150NM

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1)  
ADEQUATE TRAINING AREAS (crit.2.1B)**

	ACMI	FULL SCALE LIVE DROP	NUMBER OF VR/IR ROUTES	OVERALL
CANNON	R	Y	Y	Y+
DAVIS-MONTHAN	G	G	G	G
HOLLOMAN	R	G	G	G-
HOMESTEAD	G	R	Y	R+
LUKE	G	G	G	G
MOODY	G	G	G	G
MT HOME	G	G	Y	G-
POPE	G	G	G	G
SEYMOUR-JOHNSON	G	G	G	G
SHAW	G	G	Y	G
TYNDALL	G	G	G	G

**GREEN** ≤ 150NM

**YELLOW** > 150NM ≤ 200NM

**RED** > 200NM

**GREEN** ≤ 200NM

**YELLOW** > 200NM ≤ 250NM

**RED** > 250NM

**GREEN** > 10 w/i 100NM

**YELLOW** ≥ 3 and ≤ 9 w/i 100NM

**RED** < 3 w/i 100NM

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**OPERATIONAL EFFECTIVENESS (Fighter Mission) (crit.2.1C)  
SPECIAL USE AIRSPACE AND TRAINING AREAS**

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>R</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

**GREEN** - Meets all training requirements

**YELLOW** - Minor degradations to accomplishing training requirements

**RED** - Major degradations to accomplishing training requirements

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

OPERATIONAL EFFECTIVENESS (Fighter Mission)(crit.2.1D)  
COMPOSITE/INTEGRATED FORCE  
TRAINING AIRSPACE

CANNON	Y
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>Y</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

**GREEN** - Special Use Airspace and/or access to bombing ranges is available within 150NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Interservice participation or adversary installation is within 250NM.

**YELLOW** - Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises, or adequate airspace exists within 150NM to 200NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these exercises.

**RED** - Special Use Airspace and/or access to bombing ranges is greater than 200NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary available.

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**OPERATIONAL EFFECTIVENESS (crit.2.1E)  
POTENTIAL FOR AIRSPACE/TRAINING AREA GROWTH**

CANNON	Y
DAVIS-MONTHAN	Y
HOLLOMAN	Y
<u>HOMESTEAD</u>	<u>Y</u>
LUKE	Y
MOODY	Y
MT HOME	G
<u>POPE</u>	<u>Y</u>
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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

EXISTING ASSOCIATED AIRSPACE AVAILABILITY (crit.3A)  
(SPECIAL USE AIRSPACE)

	MOA/BOMBING RANGES	LOW LEVEL ROUTES	OVERALL
CANNON	G	G	G
DAVIS-MONTHAN	G	G	G
HOLLOMAN	G	G	G
HOMESTEAD	G	G	R
LUKE	G	G	G
MOODY	G	G	G
MT HOME	G	G	G
POPE	G	G	G
SEYMOUR-JOHNSON	G	G	G
SHAW	G	G	G
TYNDALL	G	G	G

**GREEN** - Fully adequate MOA/Bombing Ranges available.  
**YELLOW** - Generally adequate MOA/Bombing Ranges available,  
but improvements required.  
**RED** - Inadequate MOA/Bombing Ranges available.

**GREEN** - Fully adequate low level routes/capacity available.  
**YELLOW** - Generally adequate low level routes/capacity available;  
some restrictions to access or limited route quantity.  
**RED** - Inadequate low level routes/capacity available

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**FUTURE ASSOCIATED AIRSPACE AVAILABILITY (crit.3B)  
(SPECIAL USE AIRSPACE)**

	MOA/BOMBING RANGES	LOW LEVEL ROUTES	OVERALL
CANNON	G	G	G
DAVIS-MONTHAN	G	G	G
HOLLOMAN	G	G	G
HOMESTEAD	G	G	G
LUKE	G	G	G
MOODY	G	G	G
MT HOME	G	G	G
POPE	Y	G	G
SEYMOUR-JOHNSON	G	G	G
SHAW	G	G	G
TYNDALL	G	G	G

**GREEN** - Fully adequate MOA/Bombing Ranges expected to remain available.  
**YELLOW** - Generally adequate MOA/Bombing Ranges expected to remain available, but improvements required.  
**RED** - Inadequate MOA/Bombing Ranges, not expected to be available.

**GREEN** - Fully adequate low level routes/capacity expected to remain available.  
**YELLOW** - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
**RED** - Inadequate low level routes/capacity, not expected to be available.

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

BASE RUNWAY/TAXIWAY/APRON SUPPORT(crit.4)

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
CANNON	G	Y	Y	Y
DAVIS-MONTHAN	G	Y	G	G
HOLLOMAN	G	Y	Y	Y
HOMESTEAD	G	Y	Y	Y
LUKE	G	Y	Y	Y
MOODY	G	R	R	R
MT HOME	G	Y	Y	G
POPE	Y	R	R	Y
SEYMOUR-JOHNSON	G	G	G	G
SHAW	G	Y	G	G
TYNDALL	G	R	R	R

GREEN - YES  
YELLOW - MARGINAL  
RED - NO

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

CRITERIA I

	Primary Force	Other Force	FIGHTER MSN	Loc Spt Msn	Trng Areas	SUA Effective	Comp/Int Force	Growth Potential	Existing SUA	Future SUA	Fighter Msn	Bomber Msn	Tanker Msn	Airift Msn	OVERALL
CANNON	G	N/A		G	Y+	G	Y	Y	G	G	G	Y	Y	Y	Y+
DAVIS-MONTHAN	G	G		G	G	G	G	Y	G	G	G	Y	G	G	G
HOLLOMAN	G	G		G	G-	G	G	Y	G	G	G	Y	Y	Y	G
HOMESTEAD	G	G		G-	R+	R	Y	Y	G	G	G	Y	Y	Y	Y-
LUKE	G	G		G	G	G	G	Y	G	G	G	Y	Y	Y	G
MOODY	G	N/A		G	G	G	G	Y	G	G	G	R	R	R	G
MT HOME	G	G		G	G-	G	G	G	G	G	G	Y	Y	G	G
POPE	G	G		G	G	G	G	Y	G	G-	Y	R	R	Y	G-
SEYMOUR-JOHNSON	G	G		G	G	G	G	Y	G	G	G	G	G	G	G
SHAW	G	G		G	G	G	G	Y	G	G	G	Y	G	G	G
TYNDALL	G	G		G	G	G	G	Y	G	G	G	R	R	R	G

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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**TAB 11, ATCH B**

**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?**

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

**2. Facilities capacity:**

Base:

GREEN  $\geq$  the mean  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

Housing:

GREEN  $\geq$  the mean  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

**3. Facilities condition:**

Base:

Building

GREEN  $\geq$  the mean  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

Infrastructure

GREEN  $\geq$  the mean  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**Housing:** GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

**4.A Existing Associated Airspace Encroachment (Special Use Airspace)**

**MOAs/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 or Restricted Airspace

**Bomb Ranges:** GREEN - Regional development generally compatible with Air-to-Ground ranges  
  
YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges  
  
RED - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges

**Low Level:** 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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**4.B Future Associated Airspace Encroachment (Special Use Airspace)**

- MOAs/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 dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.
- Bomb Ranges:**
- GREEN - Future regional development generally expected to remain compatible with Air-to-Ground ranges.
  - YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges.
  - RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges.
- Low Level:**
- GREEN - Future regional development generally expected to become 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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**4C. Existing local/regional community encroachment**

- Accident potential zones:** GREEN - Off-base development generally compatible with accident potential zones  
YELLOW - Off-base development incompatible in some (limited) areas  
RED - Off-base development incompatible with accident potential zones
- 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
- Environs airspace:  
(local flying area)** 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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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**4D. Future local/regional community encroachment**

- Accident potential zones:** GREEN - Future off-base development generally expected to remain compatible with accident potential zones  
YELLOW - Future off-base development may become incompatible in some (limited) areas  
RED - Future off-base development may become incompatible with accident potential zones
- 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:  
(local flying area)** 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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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**1. UNIQUE FACILITIES**

CANNON	R
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>G</u>
LUKE	R
MOODY	R
MOUNTAIN HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR JOHNSON	G
SHAW	G
TYNDALL	G

**GREEN** Yes, unique facilities exist

**RED** No unique facilities exist

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

- 2. Capacity
- 3. Condition

	FACILITIES			FAMILY HOUSING	
	CAPACITY	BUILDING CONDITION	INFRASTRUCTURE CONDITION	CAPACITY	CONDITION
CANNON	R	Y	Y	R	G
DAVIS-MONTHAN	G	Y	G	Y	Y
HOLLOMAN	G	G	Y	G	Y
*HOMESTEAD	R	R	R	R	R
LUKE	G	G	G	G	G
MOODY	R	G	G	G	G
MOUNTAIN HOME	Y	Y	G	Y	Y
POPE	R	R	R	R	G
SEYMOUR JOHNSON	G	Y	G	Y	R
SHAW	G	G	G	G	Y
TYNDALL	G	G	G	Y	Y

\*Post Hurricane Andrew

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

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**4.A Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)**

	<b>MOAs/RA</b>	<b>BOMB RG</b>	<b>LOW LEVEL</b>
CANNON	G	Y	G
DAVIS-MONTHAN	G	G	G
HOLLOMAN	G	G	G
HOMESTEAD	Y	Y	Y
LUKE	G	G	G
MOODY	Y	Y	G
MOUNTAIN HOME	G	G	G
POPE	G	Y	Y
SEYMOUR JOHNSON	G	G	G
SHAW	G	G	Y
TYNDALL	G	G	G

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

**GREEN** - Regional development generally compatible with Air-to-Ground ranges.

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

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

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges.

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

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

**RED** - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges

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

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**4.B Future Associated Airspace Encroachment (Special Use Airspace)**

	MOAs/RA	BOMB RG	LOW LEVEL
CANNON	Y	Y	G
DAVIS-MONTHAN	Y	G	G
HOLLOMAN	G	G	G
HOMESTEAD	Y	Y	Y
LUKE	Y	Y	G
MOODY	Y	Y	Y
MOUNTAIN HOME	G	G	G
POPE	Y	Y	Y
SEYMOUR JOHNSON	Y	G	G
SHAW	Y	G	Y
TYNDALL	Y	G	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 dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible

**GREEN** - Future regional development generally expected to remain 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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**4C. Existing Local/Regional Community Encroachment**

	APZ	NOISE	ENVIRONS AIRSPACE
CANNON	G	G	G
DAVIS-MONTHAN	R	R	Y
HOLLOMAN	G	G	G
HOMESTEAD	R	G	G
LUKE	G	G	Y
MOODY	Y	G	G
MT HOME	G	G	G
POPE	Y	R	Y
SEYMOUR JOHNSON	Y	Y	G
SHAW	Y	R	G
TYNDALL	G	G	G

**GREEN** - Off-base development generally compatible with accident potential zones

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

**RED** - Off-base development incompatible with accident potential 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

**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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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**4D. Future Local/Regional Community Encroachment**

	APZ	NOISE	ENVIRONS AIRSPACE
CANNON	G	G	G
DAVIS-MONTHAN	R	R	Y
HOLLOMAN	G	G	G
<u>HOMESTEAD</u>	<u>UNK</u>	<u>UNK</u>	<u>Y</u>
LUKE	G	G	Y
MOODY	Y	Y	G
MT HOME	G	G	G
<u>POPE</u>	<u>R</u>	<u>R</u>	<u>Y</u>
SEYMOUR JOHNSON	Y	Y	G
SHAW	Y	Y	G
TYNDALL	G	G	G

**GREEN** - Future off-base development generally expected to remain compatible with accident potential zones

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

**RED** - Future off-base development may become incompatible with accident potential 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

**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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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

CRITERIA	II	Unique Fac	FACILITIES Capacity	Cond - Bldgs	Cond - Infra	MFH Capacity	Condition	ECE APZ	Noise Zones	Environs	FCE APZ	Noise Zones	Environs	EAE MOA/RA	Bomb Rng	Low Lvl	FAE MOA/RA	Bomb Rng	Low Lvl	OVERALL
CANNON		R	R	Y	Y	R	G	G	G	G	G	G	G	G	Y	G	Y	Y	G	Y+
DAVIS-MONTHAN		G	G	Y	G	Y	Y	R	R	Y	R	R	Y	G	G	G	Y	G	G	Y
HOLLOMAN		G	G	G	Y	G	Y	G	G	G	G	G	G	G	G	G	G	G	G	G-
HOMESTEAD		G	R	R	R	R	R	R	G	G	U	U	Y	Y	Y	Y	Y	Y	Y	R+
LUKE		R	G	G	G	G	G	G	G	Y	G	G	Y	G	G	G	Y	Y	G	G-
MOODY		R	R	G	G	G	G	Y	G	G	Y	Y	G	Y	Y	G	Y	Y	Y	Y+
MT HOME		G	Y	Y	G	Y	Y	G	G	G	G	G	G	G	G	G	G	G	G	G-
POPE		G	R	R	R	Y	G	Y	R	Y	R	R	Y	G	Y	G	Y	Y	Y	Y-
SEYMOUR-J' SON		G	G	Y	G	Y	R	Y	Y	G	Y	Y	G	G	G	G	Y	G	G	Y+
SHAW		G	G	G	G	G	Y	Y	R	G	Y	Y	G	G	G	Y	Y	G	Y	Y+
TYNDALL		G	G	G	G	Y	Y	G	G	G	G	G	G	G	G	G	Y	G	G	G-

HOMESTEAD GRADE UNKNOWN FOR FCE APZ AND NOISE ZONES; PRE-HURRICANE ANDREW GRADES WERE YELLOW FOR BOTH

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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**TAB 11 ATCH C**

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

**1. CONTINGENCY AND MOBILIZATION:**

- |   |   |
|---|---|
| A. What is the C-141 equivalent working MOG?                          | GREEN - 5 or more<br>YELLOW - 3 to 4<br>RED - less than 3   |
| B. Can airfield handle wide-body ops?                                 | GREEN - Yes; RED - No   |
| C. Does the base have a operational fuel hydrant system?              | GREEN - Yes<br>YELLOW - Yes, with limitations<br>RED - No   |
| D. Is base fuel storage facility serviced by pipeline?                | GREEN - Yes<br>RED - No   |
| E. What is the excess CAT 1.1 munitions storage capacity of the base? | GREEN > 500,000 lbs NEW<br>YELLOW - 1 to 500,000 lbs NEW<br>RED - No excess/deficit/no storage facilities |
| F. Does base have a dedicated hot cargo pad?                          | GREEN - Yes    RED - No   |

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**G. Geographic location:**

(1) Is the base located within 150 NM of:

- |   |                         |
|---|-------------------------|
| (a) A Ground Force Installation<br>(Army/Marine forces) | GREEN - Yes<br>RED - No |
| (b) A Rail Access                                       | GREEN - Yes<br>RED - No |
| (c) A Port Facility                                     | GREEN - Yes<br>RED - No |

**H. What is the excess usable parking apron  
(in square yards) for mobility contingencies?**

- GREEN > 25,000 sy  
YELLOW - 1,000 to 25,000 sy  
RED < 1,000 sy

**I. Utility infrastructure capacity  
(includes: Medical, comm, utility, water,  
and sewage)**

- GREEN - Can support > 10% increase in  
usage without MILCON  
YELLOW - Can support up to 10% increase  
RED - Cannot support increase without costs

**2. FUTURE FORCE REQUIREMENTS:**

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

- |                |  |
|----------------|--|
| Fighter        | GREEN - Meets most requirements of MACRO Look  |
| Bomber         |  |
| Tanker         | YELLOW - Meets some requirements of MACRO Look |
| Airlift        |  |
| Pilot Training | RED - Meets few requirements of MACRO Look     |

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**III. ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION**  
**CONTINGENCY AND MOBILIZATION (crit.1)**

	<b>C-141 MOG</b>	<b>WIDE-BODY OPERATION</b>	<b>FUEL HYDRANT</b>	<b>FUEL PIPELINE</b>	<b>MUNITIONS STORAGE</b>	<b>HOT CARGO</b>	<b>OVERALL</b>
CANNON	Y	G	R	G	G	G	Y+
DAVIS-MONTHAN	Y	G	G	G	G	G	G-
HOLLOMAN	R	G	G	G	G	G	G-
HOMESTEAD	Y	G	G	G	G	G	G-
LUKE	Y	G	R	G	G	G	Y+
MOODY	Y	G	Y	R	Y	G	Y
MT HOME	Y	G	G	G	G	G	G-
POPE	G	G	G	R	Y	G	Y+
SEYMOUR-JOHNSON	Y	G	G	G	G	G	G-
SHAW	Y	G	Y	R	Y	G	Y
TYNDALL	R	G	R	R	G	G	Y-

**MOG**

**GREEN** - 5 or more

**YELLOW** - 3 to 4

**RED** < 3

**WIDE-BODY/HYDRANT/PIPELINE/HOT CARGO**

**GREEN** - Yes

**RED** - No

**CAT 1.1 MUNITIONS**

**GREEN** - >500,000 NEW

**YELLOW** - 1 to 500,000 NEW

**RED** - No excess/deficit/no storage facility

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**III. 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.1G)**

	<b>ARMY/MARINE INSTALLATION</b>	<b>RAIL</b>	<b>PORT</b>	<b>OVERALL</b>
CANNON	R	G	R	Y-
DAVIS-MONTHAN	G	G	R	G-
HOLLOMAN	G	G	R	G-
HOMESTEAD	R	G	G	Y+
LUKE	G	G	R	G-
MOODY	G	G	G	G
MT HOME	G	G	R	G-
POPE	G	G	G	G
SEYMOUR-JOHNSON	G	G	G	G
SHAW	G	G	G	G
TYNDALL	G	G	G	G

**GREEN - YES  
RED - NO**

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

	<b>EXCESS APRON CAPACITY (crit. 1H)</b>	<b>UTILITY INFRASTRUCTURE CAPACITY (crit. 1I)</b>
CANNON	G	Y
DAVIS-MONTHAN	G	Y
HOLLOMAN	R	G
<u>HOMESTEAD</u>	<u>G</u>	<u>R</u>
LUKE	G	R
MOODY	G	G
MT HOME	R	Y
<u>POPE</u>	<u>R</u>	<u>R</u>
SEYMOUR-JOHNSON	G	G
SHAW	G	G
TYNDALL	G	R

**GREEN** > 25,000 sy  
**YELLOW** - 1,000 to 25,000 sy  
**RED** < 1,000 sy

**GREEN** - Can support > 10% increase in usage w/o MILCON  
**YELLOW** - Can support up to 10% increase in usage w/o MILCON  
**RED** - Cannot support increase w/o costs

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**FUTURE FORCE REQUIREMENTS**

**SUPPORT FUTURE MISSION (crit.2)**

	<b>FIGHTER</b>	<b>BOMBER</b>	<b>TANKER</b>	<b>AIRLIFT</b>	<b>MOBILITY</b>	<b>PLT TRNG</b>	<b>OVERALL</b>
CANNON	G	R	Y	Y	Y	R	Y-
DAVIS-MONTHAN	G	R	Y	Y	Y	R	Y-
HOLLOMAN	G	Y	Y	Y	Y	Y	Y
HOMESTEAD	R	R	R	R	R	R	R
LUKE	G	R	R	R	R	Y	R+
MOODY	G	R	Y	Y	Y	Y	Y
MT HOME	G	Y	Y	Y	Y	R	Y
POPE	Y	R	R	Y	Y-	R	Y-
SEYMOUR-JOHNSON	G	G	G	G	G	R	G-
SHAW	G	R	Y	Y	Y	R	Y-
TYNDALL	G	Y	Y	Y	Y	R	Y

**GREEN** - Meets most requirements of MACRO Look  
**YELLOW** - Meets some requirements of MACRO Look  
**RED** - Meets few requirements of MACRO Look

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

CRITERIA III	Cont & Mob	Geo Location	Excess Apron	Util Infra Cap	Future Mission	OVERALL
CANNON	Y+	Y-	G	Y	Y-	Y
DAVIS-MONTHAN	G-	G-	G	Y	Y-	G-
HOLLOMAN	G-	G-	R	G	Y	Y+
HOMESTEAD	G-	Y+	G	R	R	Y
LUKE	Y+	G-	G	R	R+	Y
MOODY	Y	G	G	G	Y	G-
MT HOME	G-	G-	R	Y	Y	Y+
POPE	Y+	G	R	R	Y-	Y
SEYMOUR-JOHNSON	G-	G	G	G	G-	G
SHAW	Y	G	G	G	Y-	G-
TYNDALL	Y-	G	G	R	Y	Y+

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**TAB 11 ATCH D**

**IV. THE COST AND MANPOWER IMPLICATIONS**

**1. ONE TIME CLOSURE COSTS:** Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

**2. 20 YEAR NET PRESENT VALUE:** Shows savings (positive number) or costs (negative 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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TAB 11, Atch D )

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**IV COST AND MANPOWER IMPLICATIONS**

**V RETURN ON INVESTMENT**

	ONE TIME CLOSURE COSTS (CY 94 \$M)	20 YEAR NPV	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS	YEARS TO PAYBACK
CANNON	348	111	45	1151	10
DAVIS-MONTHAN <sup>1</sup>	138	330	49	1043	2
HOLLOMAN	443	291	74	1515	7
HOMESTEAD <sup>2</sup>	69	953	56	988	0
LUKE	552	-35	52	999	20
MOODY <sup>3</sup>	25 (224) <sup>4</sup>	424 (208) <sup>4</sup>	44 (41) <sup>4</sup>	919	0 (5) <sup>4</sup>
MT HOME	332	180	52	1148	8
POPE	194	270	47	975	4
SEYMOUR-JOHNSON	318	220	54	1200	7
SHAW	190 (379) <sup>5</sup>	403 (191) <sup>5</sup>	61 (58) <sup>5</sup>	1180	3 (8) <sup>5</sup>
TYNDALL	321	285	62	1220	6

<sup>1</sup> AMARC remains

<sup>2</sup> Rebuild Cost Avoidance considered

<sup>3</sup> MILCON Cost Avoidance deleted - "Composite wing" on legislative hold

<sup>4</sup> Reflects cost to close, including units temporarily located at Moody

<sup>5</sup> Reflects cost to close, including units temporarily located at Shaw

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**TAB 11 ATCH E**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

- 1. EMPLOYMENT:** GREEN - Reductions exceed historic high reduction  
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction  
RED - Reductions are less than 50% of historic high reduction, or negligible
- 2. POPULATION:** GREEN - Reductions exceed historic high reductions  
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, or negligible
- 3. INCOME:** GREEN - Reductions exceed historic high reductions  
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, 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 estimated to be moderate (about 5 yrs)  
RED - Actual clean-up time is estimated to be relatively short(< 5 yrs)

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**VI. ECONOMIC IMPACT ON COMMUNITIES**

EMPLOYMENT (crit. 1)

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>R</u>
LUKE	R
MOODY	G
MT HOME	G
<u>POPE</u>	<u>R</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Reductions exceed historic high reduction (1969 - 1989).

YELLOW - Reductions are from 50% of historic high reduction and the historic high reduction.

RED - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

VI. ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
HOMESTEAD	Y
LUKE	R
MOODY	G
MT HOME	G
POPE	G
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Reductions exceed historic high reduction (1969 - 1989).

YELLOW - Reductions are from 50% of historic high reduction and the historic high reduction.

RED - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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**VI. ECONOMIC IMPACT ON COMMUNITIES**

INCOME (crit. 3)

CANNON	G
DAVIS-MONTHAN	Y
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>R</u>
LUKE	R
MOODY	G
MT HOME	G
<u>POPE</u>	<u>Y</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Reductions exceed historic high reduction (1969 - 1989).

YELLOW - Reductions are from 50% of historic high reduction and the historic high reduction.

RED - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)**

CANNON	Y
DAVIS-MONTHAN	G
HOLLOMAN	Y
<u>HOMESTEAD</u>	<u>G</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
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 loss.)

**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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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)**

CANNON	Y
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>G</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>Y</u>
SEYMOUR-JOHNSON	Y
SHAW	G
TYNDALL	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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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP	OVERALL
CANNON	G	G	G	Y	Y	G-
DAVIS-MONTHAN	G	G	Y	G	G	G-
HOLLOMAN	G	G	G	Y	G	G-
HOMESTEAD	R	Y	R	G	G	G <sup>1</sup>
LUKE	R	R	R	G	G	R+ <sup>2</sup>
MOODY	G	G	G	G	G	G
MT HOME	G	G	G	G	G	G
POPE	R	G	Y	G	Y	Y
SEYMOUR-JOHNSON	G	G	G	G	Y	G-
SHAW	G	G	G	G	G	G
TYNDALL	G	G	G	G	G	G

<sup>1</sup> Rated green overall due to local conditions post hurricane Andrew.

<sup>2</sup> Ratings discussed orally by BCEG.

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

**1. Community Infrastructure**

**A. Off-base housing**

Affordable:	GREEN - Yes; RED - No
Acceptable:	GREEN - Yes; RED - No
Avail (Family & Bachelor):	GREEN - Yes; RED - No

**B. Transportation**

Base served by public transportation:	GREEN - Yes; RED - No
Access to municipal airports:	GREEN - < 25 miles from base YELLOW - 25 - 50 miles from base RED - > 50 miles from base
Available air carrier service:	GREEN - 3 or more carriers YELLOW - 2 carriers RED - 1 carrier or commuter service
<u>Round trip</u> commuting time to work:	GREEN - ≤ 40 minutes YELLOW - 41 to 60 minutes RED - > 60 minutes

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**C. Off-base recreation facilities**

Swimming pool:	GREEN < 30 minute drive
Movie theater:	
Public golf course:	YELLOW - 30 to 45 minute drive
Bowling lane:	
Boating:	RED > 45 minute drive or not available
Fishing :	
Zoo:	GREEN < 1.5 hour drive
Aquarium:	
Family theme park:	YELLOW - 1.5 to 2.5 hour drive
Professional sports:	
Collegiate sports:	RED > 2.5 hour drive or not available
Camping facilities:	
Beaches:	
Winter sports:	

<b>D. Shopping facilities - mall or similar shopping environment</b>	GREEN - 20 minutes or less YELLOW - 21 - 40 minutes RED - more than 40 minutes
--	--

<b>E. Distance to Metropolitan center (Population of 100,000 or more)</b>	GREEN - < 1.0 hour YELLOW - 1.0 - 2.0 hours RED - > 2.0 hours
---	---

<b>F. Local area crime rate</b>	
Violent Crime Rate (Per 100,000):	GREEN - 600 or below YELLOW - 601 - 899 RED - 900 or above

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Property Crime Rate  
(Per 100,000):

GREEN - 4000 or below  
YELLOW - 4001 to 6000  
RED - 6001 or above

**2. Education**

- |  |  |
|--|--|
| A. Pupil to Teacher Ratio<br>(Max allowed ratio)<br>(grades K - 12)                                      | GREEN - $\leq 25$ to 1<br>YELLOW - 26 - 30 to 1<br>RED - $> 30$ to 1 |
| B. Do High Schools offer four year<br>English & Math programs and<br>a foreign language program          | GREEN - All 3 avail<br>YELLOW - 2 avail<br>RED - 1 or less avail     |
| C. Does High Schools offer Honors program  | GREEN - Yes; RED - No  |
| D. Do Junior High Schools offer programs<br>for both Special Education and<br>Gifted & Talented students | GREEN - Both avail<br>YELLOW - 1 avail<br>RED - None avail           |
| E. Do Elementary Schools offer programs<br>for both Special Education and<br>Gifted & Talented students  | GREEN - Both avail<br>YELLOW - 1 avail<br>RED - None avail           |
| F. Students that go on to college<br>(Uses numbers for local catchment<br>or within 25 miles of base)    | GREEN - $\geq 60\%$<br>YELLOW - 40% to 59%<br>RED - $< 40\%$         |

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**G. Opportunity for off-base education (within 25 miles)**

- (1) Vocational/technical training GREEN - Yes; RED - No
- (2) Undergraduate College GREEN - Yes; RED - No
- (3) Graduate College GREEN - Yes; RED - No

**3. Spousal employment (uses Apr 91 - Sep 91 data)**

- A. What percent of spouses are able to find work within 3 months of starting job search? GREEN > 75%  
YELLOW - 50% to 75%  
RED < 50%
- B. What percent of spouses are able to find work commensurate with job skills, work experience and education? GREEN > 75%  
YELLOW - 50% to 75%  
RED < 50%

**4. Local Medical Care**

- A. How does the number of physicians in the community compare to the national norm of 2.1 physicians/1000 population GREEN - Greater than or equal  
RED - Less than
- B. How does the number of hospital beds in the community compare to the a national norm of 4.0 beds/1000 population GREEN - Greater than or equal  
RED - Less than

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**COMMUNITY INFRASTRUCTURE  
OFF-BASE HOUSING (crit. 1A)**

	<b>AFFORDABLE</b>	<b>ACCEPTABLE</b>	<b>AVAILABLE</b>	<b>OVERALL (Family &amp; Bachelor)</b>
CANNON	G	G	G	G
DAVIS-MONTHAN	G	G	G	G
HOLLOMAN	G	G	G	G
<u>HOMESTEAD</u>	G	G	G	G
LUKE	G	G	G	G
MOODY	G	G	G	G
MT HOME	G	G	R	Y+
<u>POPE</u>	R	R	R	R
SEYMOUR-JOHNSON	G	G	G	G
SHAW	G	G	G	G
TYNDALL	G	G	G	G

**GREEN - YES**  
**YELLOW - N/A**  
**RED - NO**

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**COMMUNITY INFRASTRUCTURE  
TRANSPORTATION (crit.1B)**

	<b>PUBLIC TRANS</b>	<b>MUNICIPAL AIRPORTS</b>	<b>AIR CARRIER SERVICE</b>	<b>COMMUTE TIME (round trip)</b>	<b>OVERALL</b>
CANNON	R	G	R	G	Y
DAVIS-MONTHAN	G	G	G	G	G
HOLLOMAN	R	G	R	Y	Y
HOMESTEAD	G	Y	G	G	G-
LUKE	R	Y	G	G	Y+
MOODY	R	G	R	G	Y
MT HOME	R	R	G	G	Y
POPE	R	G	G	Y	Y+
SEYMOUR-JOHNSON	R	R	G	G	Y
SHAW	G	Y	G	G	G-
TYNDALL	R	G	G	G	G-

GREEN - YES  
YELLOW - N/A  
RED - NO

GREEN < 25 miles from base  
YELLOW - 25 - 50 miles from base  
RED > 50 miles

GREEN ≥ 3 carriers  
YELLOW - 2 carriers  
RED - 1 carrier or commuter service

GREEN ≤ 40 min  
YELLOW 41 to 60 min  
RED > 60 min

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

COMMUNITY INFRASTRUCTURE  
OFF-BASE RECREATION FACILITIES (crit.1C)

	Swimming Pool	Movie Theater	Public Golf Course	Bowling Lane	Boating	Fishing
CANNON	G	G	G	G	R	Y
DAVIS-MONTHAN	G	G	G	G	R	G
HOLLOMAN	G	G	G	G	R	R
HOMESTEAD	Y	G	G	Y	G	G
LUKE	G	G	G	G	Y	Y
MOODY	G	G	G	G	G	G
MT HOME	G	G	G	G	Y	Y
POPE	G	G	G	G	R	G
SEYMOUR-JOHNSON	G	G	G	G	G	G
SHAW	G	G	G	G	R	R
TYNDALL	R	G	G	G	G	G

GREEN < 30 minute drive  
 YELLOW - 30 to 45 minute drive  
 RED > 45 minute drive or not available

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**COMMUNITY INFRASTRUCTURE  
OFF-BASE RECREATION FACILITIES (crit.1C)**

	Zoo	Aquarium	Family Park	Pro Sports	Collegiate Sports	Camping Facilities	Beaches	Winter Sports	OVERALL
CANNON	G	R	Y	G	G	G	R	R	Y+
DAVIS-MONTHAN	G	R	R	G	G	G	R	G	G-
HOLLOMAN	G	R	Y	Y	Y	G	R	G	Y
HOMESTEAD	G	G	R	G	G	G	G	R	G-
LUKE	G	G	G	G	G	G	G	G	G
MOODY	Y	Y	R	R	G	G	Y	R	Y+
MT HOME	G	R	G	G	G	G	G	Y	G-
POPE	Y	Y	R	G	G	Y	G	R	Y+
SEYMOUR-J'SON	Y	Y	R	G	G	G	G	R	G-
SHAW	G	R	Y	Y	G	G	Y	R	Y+
TYNDALL	Y	G	G	R	G	G	G	R	G-

**GREEN** < 1.5 hour drive  
**YELLOW** - 1.5 to 2.5 hour drive  
**RED** > 2.5 hour drive or not available

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

	SHOPPING FACILITIES (mall or similar)(crit.1D)	DISTANCE to METROPOLITAN Center (pop ≥ 100,000)(crit.1E)
CANNON	G	Y
DAVIS-MONTHAN	G	G
HOLLOMAN	G	R
<u>HOMESTEAD</u>	<u>G</u>	<u>G</u>
LUKE	G	G
MOODY	G	R
MT HOME	R	Y
<u>POPE</u>	<u>G</u>	<u>G</u>
SEYMOUR-JOHNSON	G	Y
SHAW	G	Y
TYNDALL	Y	Y

GREEN ≤ 20 minutes  
YELLOW - 21 to 40 minutes  
RED > 40 minutes

GREEN < 1.0 hour  
YELLOW - 1.0 to 2.0 hours  
RED > 2.0 hours

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

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

LOCAL AREA CRIME RATE (crit.1F)

	VIOLENT CRIME RATE	PROPERTY CRIME RATE	OVERALL
CANNON	R	G	Y
DAVIS-MONTHAN	G	G	G
HOLLOMAN	Y	G	Y+
HOMESTEAD	Y	Y	Y
LUKE	Y	R	Y-
MOODY	G	Y	G-
MT HOME	G	G	G
POPE	Y	R	Y-
SEYMOUR-JOHNSON	Y	R	Y-
SHAW	R	Y	R+
TYNDALL	R	R	R

GREEN - 600 or below  
YELLOW - 601 to 899  
RED ≥ 900

GREEN - 4000 or below  
YELLOW - 4001 to 6000  
RED > 6000

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

**EDUCATION (crit.2)**

	<b>Pupil to Teacher (crit.2A)</b>	<b>High School Programs (english/math/f.language)(crit.2B)</b>	<b>High School Honors Program (crit.2C)</b>
CANNON	R	G	G
DAVIS-MONTHAN	R	G	G
HOLLOMAN	Y	G	G
<u>HOMESTEAD</u>	Y	G	G
LUKE	Y	G	G
MOODY	G	G	G
MT HOME	R	Y	R
POPE	R	G	G
SEYMOUR-JOHNSON	Y	G	G
SHAW	R	G	G
TYNDALL	Y	G	G

**GREEN** ≤ 25 to 1  
**YELLOW** 26-30 to 1  
**RED** > 30 to 1

**GREEN** - All 3 available  
**YELLOW** - 2 available  
**RED** - 1 or less available

**GREEN** - Yes  
**RED** - No

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

**EDUCATION (crit.2)**

	<b>Jr High School Programs (spec prog crit.2D)</b>	<b>Elementary School Programs (spec prog crit.2E)</b>	<b>Students That go on to College (crit.2F)</b>
CANNON	G	G	G
DAVIS-MONTHAN	G	G	Y
HOLLOMAN	G	G	G
HOMESTEAD	G	G	G
LUKE	G	G	Y
MOODY	G	G	Y
MT HOME	G	G	Y
POPE	G	G	Y
SEYMOUR-JOHNSON	G	G	G
SHAW	G	G	R
TYNDALL	G	G	Y

**GREEN** - Both available  
**YELLOW** - 1 available  
**RED** - None available

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

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

**EDUCATION (crit.2)  
OPPORTUNITY FOR OFF-BASE EDUCATION (within 25 miles) (crit.2G)**

	<b>Vocational Tech Tng (crit.2G.1)</b>	<b>Undergraduate College (crit.2G.2)</b>	<b>Graduate College (crit.2G.3)</b>	<b>OVERALL</b>
CANNON	G	G	G	G
DAVIS-MONTHAN	G	G	G	G
HOLLOMAN	G	R	R	Y-
HOMESTEAD	G	G	G	G
LUKE	G	G	G	G
MOODY	G	G	G	G
MT HOME	G	R	R	Y-
POPE	G	G	G	G
SEYMOUR-JOHNSON	G	G	R	Y+
SHAW	G	G	G	G
TYNDALL	G	G	G	G

**GREEN - Yes**  
**RED - No**

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

SPOUSAL EMPLOYMENT (CRIT.3)

	<b>% of spouses able to find work w/ 3 months</b>	<b>% of spouses able to find work commensurate with skills, experience &amp; ed</b>
CANNON	Y	G
DAVIS-MONTHAN	Y	G
HOLLOMAN	R	R
<u>HOMESTEAD</u>	<u>G</u>	<u>Y</u>
LUKE	G	Y
MOODY	R	G
MT HOME	Y	R
<u>POPE</u>	<u>R</u>	<u>R</u>
SEYMOUR-JOHNSON	R	R
SHAW	R	R
TYNDALL	R	G

GREEN > 75%  
YELLOW - 50% to 75%  
RED < 50%

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

LOCAL MEDICAL CARE (crit.4)

AVAIL COMMUNITY  
PHYSICIANS (crit.4A)

AVAIL COMMUNITY  
HOSPITAL BEDS (crit.4B)

CANNON	R	R
DAVIS-MONTHAN	G	R
HOLLOMAN	G	G
<u>HOMESTEAD</u>	G	G
LUKE	G	G
MOODY	R	G
MT HOME	R	R
<u>POPE</u>	G	G
SEYMOUR-JOHNSON	R	R
SHAW	R	R
TYNDALL	R	R

GREEN - Greater than or equal to norm (2.1/1000)  
RED - Less than norm

GREEN - Greater than or equal to norm (4.0/1000)  
RED - Less than norm

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

CRITERIA	VII	O f f B a s e	T r a n s p o r t a t i o n	O f f - b a s e R e c	S h o p p i n g	M e t r o A r e a	C r i m e R a t e	O f f - b a s e E d u c	S p o u s e 3 m o n	S p o u s e C o m	D o c t o r R a t i o	H o s p B e d R a t i o	O V E R A L L
CANNON		G	Y	Y+	G	Y	Y	G	Y	G	R	R	Y+
DAVIS-MONTHAN		G	G	G-	G	G	G	G	Y	G	G	R	G-
HOLLOMAN		G	Y	Y	G	R	Y+	Y-	R	R	G	G	Y
<u>HOMESTEAD</u>		G	G-	G-	G	G	Y	G	G	Y	G	G	G-
LUKE		G	Y+	G	G	G	Y-	G	G	Y	G	G	G-
MOODY		G	Y	Y+	G	R	G-	G	R	G	R	G	Y+
MT HOME		Y+	Y	G-	R	Y	G	Y-	Y	R	R	R	Y
<u>POPE</u>		R	Y+	Y+	G	G	Y-	G	R	R	G	G	Y+
SEYMOUR-JOHNSON		G	Y	G-	G	Y	Y-	Y+	R	R	R	R	Y
SHAW		G	G-	Y+	G	Y	R+	G	R	R	R	R	Y
TYNDALL		G	G-	G-	Y	Y	R	G	R	G	R	R	Y

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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**TAB ATCH G**

**VIII. THE ENVIRONMENTAL IMPACT.**

**(Assessment of existing conditions for decision making)**

- 1. AIR QUALITY**  
GREEN - Base is in attainment area for all pollutants  
YELLOW - Base is in a non-attainment area. Classification of pollutants is moderate or marginal  
RED - Base is in a non-attainment area. Classification of pollutants is  $\geq$  serious
  
- 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 - 10% to 25% facilities with ACM; survey incomplete, or unable to assess percentages  
RED -  $>$  25% facilities with ACM
  
  - B. Radon**  
GREEN - Radon not present or detected  $<$  4 pic/l  
YELLOW - Radon present; detection  $\geq$  4 pic/l &  $\leq$  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

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**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)**  
 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

**C. Wetlands**  
 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

**5. CULTURAL**

GREEN - No existing cultural resources  
 YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete  
 RED - Cultural 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

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**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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

AIR QUALITY (crit. 1)

CANNON	G
DAVIS-MONTHAN	Y
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>Y</u>
LUKE	Y
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Base is in attainment for all pollutants.

YELLOW - Base is in non-attainment area. Classification of pollutants is moderate or marginal.

RED - Base is in non-attainment area. Classification of pollutants is  $\geq$  serious.

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FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

WATER (crit. 2)

CANNON	R
DAVIS-MONTHAN	R
HOLLOMAN	Y
<u>HOMESTEAD</u>	<u>R</u>
LUKE	Y
MOODY	G
MT HOME	R
<u>POPE</u>	<u>R</u>
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 source.

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

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE  
ASBESTOS (crit. 3a)

CANNON	R
DAVIS-MONTHAN	R
HOLLOMAN	Y
<u>HOMESTEAD</u>	<u>G</u>
LUKE	R
MOODY	R
MT HOME	R
<u>POPE</u>	<u>R</u>
SEYMOUR-JOHNSON	Y
SHAW	R
TYNDALL	Y

GREEN - ≤ 10% facilities with asbestos containing materials (ACM).  
YELLOW - 10% to 25% facilities with ACM; survey incomplete; unable to assess percentages.  
RED - > 25% facilities containing ACM.

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

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE  
RADON (crit. 3b)

CANNON	Y
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>Y</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

GREEN - Radon not present or detected < 4 pic/l.

YELLOW - Radon present; detection  $\geq$  4 pic/l and  $\leq$  20 pic/l.

RED - Radon present; detection > 20 pic/l.

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE  
SOLID WASTE (crit. 3c)

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>G</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	G

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

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

	<b>BIOLOGICAL</b>		
	<b>HABITAT (crit.4a)</b>	<b>THREATENED AND ENDANGERED SPECIES (crit. 4b)</b>	<b>WETLANDS (crit. 4c)</b>
CANNON	G	G	Y
DAVIS-MONTHAN	Y	Y	G
HOLLOMAN	Y	Y	Y
HOMESTEAD	R	Y	Y
LUKE	G	Y	G
MOODY	Y	Y	Y
MT HOME	Y	Y	Y
POPE	Y	Y	Y
SEYMOUR-JOHNSON	G	G	Y
SHAW	G	G	Y
TYNDALL	R	R	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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**CULTURAL RESOURCES (crit. 5)**

CANNON	Y
DAVIS-MONTHAN	Y
HOLLOMAN	Y
<u>HOMESTEAD</u>	<u>G</u>
LUKE	Y
MOODY	G
MT HOME	G
<u>POPE</u>	<u>Y</u>
SEYMOUR-JOHNSON	G
SHAW	Y
TYNDALL	Y

GREEN - No existing cultural resources.

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

RED - Cultural resources are present and constrain construction/operations.

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

**GEOLOGY AND SOILS**  
**PRIME AND UNIQUE FARMLANDS (crit. 6a)**

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>G</u>
LUKE	G
MOODY	Y
MT HOME	G
<u>POPE</u>	<u>Y</u>
SEYMOUR-JOHNSON	G
SHAW	Y
TYNDALL	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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**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**GEOLOGY AND SOILS**  
**MINERAL / ENERGY RESOURCES (crit. 6b)**

CANNON	G
DAVIS-MONTHAN	G
HOLLOMAN	G
<u>HOMESTEAD</u>	<u>G</u>
LUKE	G
MOODY	G
MT HOME	G
<u>POPE</u>	<u>G</u>
SEYMOUR-JOHNSON	G
SHAW	G
TYNDALL	Y

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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

**GEOLOGY AND SOILS**  
**SOIL CONTAMINATION (crit. 6c)**

CANNON	Y
DAVIS-MONTHAN	Y
HOLLOMAN	Y
<u>HOMESTEAD</u>	<u>R</u>
LUKE	Y
MOODY	Y
MT HOME	Y
<u>POPE</u>	<u>Y</u>
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 - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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

	AQ	Wa	As	Ra	SW	CH	T&E	W	Cul	P&U	M/E	SI	OVERALL
CANNON	G	R	R	Y	G	G	G	Y	Y	G	G	Y	Y+
DAVIS-MONTHAN	Y	R	R	G	G	Y	Y	G	Y	G	G	Y	Y
HOLLOMAN	G	Y	Y	G	G	Y	Y	Y	Y	G	G	Y	Y+
HOMESTEAD	Y	R	G	Y	G	R	Y	Y	G	G	G	R	Y-
LUKE	Y	Y	R	G	G	G	Y	G	Y	G	G	Y	Y+
MOODY	G	G	R	G	G	Y	Y	Y	G	Y	G	Y	G-
MT HOME	G	R	R	G	G	Y	Y	Y	G	G	G	Y	Y
POPE	G	R	R	G	G	Y	Y	Y	Y	Y	G	Y	Y
SEYMOUR-JOHNSON	G	Y	Y	G	G	G	G	Y	G	G	G	Y	G-
SHAW	G	R	R	G	G	G	G	Y	Y	Y	G	Y	Y
TYNDALL	G	Y	Y	G	G	R	R	Y	Y	Y	Y	Y	Y

**AQ - Air Quality**

**Wa - Water**

**As - Asbestos**

**Ra - Radon**

**SW - Solid Waste**

**CH - Critical Habitat**

**T&E - Threatened and Endangered Species**

**W - Wetlands**

**Cul - Cultural**

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

**M/E - Mineral/Energy**

**SI - Soils**

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

**TAB 11 ATCH H**

Priority on Military Value, with emphasis on Readiness and Training, Future and Cost

CRITERIA	<u>Military Value</u>				<u>Return on Investment</u>	<u>Impact</u>		
	I	II	III	IV	V	VI	VII	VIII
CANNON	Y+	Y+	Y	348/111	10	G-	Y+	Y+
DAVIS-MONTHAN	G	Y	G-	138/330	2	G-	G-	Y
HOLLOMAN	G	G-	Y+	442/291	7	G-	Y	Y+
HOMESTEAD	Y-	R+	Y	69/953	0	G	G-	Y-
LUKE	G	G-	Y	552/-35	20	R+	G-	Y+
MOODY	G	Y+	G-	25/424(223/207)	0(5)	G	Y+	G-
MT HOME	G	G-	Y+	332/180	8	G	Y	Y
POPE	G-	Y-	Y	194/270	4	Y	Y+	Y
SEYMOUR-JOHNSON	G	Y+	G	318/220	7	G-	Y	G-
SHAW	G	Y+	G-	190/403(385/135)	3(10)	G	Y	Y
TYNDALL	G	G-	Y+	321/285	6	G	Y	Y

NOTE: Figures in parentheses reflect cost to close including units temporarily located at Moody and Shaw.

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**FLYING CATEGORY - OPERATIONS SUBCATEGORY - SMALL AIRCRAFT**

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**Group 1**

Holloman  
Luke  
Mt Home

**Group 2**

Cannon  
Seymour-Johnson  
Shaw  
Tyndall

**Group 3**

Davis-Monthan  
Homestead  
Moody  
Pope

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TAB 11, Atch H

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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**TAB 12**  
**Industrial/Technical Support Category - Depots Subcategory**

MACRO LOOK - The primary purpose of installations in this category *is* to provide maintenance and upgrade/modification support for Air Force weapon systems. Attributes required by installations to accomplish this purpose efficiently are:

- Large industrial type facilities
- Access to a technical oriented labor pool
- Runway and ramp to support large aircraft
- Specialized equipment and facilities
- Administrative space

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY

TAB12 ATCHA

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (For Industrial/Support, Other, And ARC Categories.)

1. Force Structure

CLOSURE RATING (G,Y,R)

A. Is 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 significant programmed reductions  
YELLOW - Force structure is an integral part of the force structure plan -but has significant programmed reductions  
RED - Force structure is being phased out in the force structure plan  
NA - No force Structure

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

GREEN - No significant programmed reductions  
YELLOW - Force structure is an integral part of the force structure but has significant programmed reductions  
RED - Force structure is being phased out in the force structure plan  
NA - No other force structure

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**2.8 Operational Effectiveness - Generic flying operation support**

A. Does the base have an active runway? GREEN - Yes; RED - No

If yes, complete **2B - 2F**

B. Is there an alternate airfield within? GREEN - 30 Minutes or less  
YELLOW - **31** to 60 Minutes  
RED - More than 60 Minutes

C. Potential for Airspace/Training area growth GREEN - Airspace available for future expansion; supports advanced basing concept  
YELLOW - Status Quo  
RED - Reductions possible

D. Weather impact on mission:

GREEN - Above 300/1  $\geq 90\%$ , above 3000/5  $\geq 70\%$   
**YELLOW** - Above 300/1  $< 90\% \geq 80\%$ , above 3000/5  $< 70\% \geq 50\%$   
RED - Anything else

E. Average monthly Air Traffic Delays: GREEN - 2 or less  
YELLOW - 3 to 4  
RED - 5 or more

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

F. Availability of adequate training areas/routes to support? (**ARC** Bases Only)

- 1. Fighter Mission GREEN - Yes
- 2. Bomber Mission YELLOW - Limitations exists
- 3. Tanker Mission RED - No
- 4. Airlift Mission

2.8.F.1 Fighter Mission

a) Supersonic ACBT **MOAs** & Warning/Restricted areas? GREEN  $\leq$  150NM  
YELLOW  $>$  150NM  $\leq$  200NM  
RED  $>$  200NM

b) Low alt MOAs for SAT & low alt intercept training? GREEN  $\leq$  100NM  
YELLOW  $>$  100NM  $\leq$  150NM  
RED  $>$  150NM

c) Number of scorable range complexes/target arrays (including tactical tgt/conv/strafe) GREEN - 1 w/in 100NM or 6 w/in 250NM  
YELLOW - 0 w/in 100NM or 4-5 w/in 250NM  
RED - 3 or less w/in 250NM

d) EC range within 250NM GREEN - Yes; RED - No

e) Ground Forces w/impact areas capable of tactical aircraft employment GREEN  $\leq$  100NM  
YELLOW  $>$  100NM  $\leq$  150NM  
RED  $>$  150NM

f) **ACMI** GREEN  $\leq$  150NM  
YELLOW  $>$  150NM  $\leq$  200NM  
RED  $>$  200NM

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

g) Full scale live drop availability  
GREEN  $\leq$  200NM  
YELLOW  $>$  200NM  $\leq$  250NM  
RED  $>$  250NM

h) Number of VR/IR routes?  
GREEN -  $\geq$  10 w/in 100NM  
YELLOW -  $<$  10 w/in 100NM  
and  $>$  10 w/in 150NM  
RED -  $\leq$  10 w/in 200NM

2.8.F.2 Bomber Mission

a) Low Altitude MOAs for attack and LOWAT training?  
GREEN  $\leq$  400NM  
YELLOW  $>$  ~~400~~NM  $\leq$  600NM  
RED  $>$  600NM

b) Distance to bombing range  
GREEN  $\leq$  ~~400~~NM  
YELLOW  $>$  400 NM  $\leq$  ~~800~~NM  
RED  $>$  800NM

c) Low Altitude Scored Route:  
GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  1000NM  
RED  $>$  1000NM

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

- d) Distance to the STRC:  
GREEN  $\leq$  600 NM  
YELLOW  $>$  600NM  $\leq$  1200 NM  
RED  $>$  1200 NM
  
- e) EC Range within:  
GREEN  $<$  400NM  
YELLOW - 400 to 800NM  
RED  $>$  800NM
  
- f) Live Drop availability  
GREEN  $\leq$  600NM  
YELLOW  $>$  600  $\leq$  1200NM  
RED  $>$  1200NM
  
- g) Number of VR/IR routes  
GREEN  $\geq$  5 w/in ~~400~~NM  
YELLOW  $<$  5w/in ~~400~~NM and  $\geq$  3/in ~~600~~NM  
RED  $\leq$  3 w/in ~~800~~NM

**2.8.F.3 Tanker**

a. WARTIME

Tanker Mission Capability:  
GREEN - Total tanker offload  $\geq$  60% of max fuel load  
YELLOW -  $<$  60%  $\geq$  40%  
RED -  $<$  40%

b. PEACETIME

Distance to highly concentrated  
RCVR area:  
GREEN  $\leq$  400 NM  
YELLOW  $>$  400NM  $\leq$  800 NM  
RED  $>$  800 NM

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

- Tanker saturation within the region: GREEN = tanker poor  
YELLOW = balanced  
RED = tanker rich
- 2.8.F.4 Airlift
- a) Drop Zones/ LZs (Formation/Live) GREEN  $\leq$  200NM  
YELLOW  $>$  200NM  $\leq$  500NM  
RED  $>$  500NM
- b) Army/Marine installations w/ airdrop employment requirements  
GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM
- c) Full scale airdrop availability  
GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM
- d) Number of VR/IR routes  
GREEN  $\geq$  3 w/in 200NM  
YELLOW  $<$  3 w/in 200NM and  $\geq$  3 w/in 250NM  
RED  $\leq$  3 w/in 300NM
- e) Air refueling routes  
GREEN 4 w/in 200NM  
YELLOW 2 w/in 300NM  
RED  $<$  2 w/in 500NM

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

2.9 Laboratories, Product Centers, & Test Centers Functions (Laboratories, Product Centers, & Test Centers Bases Only)

- A. Installation supports major mission area(s) other than Test & Evaluation functions GREEN - Yes  
RED - No
- B. Installation supports multiple types of Test and Evaluation GREEN - Yes  
RED - No
- C. Lab/product/test center capabilities currently supports non-DOD or commercial test activities GREEN - Yes  
RED - No
- D. Installation is heavily dependent upon local contractor support capability for mission accomplishment GREEN - Yes  
RED - No
- E. Major test aircraft/equipment/lab available GREEN - Majority are unique to installation and/or not reasonable to relocate  
RED - Few are unique to installation and/or difficult to relocate
- F. Capability to accept added workload
  - 1. Physical capacity GREEN - 0% to 20%  
YELLOW - 21% to 35%  
RED - 36% or more
  - 2. Personnel/Manning capacity
- I. Conflicts with competing requirements for the long term use of land, facilities and airspace GREEN - Few, if any  
YELLOW - Moderate  
RED - Significant

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

- J. Unique features (i.e. facilities, terrain, visibility, air quality, remoteness, or weather/atmospheric, etc) which are essential for accomplishment of the mission  
GREEN - Significant factor  
YELLOW - Moderate factor  
RED - None
- K. Percent of civilian to total base personnel  
GREEN - 50% or above  
YELLOW - 30% to 49%  
RED - 29% or less

2.10 Industrial Functions (Depot Bases Only)

- A. Number of critical skilled workers  
GREEN - equal to or greater than statistical mean  
YELLOW - equal to or greater than minus one standard deviation and less than the statistical mean  
RED - less than a minus one standard deviation
- B. Percentage of major weapon systems that have a source of repair located with management  
GREEN - equal to or greater than statistical mean  
YELLOW - equal to or greater than minus one standard deviation and less than the statistical mean  
RED - less than a minus one standard deviation  
NA - Not Applicable

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**C.** Cost per output (Inventory Control Points)

GREEN - equal **to** or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation  
and greater than the statistical mean  
RED - greater than a plus one standard deviation

**D.** Depot workload capacity

GREEN - equal **to** or greater than statistical mean  
YELLOW - equal to or greater than minus one standard deviation  
and less than the statistical mean  
RED - less than a minus one standard deviation

**E.** Lost **time** incidents per 200K hours exposure

GREEN - equal **to** or less than statistical **mean**  
YELLOW - equal to or less than plus one standard deviation  
and greater than the statistical mean  
RED - greater than a **plus** one standard deviation

**F.** Utility rate (**Cost** per MBTU)

GREEN - equal **to** or less than statistical mean  
**YELLOW** - equal to or **less** than plus one standard deviation and greater than the statistical mean  
RED - greater than a plus one standard deviation

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

G. Case creation cost 5 year average per person (FY88-FY92)

GREEN - equal to or less than statistical mean

YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

H. The environmental compliance cost FY92-FY95

GREEN - equal to or less than statistical mean

YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

I. Percent of workload requiring unique facilities/equipment

GREEN - equal to or greater than statistical mean

YELLOW - equal to or greater than minus one standard deviation  
and less than the statistical mean

RED - less than a minus one standard deviation

J. Average ~~DMIF~~ salary

GREEN - equal to or less than statistical mean

YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**3A. Existing Associated Airspace Availability and Encroachment (Special Use Airspace)**

MOA/Bombing Ranges

GREEN - Fully adequate MOA/bombing ranges available.  
YELLOW - Generally adequate MOA/bombing ranges available, but improvements required  
RED - Inadequate MOA/bombing ranges available

Low Level Routes

GREEN - Fully adequate capacity for **low** level routes available.  
YELLOW - Generally adequate **low** level routes/capacity available; some restrictions to access **or** limited route quantity.  
RED - Inadequate **low** level routes/capacity available

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

3B. Future Associated Airspace Availability and Encroachment (Special Use Airspace)

MOA/Bombing Ranges

GREEN - Fully adequate MOA/bombing ranges expected to remain available  
YELLOW - Generally adequate MOA/bombing ranges **expected** to remain available, but improvements required  
RED - Inadequate MOA/bombing ranges, not expected to **be** available

Low Level Routes

GREEN - Fully adequate **low** level/capacity expected to remain available  
YELLOW - Generally adequate **low** level routes/capacity expected to remain available; sonic restrictions to **access** or **limited route quantity**.  
RED - Inadequate **low level route capacity**, not expected to be available

4. Can base runway and taxiway and apron support:

Fighter Mission  
Bomber Mission  
Tanker Mission  
Airlift Mission

GREEN - Yes; RED - No  
GREEN - Yes; RED - No  
GREEN - Yes; RED - No  
GREEN - Yes; RED - No

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

1. Force Structure

A. Primary Force Structure

B. Other Force Structure

HILL	G	NA
KELLY	G	G
MCCLELLAN	G	ei
NEWARK	NA	NA
ROBINS	G	G
TINKER	G	ei

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

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

**RED** - Force structure is being phased **out** in the force structure plan

**NA** - **No Force Structure**

**GREEN** - No significant programmed reductions

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

**RED** - Force Structure is being phased **out in** the force structure plan

**NA** - No other Force Structure

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**A. Active Runway**

<b>HILL</b>	<b>G</b>
<b>KELLY</b>	<b>G</b>
<b>MCCLELLAN</b>	<b>G</b>
<b>NEWARK</b>	<b>R</b>
<b>ROBINS</b>	<b>G</b>
<b>TINKER</b>	<b>G</b>

**GREEN - Yes**  
**RED - No**

If **yes**, complete **2B - 2F**

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)

B. Alternate airfield within?

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	
ROBINS	G
TINKER	G

GREEN - 30 Minutes or less  
 YELLOW - 31 to 60 Minutes  
 RED - More than 60 Minutes

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)

C. Potential for Airspace

HILL	G
KELLY	Y
MCCLELLAN	Y
NEWARK	
ROBINS	Y
TINKER	Y

GREEN - Airspace available for future expansion; area growth supports advanced basing concept

YELLOW - Status quo

RED - Reductions possible

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.8 Operational Effectiveness • Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)

D. Weather impact on mission

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	
ROBINS	G
TINKER	G

GREEN - Above 300/1  $\geq$  90%,  
above 3000/5  $\geq$  70%  
YELLOW - Above 300/1  $<$  90%  $\geq$  80%,  
above 3000/5  $<$  70%  $\geq$  50%  
RED - anything else

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**E. Average monthly Air Traffic Delays**

HILL	R
KELLY	G
MCCLELLAN	G
NEWARK	
<b>ROBINS</b>	<b>G</b>
TINKER	<b>G</b>

**GREEN** - 2 or less  
**YELLOW** - 3 to 4  
**RED** - 5 or more

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY

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

2.10 Industrial Functions (Depot Bases Only)

A, Number of critical skilled workers

Critical Number

HILL	Y
KELLY	G
MCCLELLAN	Y
NEWARK	R
ROBINS	G
<b>TINKER</b>	<b>G</b>

GREEN - equal to or greater than statistical mean  
 YELLOW - equal to or greater than **minus** one standard deviation  
 and less than the statistical **mean**  
 RED - **less** than a minus one standard deviation



INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.10 Industrial Functions (Depot Bases Only)

- B. Percentage of major weapon systems that have a source of repair located with management.

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	NA
ROBINS	G
TINKER	R

GREEN - equal to or greater than statistical mean  
YELLOW - equal to or greater than minus one standard deviation and less than the statistical mean  
RED - less than a minus one standard deviation  
NA - not applicable

INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.10 Industrial Functions (Depot Bases Only)

C. Cost per output (Inventory Control Points).

HILL	Y
KELLY	G
MCCLELLAN	R
NEWARK	NA
ROBINS	G
TINKER	G

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean  
RED - greater than a plus one standard deviation  
NA - not applicable

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**2.10 Industrial Functions (Depot Bases Only)**

D. Depot workload capacity.

	Current	Future
HILL	G	Y
KELLY	G	G
MCCLELLAN	Y	Y
NEWARK	R	R
ROBINS	G	G
TINKER	G	G

GREEN - equal to or greater than statistical mean  
YELLOW - equal to or greater than minus one standard deviation  
and less than the statistical mean  
RED - less than a minus one standard deviation

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**2.10 Industrial Functions (Depot Bases Only)**

E. Lost time incidents per 200K hours exposure.

HILL	G
KELLY	Y
MCCLELLAN	R
NEWARK	R
ROBINS	G
TINKER	G

**GREEN** - equal to or less than statistical mean

**YELLOW** - equal to or less than plus one standard deviation and greater than the statistical mean

**RED** - greater than a plus one standard deviation

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**2.10 Industrial Functions (Depot Bases Only)**

**F.** Utility rate (Cost per MBTU).

HILL	<b>G</b>
KELLY	<b>Y</b>
MCCLELLAN	<b>R</b>
NEWARK	<b>Y</b>
ROBINS	<b>Y</b>
TINKER	<b>G</b>

**GREEN** - equal to or less than statistical mean  
**YELLOW** - equal to or less than plus one standard deviation  
and greater than the statistical mean  
**RED** - greater than a plus one standard deviation

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.10 Industrial Functions (Depot Bases Only)

G. Case creation cost 5 year average per person (FY88-FY92).

HILL	G
KELLY	Y
MCCLELLAN	R
NEWARK	G
ROBINS	G
TINKER	Y

GREEN - equal to or less than statistical mean  
 YELLOW - equal to or less than plus one standard deviation  
 and greater than the statistical mean  
 RED - greater than a plus one standard deviation

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**2.10 Industrial Functions (Depot Bases Only)**

H. The environmental compliance cost FY92-FY95.

HILL	<b>G</b>
KELLY	R
MCCLELLAN	Y
NEWARK	<b>G</b>
ROBINS	<b>Y</b>
TINKER	Y

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation  
and greater than the statistical mean  
RED - greater than a plus one standard deviation

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.10 Industrial Functions (Depot Bases Only)

I. Percent of workload requiring unique facilities/equipment.

HILL	Y
KELLY	G
MCCLELLAN	Y
NEWARK	G
ROBINS	Y
TINKER	Y

GREEN - equal to or greater than statistical mean  
 YELLOW - equal to or greater than minus one standard deviation  
 and less than the statistical mean  
 RED - less than a minus one standard deviation

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

2.10 Industrial Functions (Depot Bases Only)

J. Average **DMIF** salary.

HILL	G
KELLY	<b>G</b>
MCCLELLAN	R
NEWARK	Y
ROBINS	<b>G</b>
TINKER	Y

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation  
and greater than the statistical mean  
RED - greater than a plus one standard deviation

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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DEPOT OPS

CRITERIA	I	Critical skills	Manage/Wkld	ICP	Current Wkld	Future Wkld	Lost Time	Util Rate	Case Create	Envir Coopl	Wkld lang Fac	DMIF Salary	Depot Overall
HILL		Y	G	Y	G	Y	G	G	G	G	Y	G	G
KELLY		G	G	G	G	G	Y	Y	Y	R	G	G	G
MCCLELLAN		Y	G	R	Y	Y	R	R	R	Y	Y	R	K+
NEWARK*		R	NA	NA	R	R	R	Y	G	G	Q	Y	Y
ROBINS		G	G	G	G	G	G	Y	G	Y	Y	G	G
TINKER		G	R	G	G	G	G	G	Y	Y	Y	Y	Yt

\* No Active Runway

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

3.A EXISTING ASSOCIATED AIRSPACE AVAILABILITY

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
HILL	G	G
KELLY	Y	G
MCCLELLAN	Y	G
NEWARK		-
ROBINS	G	G
TINKER	G	G

GREEN - Fully adequate MOA/bombing ranges available

YELLOW - Generally adequate MOA/bombing ranges available, but improvements required

RED - Inadequate MOA/bombing ranges available

GREEN - Fully adequate capacity for low level routes/capacity available

YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity

RED - Inadequate low level routes/capacity available

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

3.B FUTURE ASSOCIATED AIRSPACE AVAILABILITY

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
HILL	G	G
KELLY	Y	G
MCCLELLAN	Y	G
NEWARK		
ROBINS	G	G
TINKER	G	G

**GREEN** - Fully adequate MOA/bombing ranges expected to remain available

**YELLOW** - Generally adequate MOA/bombing ranges expected to remain available, but improvements required

**RED** - Inadequate MOA/bombing ranges, not expected to be available

**GREEN** - Fully adequate low level routes/capacity expected to remain available

**YELLOW** - Generally adequate low level/capacity expected to remain available; some restrictions to access or limited route quantity

**RED** - Inadequate low level routes/capacity, not expected to be available

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

4. RASE RUNWAY/TAXIWAY/RAMP SUPPORT

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
HILL	G	G	G	G
KELLY	G	G	G	G
MCCLELLAN	G	R	G	G
NEWARK	-	-	-	-
ROBINS	G	G	G	G
TINKER	G	G	G	G

GREEN - YES  
RED - NO

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

CRITERIA I

## DEPOT SUBCATEGORY

	DEPOT OPS	OPS EFFECTIVE	OVERALL
HILL	G-	G	G
KELLY	G-	G-	G-
MCCLELLAN	R+	Y+	Y-
NEWARK *	Y-		Y-
ROBINS	G-	G	G
TINKER	Yt	G	Yt

\* No Active Runway

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

TAB12 ATCHB

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?

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

2. Facilities capacity:

Base:

GREEN  $\geq$  the mean  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

Housing:

GREEN  $\geq$  the nican  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

3. Facilities condition:

Base:

Building  
Infrastructure

GREEN  $\geq$  the nican  
YELLOW  $\geq -1$  standard deviation and  $<$  the mean  
RED  $< -1$  standard deviation

Housing:

GREEN  $\geq$  the nican  
YELLOW  $\geq -1$  standard deviation and  $<$  the nican  
RED  $< -1$  standard deviation

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

4.A Existing Associated Airspace Encroachment (Special Use Airspace)

MOAs/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** or Restricted Airspace

Bomb Ranges:

GREEN - Regional development **generally** compatible with **Air-to-Ground** ranges (or Drop Zones -- large bases **only**)

YELLOW - Regional development **incompatible** in **some** (limited) areas, creating restrictions on Air-to-Ground ranges (**or** Drop Zones -- large bases **only**)

RED - Regional development severely incompatible in many **areas**, causing **major** modifications to Air-to-Ground ranges (or Drop Zones -- large bases **only**)

Low Level:

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

YELLOW - Regional development incompatible in sonic (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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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

4.B Future Associated Airspace Encroachment (Special Use Airspace)

MOAs/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 dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.

Bomb Ranges:

GREEN - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

YELLOW - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only)

RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

Low Level:

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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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY**

**4C. Existing local/regional community encroachment**

- Accident potential zones: GREEN - Off-base development generally compatible with accident potential zones  
YELLOW - Off-base development incompatible in some (limited) areas construction/operations  
RED - Off-base development incompatible with accident potential zones
  
- 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
  
- Environs airspace (local flying area): 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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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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**4D. Future local/regional community encroachment**

- Accident potential zones:                    GREEN - Future off-base development generally expected to remain compatible **with** accident potential zones  
    YELLOW - Future off-base development may become incompatible in some (limited) areas  
    RED - Future off-base development may become incompatible with accident potential zones
- 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 (local flying area):    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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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**1. UNIQUE FACILITIES WHICH MUST BE REPLICATED**

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	G
ROBINS	G
TINKER	G

**GREEN** Yes, unique facilities exist

**RED** No unique facilities exist

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

- 2. Capacity
- 3. Condition

	FACILITIES			FAMILY HOUSING	
	CAPACITY CONDITION	BUILDING CONDITION	INFRASTRUCTURE	CAPACITY	CONDITION
HILL	G	G	Y	Y	R
KELLY	G	G	G	Y	G
McCLELLAN	G	Y	G	Y	G
NEWARK	R	R	R		
ROBINS	G	G	G	Y	Y
TINKER	G	Y	Y	G	Y

GREEN  $\geq$  to the mean

YELLOW  $\geq$  to -1 standard deviation and  $<$  the mean

RED  $<$  -1 standard deviation

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**4.A Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)**

	<b>MOAs/RA</b>	<b>BOMB RANGE</b>	<b>LOW LEVEL</b>
<b>HILL</b>	<b>G</b>	<b>G</b>	<b>G</b>
<b>KELLY</b>	<b>Y</b>	<b>Y</b>	<b>G</b>
<b>MCCLELLAN</b>	<b>G</b>	<b>G</b>	<b>G</b>
<b>NEWARK</b>			
<b>ROBINS</b>	<b>Y</b>	<b>Y</b>	<b>G</b>
<b>TINKER</b>	<b>Y</b>	<b>G</b>	<b>G</b>
	<p><b>GREEN</b> - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace</p> <p><b>YELLOW</b> - Civil and commercial aviation development impacts access to some (limited) MOAs. Near term development of MOAs or Restricted Airspace may be limited.</p> <p><b>RED</b> - Civil and commercial aviation dominates the development of and access to MOAs or Restricted Airspace.</p>	<p><b>GREEN</b> - Regional development generally compatible with Air-to-Ground ranges.</p> <p><b>YELLOW</b> - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges.</p> <p><b>RED</b> - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges</p>	<p><b>GREEN</b> - Regional development generally compatible with low level route access</p> <p><b>YELLOW</b> - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure</p> <p><b>RED</b> - Regional development severely incompatible in many areas, causing major modifications to low level routes</p>

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

4.B Future Associated Airspace Encroachment (Special Use Airspace)

	MOAs/RA	BOMB RG	LOW LEVEL
HILL	G	G	G
KELLY	Y	Y	G
MCCLELLAN	G	G	G
NEWARK			
ROBINS	Y	Y	Y
TINKER	Y	G	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 dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible

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

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

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

**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

INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

4C. Existing Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
HILL	G	Y	Y
KELLY	Y	Y	Y
MCCLELLAN	R	Y	Y
NEWARK			
ROBBINS	R	Y	Y
TINKER	R	R	Y

**GREEN** - Off-base development generally compatible with accident potential zones

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

**RED** - Off-base development incompatible with accident potential 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

**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

INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

4D. Future Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
HILL	Y	Y	Y
KELLY	Y	Y	Y
MCCLELLAN	R	Y	Y
NEWARK			
ROBBINS	R	Y	Y
TINKER	R	R	Y

**GREEN** - Future off-base development generally expected to remain compatible with accident potential zones

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

**RED** - Future off-base development may become incompatible with accident potential 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

**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

## INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

## CRITERIA II

	Unique Fac	<u>FACILITIES</u> Capacity	Cond - Bldgs	Cond - Infra	<u>MFH</u> Capacity	Condition	<u>ECE</u> APZ	Noise Zones	Environ	<u>ECE</u> APZ	Noise Zones	Environ	<u>EAE</u> MOA/RA	Bomb Rng	Low Lvl	<u>FAE</u> MOA/RA	Bomb Rng	Low Lvl	OVERALL	
HILL	G	G	G	Y	Y	R	G	Y	Y	Y	Y	Y	G	G	G	G	G	G	G	G
KELLY	G	G	G	G	Y	G	Y	Y	Y	Y	Y	Y	Y	Y	G	Y	Y	G	Y	G
MCCLELLAN	G	G	Y	G	Y	G	R	Y	Y	R	Y	Y	G	G	G	G	G	G	G	G
NEWARK	G	R	R	R	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	R*
ROBINS	G	G	G	G	Y	Y	R	Y	Y	R	Y	Y	Y	Y	G	Y	Y	Y	Y	Y
TINKER	G	G	Y	Y	G	Y	R	R	Y	R	R	Y	Y	G	G	Y	G	G	Y	Y

\*NO ACTIVE RUNWAY

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

TAB 12 ATCH C

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

1. CONTINGENCY AND MOBILIZATION

- A. What is the **C-141** equivalent working **MOG**? GREEN - **5** or more  
YELLOW - **3** to **4**  
RED - **less than 3**
- B. Can airfield handle wide-body ops? GREEN - Yes; RED - No
- C. **Does** the base **have** a operational fuel hydrant system? GREEN - Yes  
YELLOW - **Yes, with limitations**  
RED - No
- D. **Is** base fuel storage facility serviced by pipeline? GREEN - Yes  
RED - No
- E. What is the excess CAT I. 1 munitions storage capacity **of the base**?  
GREEN > 500,000 lbs NEW  
YELLOW - **1** to 500,000 lbs NEW  
RED - No excess/deficit/no storage facilities
- F. Does base have **a** dedicated hot cargo pad? GREEN - Yes  
RED - No

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G. Geographic location:

(1) Is the base located within 150 NM of

(a) **A** Ground Force Installation      GREEN - Yes  
(Army/Marine forces)                      **RED** - No

(b) **A** Rail Access                              GREEN - Yes  
    RED - No

(c) **A** Port Facility                             GREEN - Yes  
    RED - No

H. What is the excess usable parking apron (in square yards) for mobility contingencies?

GREEN > 25,000 sy  
YELLOW - 1,000 to 25,000 sy  
RED < 1,000 sy

I. Utility infrastructure capacity  
(includes: Medical, comm, utility, water,  
and sewage)

GREEN - Can support > 10% increase in  
usage without MILCON  
YELLOW - Can support up to 10% increase in usage without  
MILCON  
RED - Cannot support increase without costs

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**2. FUTURE FORCE REQUIREMENTS**

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

Fighter	<b>GREEN</b> - Meets most requirements of <b>MACRO</b> Look
Bomber	
Tanker	<b>YELLOW</b> - Meets some requirements of <b>MACRO</b> Look
Airlift	
Pilot Training	<b>RED</b> - Meets few requirements of <b>MACRO</b> Look

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## INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

## CONTINGENCY AND MOBILIZATION (crit. I)

	C-141 MOG	WIDE-BODY OPERATION	FUEL HYDRANT	FUEL PIPELINE	MUNITIONS STORAGE	HOT CARGO	OVERALL
HILL	Y	G	R	G	G	G	Y+
KELLY	G	G	G	R	G	G	G-
McCLELLAN	R	G	G	G	Y	G	Y+
NEWARK*							
ROBINS	Y	G	G	G	R	G	Y+
TINKER	Y	G	G	G	R	G	Y+

\* No active runway

MOG

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

WIDE-BODY/HYDRANT/PIPELINE/HOT CARGO

GREEN - Yes  
RED - No

MUNITIONS

GREEN - >500,000 NEW  
YELLOW' - 1 to 500,000 NEW  
RED - No excess/deficit/no storage facility

INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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.1G)

	ARMY/MARINE INSTALLATION (crit. 1G.a)	RAIL (crit. 1G.b)	PORT (crit.1G.c)	OVERALL
HILL	G	G	R	G-
KELLY	G	G	G	G
McCLELLAN	G	G	G	G
NEWARK*	G	G	G	G
	G	G	R	G-

\* No active runway

GREEN - Yes  
RED - No

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 INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

	<b>EXCESS APRON CAPACITY (crit. 1H)</b>	<b>UTILITY INFRASTRUCTURE CAPACITY (crit. 1I)</b>
HILL	<i>G</i>	R
<b>KELLY</b>	<i>G</i>	R
McCLELLAN	<i>G</i>	<i>G</i>
NEWARK*		
ROBINS	<i>G</i>	<i>G</i>
TINKER	Y	R
* No active runway		
	<b>GREEN &gt; 25,000 sy</b> <b>YELLOW - 1,000 to 25,000 sy</b> <b>RED &lt; 1,000 sy</b>	<b>GREEN - Can support &gt; 10% increase in usage w/o MILCON</b> <b>YELLOW - Can support up to 10% increase in usage w/o MILCON</b> <b>RED - Cannot support increase w/o costs</b>

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## INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

## 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.2)

	FIGHTER	BOMBER	TANKER	AIRLIFT	PILOT TRNG	OVERALL
HILL	G	G	G	Y	R	G-
KELLY	Y	G	G	Y	R	G-
McCLELLAN	Y	Y	G	G	R	Y+
NEWARK*						
ROBINS	G	G	G	G	R	G
TINKER	G	G	G	Y	R	G-

\* No active runway

**GREEN** - Meets **most** requirements of **MACRO** Look**YELLOW** - Meets some requirements of **MACRO** Look**RED** - Meets few requirements of **MACRO** Look

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

CRITERIA	III	Cont & Mob	Geo Location	Excess Apron	Util Infra Cap	Other Mission	OVER RAIL
HILL		Y+	G-	G	R	G-	G-
KELLY		G-	G	G	R	G-	G-
McCLELLAN		Y+	G	G	G	Yt	Yt
NEWARK*							
ROBINS		Y +	G	G	G	G	G
TINKER		Y+	G-	Y	R	G-	Y+

\* No active runway

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## INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

## TAB 12 ATCH D

## IV. THE COST AND MANPOWER IMPLICATIONS

1. **One Time Closure Costs:** Programming impact; includes environmental compliance **costs** and excludes one-time environmental restoration costs
2. **20 Year Net Present Value:** Shows savings (positive number) or **costs** (negative 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 CHIAMPUS 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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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

IV COST AND MANPOWER  
IMPLICATIONS

V RETURN ON  
INVESTMENT

	ONE TIME CLOSURE COSTS (CY 94 \$M)	20 YEAR NPV	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS	YEARS TO PAYBACK
HILL	1163	519	62	1091	100+
KELLY	1384	659	63	510	100+
MCCLELLAN	635	65	57	802	19
NEWARK	233	142	6	145	100+
ROBINS	909	383	44	494	100+
TINKER	1223	468	53	673	100+

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**TAB 12 ATCH E**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

- 1. Employment:** GREEN - Reductions exceed the historic high reduction  
YELLOW - Reductions are between **50%** of the historic high reduction and the historic high reduction  
RED - Reductions are less than 50% of historic high reduction. or negligible
  
- 2. Population:** GREEN - Reductions exceed the historic high reductions  
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. or negligible

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

3. **Income:**  
GREEN - Reductions exceed the historic high reduction  
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, 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 estimated to **be** moderate (about **5** yrs)  
**RED** - Actual clean-up time is estimated **to be** relatively short (< **5** yrs)

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

VI. ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	G
ROBINS	G
TINKER	G

GREEN - Reductions exceed historic high reduction (1969 - 1989).

YELLOW - Reductions are between 50% of historic high reduction and historic high reduction.

RED - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

POPULATION (crit. 2)

HILL	G
KELLY	G
MCCLELLAN	Y
NEWARK	G
ROBINS	G
TINKER	G

GREEN - Reductions exceed historic high reduction (1969 - 1989).

YELLOW - Reductions are between 50% of historic high reduction and historic high reduction.

RED - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

INCOME (crit. 3)

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	G
ROBINS	G
TINKER	G

**GREEN** - Reductions exceed historic high reduction (1969 - 1989)

**YELLOW** - Reductions are from 50% of historic high reduction and the historic high reduction

**RED** - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	Y
ROBINS	G
TINKER	G

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

**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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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)**

<b>HILL</b>	<b>G</b>
<b>KELLY</b>	<b>G</b>
<b>MCCLELLAN</b>	<b>G</b>
<b>NEWARK</b>	<b>R</b>
<b>ROBINS</b>	<b>G</b>
<b>TINKER</b>	<b>G</b>

**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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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

VI. ECONOMIC IMPACT ON COMMUNITIES

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP	OVERALL
HILL	G	G	G	G	G	G
KELLY	G	G	G	G	G	G
MCCLELLAN	G	Y	G	G	G	G-
NEWARK	G	G	G	Y	R	Y+
ROBINS	G	G	G	G	G	G
TINKER	G	G	G	G	G	G

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY

TAB 12 ATCH F

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

1. Community Infrastructure

A. Off-base housing

Affordable:	GREEN - Yes; RED - No
Acceptable:	GREEN - Yes; RED - No
Avail (Family & Bachelor):	GREEN - Yes; RED - No

B. Transportation

Base served by public transportation:	GREEN - Yes; RED - No
Access to municipal airports:	GREEN - < 25 miles from base YELLOW - 25 - 50 miles from base RED - > 50 miles from base
Available air carrier service:	GREEN - 3 or more carriers YELLOW - 2 carriers RED - 1 carrier or commuter service
<u>Round trip</u> commuting time to work:	GREEN - ≤ 40 minutes YELLOW - 41 to 60 minutes RED - > 60 minutes

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

C. Off-base recreation facilities

Swimming pool:	GREEN < <b>30</b> minute drive
Movie theater:	
Public golf course:	YELLOW - <b>30</b> to 45 minute drive
Bowling lane:	
Boating:	RED > 45 minute drive or not available
Fishing:	

zoo:	GREEN < <b>1.5</b> hour drive
Aquarium:	
Family theme park:	YELLOW - <b>1.5</b> to <b>2.5</b> hour drive
Professional sports:	
Collegiate sports:	RED > <b>2.5</b> hour drive or <b>not</b> available
Camping facilities:	
Beaches:	
Winter sports:	

D. Shopping facilities - mall or similar shopping environment

GREEN - <b>20</b> minutes or <b>less</b>
YELLOW - <b>21</b> - 40 minutes
RED - more than 40 minutes

E. Distance to Metropolitan center  
(Population of 100,000 or more)

GREEN - < 1.0 hour
YELLOW - 1.0 - <b>2.0</b> hours
RED - > <b>2.0</b> hours

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

F. Local area crime rate

Violent Crime Rate: (Per 100,000)	GREEN - 600 or <b>below</b> YELLOW - 601 - <b>899</b> RED - <b>900</b> or above
Property Crime Rate: (Per 100,000)	GREEN - <b>4000</b> or <b>below</b> YELLOW - 4001 to <b>6000</b> RED - <b>6001</b> or above

**2. Education**

A. Pupil to Teacher Ratio (Max allowed ratio) (grades <b>K - 12</b> )	GREEN - $\leq 25$ to 1 YELLOW - <b>26.- 30</b> to 1 RED - $> 30$ to 1
B. Do High Schools offer four <b>year</b> English & Math programs and a foreign language program	GREEN - <b>All 3</b> avail YELLOW - <b>2</b> avail RED - 1 or less avail
C. Does High Schools offer Honors program	GREEN - <b>Yes</b> ; RED - No
D. Do Junior High Schools offer programis for <b>both</b> Special Education <b>and</b> Gifted & Talented students	GREEN - <b>Both</b> avail YELLOW - 1 avail RED - None avail
E. Do Elmcnlary <b>schools</b> offer programis for <b>both</b> Special Education and Gifted & Talented students	GREEN - Both avail YELLOW - 1 wail RED - None avail

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F. Students that go on to college  
 (Uses numbers for local catchment  
 or within **25** miles of base)

GREEN -  $\geq$  60%  
 YELLOW - 40% to **59%**  
 RED - < **40%**

G. Opportunity for off-base education (within 25 miles)

(1) Vocational/technical training: GREEN - Yes; RED - No  
 (2) Undergraduate College: GREEN - **Yes**; RED - No  
 (3) Graduate College: GREEN - **Yes**; RED - No

**3. Spousal employment (uses Apr 91 - Sep 91 data)**

A. What percent of spouses are able to find **work**  
 within 3 months of starting job search?

GREEN > 75%  
 YELLOW - 50% to 75%  
 RED  $\leq$  50%

B. What percent of **spouses** are able to find **work**  
 commensurate with job skills, work  
 experience and education?

GREEN > 75%  
 YELLOW - 50% to 75%  
 RED < 50%

**4. Local Medical Care**

A. How does the number of physicians  
 in the community compare to  
 the national norm of 2.1  
 physicians/1000 population

GREEN - Greater than or equal  
 RED - **Less** than

B. **How** does the number of hospital beds in  
 the community compare to the  
 national norm of 4.0 **beds/1000** population

**GREEN** - Greater than or equal  
 RED - Less than

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

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

**COMMUNITY INFRASTRUCTURE**  
**OFF-BASE: HOUSING (crit.1A)**

	<b>AFFORDABLE</b>	<b>ACCEPTABLE</b>	<b>AVAILABLE</b>	<b>OVERALL (Family &amp; Bachelor)</b>
HILL	G	R	G	G
KELLY	G	G	G	G
MCCLELLAN	R	G	G	Y+
NEWARK	G	G	G	G
ROBINS	G	G	G	G
TINKER	G	G	G	G

**GREEN - Yes**  
**RED - No**

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

COMMUNITY INFRASTRUCTURE  
TRANSPORTATION (crit.1B)

	PUBLIC TRANS	MUNICIPAL AIRPORTS	AIR CARRIER SERVICE	COMMUTE TIME (round trip)	OVERALL
HILL	G	Y	G	G	G-
KELLY	G	G	G	Y	G-
MCCLELLAN	R	G	G	Y	Y+
NEWARK	R	Y	G	G	Y
ROBINS	R	G	R	G	Y
TINKER	R	G	G	G	G-
	GREEN - YES RED - NO		GREEN < 25 miles YELLOW - 25 - 50 RED > 50 miles	GREEN ≥ 3 carriers YELLOW - 2 carriers RED - 1 carrier or commuter service	GREEN ≤ 40 min YELLOW 41-60min RED > 60 min

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

COMMUNITY INFRASTRUCTURE  
OFF-BASE RECREATION FACILITIES (crit.1C)

	Swimming Pool	Movie Theater	Public Golf Course	Bowling Lane	Boating	Fishing
HILL	G	G	G	G	G	G
KELLY	G	G	G	G	G	G
MCCLELLAN	G	G	G	G	G	G
<b>NEWARK</b>	G	G	G	G	G	G
ROBINS	G	G	G	G	Y	Y
TINKER	G	G	G	G	G	G

GREEN < 30 minute drive  
YELLOW - 30 to 45 minute drive  
RED > 45 minute drive or not available

	Zoo	Aquarium	Family Park	Pro Sports	Collegiate Sports	Camping	Beaches Facilities	Winter Sports	OVERALL
HILL	G	R	G	G	G	G	R	G	G-
KELLY	G	G	G	G	G	G	G	R	G-
MCCLELLAN	G	Y	G	G	G	G	G	G	Y+
<b>NEWARK</b>	G	Y	Y	G	G	G	G	G	Y
ROBINS	G	R	Y	Y	G	G	R	R	Y
TINKER	G	G	G	G	G	G	G	R	G-

GREEN < 1.5 hour drive  
YELLOW - 1.5 to 2.5 hour drive  
RED > 2.5 hour drive or not available

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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY**

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

**SHOPPING FACILITIES  
(mall or similar)(crit.1D)**

**DISTANCE to METROPOLITAN  
Center (pop ≥ 100,000)(crit.1E)**

HILL  
KELLY  
MCCLELLAN  
NEWARK  
ROBINS  
TINKER

G  
G  
G  
G  
G  
G

G  
G  
G  
Y  
G  
G

**GREEN ≤ 20 minutes**  
**YELLOW - 21 to 40 minutes**  
**RED > 40 minutes**

**GREEN < 1.0 hour**  
**YELLOW - 1.0 to 2.0 hours**  
**RED > 2.0 hours**

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY

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

LOCAL AREA CRIME RATE (crit.1F)

	VIOLENT CRIME RATE	PROPERTY CRIME RATE	OVERALL
HILL	G	G	G
KELLY	G	R	Y
MCCLELLAN	G	G	G
NEWARK	R	Y	R+
ROBINS	G	G	G
TINKER	R	Y	R+

GREEN - 600 or below  
 YELLOW - 601 to 899  
 RED ≥ 900

GREEN - 4000 or below  
 YELLOW - 4001 to 6000  
 RED ≥ 6001

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

EDUCATION (crit.2)

	Pupil to Teacher (crit.2A)	High School Programs ( <b>english/math/f.language</b> )(crit.2B)	High School Honors Program (crit.2C)
HILL	Y	G	G
KELLY	Y	G	G
MCCLELLAN	Y	G	G
NEWARK	G	G	G
ROBINS	G	G	G
TINKER	Y	G	G
	GREEN ≤ 25 to 1 YELLOW 26-30 to 1 RED > 30 to 1	GREEN - All 3 available YELLOW - 2 available RED ≤ 1	GREEN - Yes YELLOW - N/A RED - No
	Jr High School Programs (spec prog crit.2D)	Elementary School Programs (spec prog crit.2E)	Students That go on to College (crit.2F)
HILL	G	G	G
KELLY	G	G	G
MCCLELLAN	G	G	G
NEWARK	G	G	Y
ROBINS	G	G	G
TINKER	G	G	G
	GREEN - Both available YELLOW - 1 available RED - None available	GREEN ≥ 60% YELLOW - 40% to 59% RED < 40%	

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

EDUCATION (crlt.2)

OPPORTUNITY FOR OFF-BASE EDUCATION (within 25 miles) (crlt.2G)

	Vocational Tech Tng (crlt.2G.1)	Undergraduate College (crlt.2G.2)	Graduate College (crit.2C.3)	OVERALL
HILL	G	G	G	G
KELLY	G	G	G	G
MCCLELLAN	G	G	G	G
NEWARK	G	G	G	G
ROBINS	G	G	G	G
TINKER	G	G	G	G

GREEN - Yes  
RED - No

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

SPOUSAL EMPLOYMENT (CRIT.3)

% of spouses able to find work w/in 3 months

% of spouses able to find work commensurate with skills, experience & education

HILL	R	R
KELLY	G	G
MCCLELLAN	R	Y
NEWARK	Y	R
ROBINS	R	G
TINKER	R	R

GREEN > 75%  
YELLOW - 50% to 75%  
RED < 50%

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

LOCAL MEDICAL CARE (crit.4)

AVAIL COMMUNITY PHYSICIANS (crit.4A)

AVAIL COMMUNITY HOSPITAL BEDS (crit.4B)

HILL  
KELLY  
MCCLELLAN  
**NEWARK**  
ROBINS  
TINKER

R  
G  
G  
R  
R  
R

R  
G  
G  
R  
R  
G

GREEN - Greater than or equal to the norm  
RED - Less than the norm

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

CRITERIA	VII	Off Base Housing	Transportation	Off-base Rec	S h o p p i n g	Metro Area	Crime Rate	Off-base Educ	Spouse 3 mon	Spouse Com	Doctor Ratio	Hosp Bed Ratio	OVERALL
HILL		G	G-	G-	G	G	G	G	R	R	R	R	Y+
KELLY		G	G	G-	G	G	Y	G	G	G	G	G	G
MCCLELLAN		Y+	Y+	G	G	G	G	G	R	Y	G	G	G-
NEWARK		G	Y	G	G	Y	R+	G	Y	R	R	R	Y+
ROBINS		G	Y	Y+	G	G	G	G	R	G	R	R	yt
TINKER		G	G	G	G	G	R+	G	R	R	R	G	Y+

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## INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY

## TAB 12 ATCH G

## VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

1. **Air Quality**
  - GREEN - Base is in attainment area for all pollutants
  - YELLOW - Base is in a non-attainment area. Classification of pollutants is moderate or marginal
  - RED - Base is in a non-attainment area. Classification of pollutants is  $\geq$  serious
  
2. **Water**
  - GREEN - Adequate water supplies and no known contaminants present
  - YELLOW - **Suspect** water supplies; contaminants present within a non-potable water zone
  - RED - Inadequate water supplies **and/or** regions 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 - 10% to **25%** facilities with **ACM**; survey incomplete, or unable to assess percentages
    - RED -  $>$  25% facilities with ACM
  
  - B. Radon
    - GREEN - Radon **not** present or detected  $<$  4 pic/l
    - YELLOW** - Radon present; detection  $\geq$  4 pic/l &  $\leq$  20 pic/l
    - RED - Radon present; detection  $>$  20 pic/l

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

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

B. Threatened and Endangered Species (T&E)  
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

C. Wetlands  
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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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

5. Cultural

GREEN - No existing cultural resources  
YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete  
RED - Cultural 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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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY**

**VIII. THE ENVIRONMENTAL IMPACT**

**(Assessment of existing conditions for decision making)**

**AIR QUALITY (crit. 1)**

HILL	Y
KELLY	G
MCCLELLAN	R
NEWARK	Y
ROBINS	G
TINKER	G

**GREEN** - Base is in attainment for all pollutants.

**YELLOW** - Base is in non-attainment area. Classification of pollutants is moderate or marginal.

**RED** - Base is in non-attainment area. Classification of pollutants is  $\geq$  serious.

**WATER (crit. 2)**

HILL	Y
KELLY	Y
MCCLELLAN	Y
NEWARK	Y
ROBINS	Y
TINKER	Y

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

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

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

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

HILL	Y
KELLY	R
MCCLELLAN	R
NEWARK	R
ROBINS	R
TINKER	R

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

YELLOW - 10% to 25% facilities with ACM; survey incomplete; unable to assess percentages.

RED - > 25% facilities containing ACM.

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	G
ROBINS	G
TINKER	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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**INDUSTRIAL/TECHNICAL SUPPORT CATEGORY • DEPOTS SUBCATEGORY**

**VIII. THE ENVIRONMENTAL IMPACT**

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE .

	SOLID WASTE (crit. 3c)
HILL	G
KELLY	R
MCCLELLAN	G
NEWARK	Y
ROBINS	G
TINKER	G

GREEN - Existing disposal facilities have > 10 years capacity remaining.

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

RED - Existing disposal facilities have < 5 years capacity remaining.

BIOLOGICAL

	HABITAT (crit. 4a)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
HILL	Y	Y	Y
KELLY	Y	Y	Y
MCCLELLAN	G	G	Y
NEWARK	G	Y	G
ROBINS	Y	R	R
TINKER	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 "workarounds" to support current operations.

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

HILL	Y
KELLY	Y
MCCLELLAN	Y
NEWARK	G
ROBINS	R
TINKER	Y

GREEN - No existing resources.

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

RED - Cultural resources are present and constrain construction/operations.

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

HILL	G
KELLY	G
MCCLELLAN	G
NEWARK	Y
ROBINS	G
TINKER	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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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

GEOLOGY AND SOILS

MINERAL / ENERGY RESOURCES (crit. 6b)

HILL	a
KELLY	G
MCCLELLAN	G
NEWARK	Y
ROBINS	G
TINKER	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.

SOIL CONTAMINATION (crit. 6c)

HILL	R
KELLY	Y
MCCLELLAN	R
NEWARK	Y
ROBINS	Y
TINKER	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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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

	AQ	Wa	As	Ra	SW	CH	T&E	W	Cul	P&U	M/E	SI	OVERALL
HILL	Y	Y	Y	G	G	Y	Y	Y	Y	G	G	R	Y
KELLY	G	Y	R	G	R	Y	Y	Y	Y	G	G	Y	Y
MCCLELLAN	R	Y	R	G	G	G	G	Y	Y	G	G	R	Y.
NEWARK	Y	Y	R	G	Y	G	Y	G	G	Y	Y	Y	Y
ROBINS	G	Y	R	G	G	Y	R	R	R	G	G	Y	Y
TINKER	G	Y	R	G	G	Y	Y	Y	Y	Y	G	Y	Y+

AQ - Air Quality

Wa - Water

As - Asbestos

Ra - Radon

SW - Solid Waste

CH - Critical Habitat

T&E - Threatened and  
Endangered Species

W - Wetlands

Cul - Cultural

P&U - Prime & Unique Farmlands

M/E - Mineral/Energy

SI - Soils

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INDUSTRIAL/TECHNICAL SUPPORT CATEGORY - DEPOTS SUBCATEGORY

TAB12 ATCH H

Priority on Military Value, with emphasis on Readiness and Training, Future and Cost

CRITERIA	<u>Military Value</u>				<u>Return on Investment</u>	<u>Impact</u>		
	I	II	III	IV	V	VI	VII	VIII
HILL	G	G-	G-	11631-519	100+	G	Y+	Y
KELLY	G-	G-	G-	13841-659	100+	G	G	Y
MCCLELLAN	Y-	Y	Y+	6351-65	19	G	G-	Y-
NEWARK	Y-	R*	-*	2331-142	100+	R	Y+	Y
ROBINS	G	Y	G	9091-383	100+	G	Y+	Y
TINKER	Y+	Y	Y+	1223/-468	100+	G	Y+	Y+

\* No Active Runway

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**TAB 13**  
**AIR RESERVE COMPONENT CATEGORY**  
**AIR NATIONAL GUARD INSTALLATIONS**

**Description of Category/Results of Capacity Analysis**

The Air Reserve Component (ARC) of the US Air Force consists of the Air National Guard (ANG) and the Air Force Reserve. The Air National Guard **has** both a state and a federal mission. Non-mobilized 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 DoD Force Structure Plan does not reveal significant reduction in ARC force structure. However, realignment of ARC units onto active installations or onto other ARC 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 realignments, the alternative locations were limited to the same state. Also the demographics of the new locations for ARC units were considered in supporting unit recruiting needs. The *Air* Force considered all ANG units exceeding the **300** DoD direct hire employee threshold as candidates for closure/realignment **as** required by law.

The following installations were considered in this category:

Air National Guard

Boise Air Terminal ANGS, Idaho  
Buckley ANGB, Colorado  
Ellington Field ANGS. **Texas**  
Fresno Air Terminal ANGS, California  
Great Falls IAP ANGS, Montana  
Greater Pittsburgh IAP ANGS, Pennsylvania  
Martin **Slate** APT ANGS, Maryland  
McEntire ANGB South Carolina  
Otis ANGB, Massachusetts  
Portland IAP ANGS, Oregon  
Salt Lake **City** IAP ANGS. **Utah**  
Selfridge ANGB, Michigan  
**Stewart** IAP ANGS, New York  
Tucson IAP ANGS. Arizona

In addition the following installations were examined even though they did not exceed the 300 DoD direct hire threshold because of their proximity to other DoD installations and potential for cost effective closure/realignment. The **following** installations were considered in this category:

Kulis ANGS, Alaska  
Dannely Field ANGS, Alabama  
Phoenix Sky Harbor IAP ANGS, Arizona  
Wilmington, New Castle CAP ANGS, Delaware  
Jacksonville IAP ANGS, Florida  
Springfield. Capital **MAP ANGS**, Illinois  
Ft Wayne **MAP** ANGS, Indiana  
St Joseph, Rosecrans Memorial Apt **ANGS**, Missouri  
Meridian, Key **Field** ANGS, Mississippi  
Lincoln **MAP** ANGS, Nebraska  
Reno Cannon IAP ANGS, Nevada  
Atlantic City IAP ANGS, New Jersey  
Syracuse, Hancock Field ANGS, New York  
Charlotte/Douglas IAP, North Carolina  
Fargo, Hector Field ANGS. North ~~Dakota~~  
Oklahoma City, Will Rogers World APT **ANGS**, Oklahoma  
Richmond IAP ANGS, Virginia

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TAB 13 ATCH A

I, CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF  
DOD TOTAL FORCE {For Industrial/Support, Other, And ARC Categories.}

1. Force Structure

CLOSURE RATING (G,Y,R)

A. Is 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 significant programmed  
reductions

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

RED - Force structure is being phased out in the force structure plan

N/A - No force Structure

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

GREEN - No significant programmed reductions

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

RED - Force structure is being phased out in the force structure plan

NA - No other force structure

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TAB 13, Atch A

**28 Operational Effectiveness - Generic flying operation support**

**A. Does the base have an active runway?** GREEN - **Yes**; RED - No

If **yes**, complete **2B - 2F**

**B. Is there an alternate airfield within?** GREEN - 30 Minutes or less  
YELLOW - **31** to 60 Minutes  
RED - More than 60 Minutes

**C. Potential for Airspace/Training area growth** GREEN - Airspace available for future expansion; supports advanced basing concept  
YELLOW - Status **Quo**  
RED - Reductions possible

**D. Weather impact on mission:**

**GREEN - Above 3000/1  $\geq 90\%$  , above 3000/5  $\geq 70\%$**   
**YELLOW - Above 3000/1  $< 90\%$   $\geq 80\%$  , above 3000/5  $< 70\%$   $\geq 50\%$**   
**RED - Anything else**

**E. Average monthly Air Traffic Delays**

GREEN - **2** or less  
YELLOW - 3 to **4**  
RED - 5 or more

F. Availability of adequate training areas/routes to support? (ARC Bases Only)

- |                    |                             |
|--------------------|-----------------------------|
| 1. Fighter Mission | GREEN - Yes                 |
| 2. Bomber Mission  | YELLOW - Limitations exists |
| 3. Tanker Mission  | RED - No                    |
| 4. Airlift Mission |                             |

2.8.F.1 Fighter Mission

- |   |  |
|---|--|
| a) Supersonic ACBT MOAs & Warning/Restricted areas?                                       | GREEN $\leq$ 150NM<br>YELLOW $>$ 150NM $\leq$ 200NM<br>RED $>$ 200NM                                     |
| b) Low alt MOAs for SAT & low alt intercept training!                                     | GREEN $\leq$ 100NM<br>YELLOW $>$ 100NM $\leq$ 150NM<br>RED $>$ 150NM                                     |
| c) Number of scorable range complexes/ target arrays (including tactical tgt/conv/strafe) | GREEN - 1 w/i 100NM or 6 w/i 250NM<br>YELLOW - 0 w/i 100NM or 4-5 w/i 250NM<br>RED - 3 or less w/i 250NM |
| d) EC range within 250NM  | GREEN - Yes; RED - No  |

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e) Ground Forces w/impact areas capable of tactical aircraft employment

GREEN  $\leq$  100NM  
YELLOW  $>$  100NM  $\leq$  150NM  
RED  $>$  150NM

f) **ACMI**

GREEN  $\leq$  150NM  
YELLOW  $>$  150NM  $\leq$  200NM  
RED  $>$  200NM

g) Full scale live drop availability

GREEN  $\leq$  200NM  
YELLOW  $>$  200NM  $\leq$  250NM  
RED  $>$  250NM

h) **Number of VR/IR routes?**

GREEN -  $\geq$  10 w/i 100NM  
YELLOW -  $\geq$  3 and  $\leq$  9 w/i 100NM  
RED -  $<$  3 w/i 100NM

2.8.F.2 Bomber Mission

a) Low Altitude MOAs for attack and **LOWAT** training?

GREEN  $\leq$  400NM  
YELLOW  $>$  400NM  $\leq$  600NM  
RED  $>$  600NM

b) Distance to **bombing** range

GREEN  $\leq$  400NM  
YELLOW  $>$  400 NM  $\leq$  800NM  
RED  $>$  800NM

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c) Low Altitude Scored Route:

**GREEN**  $\leq$  500NM  
**YELLOW**  $>$  500NM  $\leq$  1000NM  
**RED**  $>$  1000NM

d) Distance to the STRC:

**GREEN**  $\leq$  600 NM  
**YELLOW**  $>$  600NM  $\leq$  1200 NM  
**RED**  $>$  1200 NM

c) EC Range within:

**GREEN**  $\leq$  400NM  
**YELLOW** -  $>$ 400 to  $\leq$ 800NM  
**RED**  $>$  800NM

f) Live Drop availability

**GREEN**  $\leq$  600NM  
**YELLOW**  $>$  600  $\leq$  1200NM  
**RED**  $>$  1200NM

g) Number of VR/IR routes

**GREEN**  $\geq$  5 w/in 400NM  
**YELLOW**  $<$  5 w/in 400NM and  $\geq$  3 w/in 600NM  
**RED**  $\leq$  3 w/in 800NM

### 2.8.F.3 Tanker

a. WARTIME

Tanker Mission Capability:

**GREEN** - Total tanker offload  $\geq$  70% of max Fuel load  
**YELLOW** -  $<$  70%  $\geq$  50%  
**RED** -  $<$  50%

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**b. PEACETIME**

Distance to highly concentrated  
RCVR area:

GREEN  $\leq$  400 NM  
YELLOW  $>$  400NM  $\leq$  800 NM  
RED  $>$  800 NM

Tanker saturation within the region:

GREEN = tanker poor  
YELLOW = balanced  
RED = tanker rich

**2.8.F.4 Airlift**

a) Drop Zones/ LZs  
(Formation/Live)

GREEN  $\leq$  200NM  
YELLOW  $>$  200NM  $\leq$  500NM  
RED  $>$  500NM

b) Army/Marine installations w/ airdrop employment requirements

GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM

c) Full scale airdrop availability

GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM

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- d) Number of VR/IR routes  
GREEN  $\geq 3$  w/i 200NM  
YELLOW  $< 3$  w/i 200NM and  $\geq 3$  w/i 250NM  
RED  $\leq 3$  w/i **300NM**
- c) Air refueling routes  
GREEN **4** w/i 200NM  
YELLOW 2 w/i 300NM  
RED  $< 2$  w/i 500NM

**2.9 Laboratories, Product Center, & Test Centers Functions  
(Laboratories, Product Center, & Test Centers Bases Only)**

- A. Installation supports major mission area(s) other than Test & Evaluation functions  
GREEN - Yes  
RED - No
- B. Installation supports multiple types of Test and Evaluation  
GREEN - Yes  
RED - No
- C. Lab/product/test center capabilities currently supports non-DOD or commercial test activities  
GREEN - Yes  
RED - No
- D. Installation is heavily dependent upon local contractor support capability for mission accomplishment  
GREEN - Yes  
RED - No
- E. Major test aircraft/equipment/lab available

**GREEN** - Majority are unique to installation and/or not reasonable to relocate  
**RED** - Few are unique to installation and/or difficult to relocate

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F. Capability to accept added workload

- 1. Physical capacity
  - GREEN - 0% to **20%**
  - YELLOW - **21% to 35%**
  - RED - 36% or more
- 2. Personnel/Manning capacity
  - I. Conflicts with competing requirements for the long term use of land, facilities and airspace
    - GREEN - Few, if any
    - YELLOW - Moderate
    - RED - Significant
  - J. Uniquo features (i.e. facilities, terrain, visibility, air quality, remoteness, or **weather/atmospheric**, etc) which are essential for accomplishment of the mission
    - GREEN - Significant factor
    - YELLOW - Moderate factor
    - RED - None
  - K. Percent of civilian to **total** base personnel
    - GREEN - 50% or above
    - YELLOW - 30% to **49%**
    - RED - 29% or less**

2.10 Industrial Functions (Depot Bases Only)

A. Number of critical skilled workers

- GREEN - equal to or greater than statistical mean
- YELLOW - equal to or greater than plus one standard deviation and less than the statistical mean
- RED - less than a minus one standard deviation

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**B.** Percentagc of major weapon systems that have a source of repair located with management

**GREEN** - equal to or greater than statistical mean  
**YELLOW** - equal to or greater than plus one standard deviation  
and less than the slatistical mean  
**RED** - less than a minus one slandard deviation

**C.** Cost per output (Inventory Control Points)

**GREEN** - equal to or less than slatistical mean  
**YELLOW** - equal to or less than plus one standard deviation  
and greater than the statistical mean  
**RED** - greater than a plus one standard deviation

**D.** Depot workload capacity

**GREEN** - equal to or greater than statistical mean  
**YELLOW** - equal to or greater than plus one standard deviation  
and less than the statistical mean  
**RED** - less than a minus one standard deviation

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E. Lost time incidents per 200K hours exposure

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean  
RED - greater than a plus one standard deviation

F. Utility rate (Cost per MBTU)

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean  
RED - greater than a plus one standard deviation

G. Case creation cost 5 year average per person (FY88-FY92)

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean  
RED - greater than a plus one standard deviation

H. The environmental compliance cost FY92-FY95

GREEN - equal to or less than statistical mean  
YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean  
RED - greater than a plus one standard deviation

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**I. Percent of workload requiring unique facilities/equipment**

GREEN - equal to or greater than statistical mean

YELLOW - equal to or greater than plus one standard deviation and less than the statistical mean

RED - less than a minus one standard deviation

**J. Average DMIF salary**

GREEN - equal to or less than statistical mean

YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

**3A. Existing Associated Airspace Availability and Encroachment (Special Use Airspace)**

**MOA/Bombing Ranges**

GREEN - Fully adequate MOA/bombing ranges available.

YELLOW - Generally adequate MOA/bombing ranges available, but improvements required.

RED - Inadequate MOA/bombing ranges available.

**Low Level Routes**

**GREEN** - Fully adequate capacity for low level routes/capacity available.

YELLOW - Generally adequate low level routes/capacity available; **some** restrictions to access or limited route quantity.

RED - Inadequate low level routes/capacity available.

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**3B. Future Associated Airspace Availability and Encroachment (Special Use Airspace)**

MOA/Bombing Ranges

GREEN - Fully adequate MOA/bombing ranges expected to remain available.  
YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required.  
RED - Inadequate MOA/bombing ranges, not expected to be available.

Low Level Routes

GREEN - Fully adequate low level routes/capacity expected to remain available.  
YELLOW - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity, not expected to be available.

**4. Can base runway and taxiway and apron support:**

Fighter Mission  
Bomber Mission  
Tanker Mission  
Airlift Mission

GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No

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**ARC CRITERIA SUBELEMENTS  
(ARC INSTALLATIONS ONLY)**

<b>RI.2.T.3</b>	<b>Air Refueling Tracks available for scheduling</b>	<b>GREEN - Yes RED - No</b>
<b>RI.2.U.3</b>	<b>Air Refueling Tracks available for scheduling</b>	<b>GREEN - Yes RED - No</b>
<b>RI.2.W.1</b>	<b>Location of all regularly used ground training facilities</b>	<b>GREEN - On Base YELLOW - Within 1 hour travel time RED - Not within 1 hour travel</b>
<b>RI.2.W.2</b>	<b>Flying unit support for Aeromed/Aerial ports</b>	<b>GREEN - On base training available YELLOW - Available within 1 hour travel time RED - Not within 1 hour travel time</b>

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**TAB 13, Atch A**

**I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**1. Force Structure**

**A. Primary Force Structure**

**B. Other Force Structure**

BOISE	G	N/A
BUCKLEY	G	G
ELLINGTON	G	N/A
FRESNO	G	N/A
GREAT FALLS	G	N/A
MARTIN STATE	G	G
McENTIRE	G	N/A
OTIS	G	N/A
PITTSBURGH	G	N/A
PORTLAND	G	N/A
ALT LAKE CITY	G	N/A
SELFRIDGE	G	G
STEWART	G	N/A
TUCSON	G	N/A

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

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

**RED** - Force structure is being phased out in the force structure plan

**N/A** - No Force Structure

**GREEN** - No programmed significant reductions

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

**RED** - Force Structure is being phased out in the force structure plan

**N/A** - No other Force Structure

I, CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

2.8 Flying operational effectiveness • Generic flying operational support

A, Active runway

BOISE	G
BUCKLEY	G
ELLINGTON	G
FRESNO	G
<u>GREAT FALLS</u>	<u>G</u>
MARTIN STATE	G
McENTIRE	G
OTIS	G
PITTSBURGH	G
<u>PORTLAND</u>	<u>G</u>
SALT LAKE CITY	G
SELFRIIDGE	G
STEWART	G
TUCSON	G

GREEN - Yes RED - No

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY

2.8 Flying operational effectiveness - Generic flying operational support

B. Alternate airfield within'

BOISE	G
BUCKLEY	G
ELLINGTON	G
FRESNO	G
GREATFALLS	G
MARTIN STATE	G
McENTIRE	G
OTIS	G
PITTSBURGH	G
PORTLAND	G
SALT LAKE CITY	G
SELFRIIDGE	G
STEWART	G
TUCSON	G

GREEN - 30 Minutes or less  
 YELLOW - 31 to 60 Minutes  
 RED - More than 60 Minutes

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**I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY**

**2.8 Flying operational effectiveness - Generic flying operational support**

**C. Potential for Airspace/Training**

BOISE	G
BUCKLEY	R
ELLINGTON	Y
FRESNO	Y
<u>GREAT FALLS</u>	G
MARTIN STATE	Y
McENTIRE	Y
OTIS	Y
PITTSBURGH	G
<u>PORTLAND</u>	G
SALT LAKE CITY	G
SELFRIIDGE	Y
STEWART	Y
TUCSON	Y

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

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**I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**2.8 Flying operational effectiveness - Generic flying operational support**

**D. Weather impact on mission**

	Above 300/1	Above 3000/5
BOISE	G	G
BUCKLEY	G	G
ELLINGTON	G	G
FRESNO	G	G
<u>GREAT FALLS</u>	<u>G</u>	<u>G</u>
MARTIN STATE	G	G
McENTIRE	G	G
OTIS	G	G
PITTSBURGH	Y	Y
<u>PORTLAND</u>	<u>G</u>	<u>G</u>
SALT LAKE CITY	G	G
SELFIDGE	G	G
STEWART	G	G
TUCSON	G	G

GREEN - Above 300/1  $\geq 90\%$  , above 3000/5  $\geq 70\%$

YELLOW - Above 300/1  $< 90\%$   $\geq 80\%$ , above 3000/5  $< 70\%$   $\geq 50\%$

RED - Anything else

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

2.8 Flying operational effectiveness - Generic flying operational support

E. Average monthly Air Traffic Delays

BOISE	Y
BUCKLEY	Y
ELLINGTON	G
FRESNO	G
<u>GREAT FALLS</u>	<u>G</u>
MARTIN STATE	G
McENTIRE	Y
OTIS	G
PITTSBURGH	G
<u>PORTLAND</u>	<u>G</u>
SALT LAKE CITY	G
SELFRIDGE	G
STEWART	G
TUCSON	G

GREEN - 2 or less  
YELLOW - 3 to 4  
RED - 5 or more

**I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY-\*AIRNATIONAL GUARD SUBCATEGORY**

**2.8 Flying operational effectiveness - Generic flying operational support**

**F. Availability of adequate training areas/routes to support?**

	<b>FIGHTER MISSION</b>	<b>BOMBER MISSION</b>	<b>TANKER MISSION</b>	<b>AIRLIFT MISSION</b>
BOISE	G	G	G	G
BUCKLEY	G	G	G	G
ELLINGTON	G	G	G	G
FRESNO	G	G	G	G
GREAT FALLS	Y	G	Y	Y
MARTIN STATE	ti	G	G	G
McENTIRE	G	G	Y	G
OTIS	G	Y	Y	Y
PITTSBURGH	Y	Y	Y	G
PORTLAND	Y	G	G	G
SALT LAKE CITY	G	G	G	G
SELFRIDGE	Y	G	G	G
STEWART	G	G	Y	G
TUCSON	G	G	G	G

GREEN - Yes

YELLOW - Limitations exists

RED - No

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)  
ADEQUATE TRAINING AREAS**

	SUPER MOA & WARN/REST	LOW ALT MOAs (SAT/LOWAT)
BOISE	Y	G
BUCKLEY	R	G
ELLINGTON	G	G
FRESNO	G	G
<del>GREAT FALLS</del>	<del>G</del>	<del>G</del>
<del>MARTIN STATE</del>	<del>G</del>	<del>G</del>
McENTIRE	G	G
<del>OTIS</del>	<del>G</del>	<del>G</del>
PITTSBURGH	G	Y
PORTLAND	G	G
<del>SALT LAKE CITY</del>	<del>G</del>	<del>G</del>
SELFRIDGE	G	Y
STEWART	G	Y
TUCSON	G	G

GREEN ≤ 150NM	GREEN ≤ 100NM
YELLOW > 150NM ≤ 200 NM	YELLOW > 100nm ≤ 150NM
RED > 200NM	RED > 150NM

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD'S TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)  
ADEQUATE TRAINING AREAS**

	NUMBER OF SCORABLE RANGE COMPLEXES	EC RANGE w/i 250nm	GRND FORCES W/IMPACT AREAS
BOISE	G	G	R
BUCKLEY	G	R	G
ELLINGTON	R	R	Y
FRESNO	G	G	G
<b>GREAT FALLS</b>	R	R	R
<b>MARTIN STATE</b>	G	R	G
McENTIRE	G	G	Y
OTIS	R	R	Y
PITTSBURGH	Y	R	Y
<b>PORTLAND</b>	R	R	R
SALT LAKE CITY	G	R	G
SELFRIDGE	R	R	Y
STEWART	R	R	Y
TUCSON	R	R	Y

GREEN - 1 w/i 100NM or 6 w/i 250NM  
 YELLOW - 0 w/i 100NM or 4-5 w/i 250NM  
 RED - 3 or less w/i 250NM

GREEN - Yes  
 RED - No

GREEN ≤ 100NM  
 YELLOW >100NM ≤ 150NM  
 RED > 150NM

I, **THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)  
ADEQUATE TRAINING AREAS**

	ACMI	FULL SCALE LIVE DROP	NUMBER OF VR/IR ROUTES
<b>BOISE</b>	R	Y	G
<b>BUCKLEY</b>	R	R	Y
<b>ELLINGTON</b>	R	G	Y
<b>FRESNO</b>	G	G	G
<b>GREAT FALLS</b>	R	R	Y
<b>MARTIN STATE</b>	Y	G	Y
<b>McENTIRE</b>	G	G	Y
<b>OTIS</b>	R	G	Y
<b>PITTSBURGH</b>	R	Y	Y
<b>PORTLAND</b>	R	R	Y
<b>SALT LAKE CITY</b>	G	G	Y
<b>SELFRIDGE</b>	R	G	Y
<b>STEWART</b>	R	Y	R
<b>TUCSON</b>	G	G	G

GREEN  $\leq$  150NM  
 YELLOW  $>$  150  $\leq$  200NM  
 RED  $>$  200NM

GREEN  $\leq$  200NM  
 YELLOW  $>$  200  $\leq$  250NM  
 RKD  $>$  250NM

GREEN  $\geq$ 10 w/i 100NM  
 YELLOW  $\geq$ 3 and  $\leq$ 9 w/i 100NM  
 RED  $<$ 3 w/i 100NM

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

2.8.F.2 OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)

	LOW AT MOA	DISTANCE TO BOMBING RNG	LOW ALTITUDE SCORED ROUTE	DISTANCE TO THE STRC
BOISE	G	G	G	G
BUCKLEY	G	G	G	G
ELLINGTON	G	Y	G	Y
FRESNO	G	G	G	R
GREAT FALLS	G	G	G	G
MARTIN STATE	G	Y	G	Y
McENTIRE	G	G	G	Y
OTIS	G	Y	G	Y
PITTSBURGH	G	G	R	Y
PORTLAND	G	G	G	Y
SALT LAKE CITY	G	G	G	G
SELFRIIDGE	G	G	G	Y
STEWART	G	G	G	Y
TUCSON	G	G	Y	Y

GREEN ≤ 400NM

YELLOW >400 ≤ 600NM

RED ≥ 600NM

GREEN ≤ 400NM

YELLOW > 400 ≤ 800NM

RED > 800NM

GREEN ≤ 500NM

YELLOW > 500NM ≤ 1000NM

RED > 1000NM

GREEN ≤ 600NM

YELLOW > 600 ≤ 1200NM

RED > 1200NM

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.2 OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)  
ADEQUATE TRAINING AREAS**

	EC-RNG	LIVE DROP	VR/IR ROUTES
BOISE	G	G	G
BUCKLEY	Y	G	G
ELLINGTON	Y	G	G
FRESNO	G	G	G
GREAT FALLS	Y	G	G
MARTIN STATE	Y	G	G
McENTIRE	G	G	G
OTIS	R	G	G
PITTSBURGH	Y	G	G
PORTLAND	G	G	G
SALT LAKE CITY	G	G	G
SELFRIDGE	R	G	G
STEWART	R	G	G
TUCSON	G	G	G

**GREEN** ≤ 400NM

**YELLOW** >400 ≤ 800NM

**RED** > 800NM

**GREEN** ≤ 600NM

**YELLOW** > 600 ≤ 1200NM

**RED** >1200NM

**GREEN** ≥ 5 w/in 400NM

**YELLOW** < 5 w/in 400M & > 3 w/in 600 NM

**RED** ≤ 3 w/in 800NM

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**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL  
READINESS OF DOD'S TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.3 OPERATIONAL EFFECTIVENESS (Tanker Mission)  
WARTIME**

This page is classified - see appendix (Tab 8)

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**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.3 OPERATIONAL EFFECTIVENESS (Tanker Mission)  
PEACETIME**

	DISTANCE TO RCVR AREA	TANKER SATURATION w/in the REGION
BOISE	G	R
BUCKLEY	G	G
ELLINGTON	Y	G
FRESNO	G	R
GREAT FALLS	G	R
MARTIN STATE	G	R
McENTIRE	G	G
OTIS	G	R
PITTSBURGH	G	R
PORTLAND	G	R
SALT LAKE CITY	G	R
SELFIDGE	G	Y
STEWART	G	R
TUCSON	G	Y

GREEN < 400 NM  
 YELLOW > 400 800 NM  
 RED > 800 NM

GREEN = tanker poor  
 YELLOW = balanced  
 RED = tanker rich

1. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

2.8.F.4 OPERATIONAL EFFECTIVENESS (Airlift Mission)  
ADEQUATE TRAINING AREAS

	DZ/LZ	USA/USMC INSTAL'S w/AIRDROP REQ	FULL SCALE AIRDROP AVAIL
BOISE	G	G	G
BUCKLEY	G	G	G
ELLINGTON	G	G	G
FRESNO	G	G	G
GREAT FALLS	Y	G	G
MARTIN STATE	G	G	G
McENTIRE	G	G	G
OTIS	G	G	G
PITTSBURGH	G	G	G
PORTLAND	G	G	G
SALT LAKE CITY	G	G	G
SELFIDGE	G	G	G
STEWART	G	G	G
TUCSON	G	G	G

GREEN ≤ 200NM	GREEN ≤ 500NM	GREEN ≤ 500NM
YELLOW > 200NM ≤ 500NM	YELLOW > 500NM ≤ 750NM	YELLOW > 500 ≤ 750NM
RED > 500NM	RED > 750NM	RED > 750NM

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**2.8.F.4 OPERATIONAL EFFECTIVENESS (Airlift Mission)  
ADEQUATE TRAINING AREAS**

	NUMBER OF VR/IR/SR ROUTES	AIR REFUELING ROUTES
BOISE	G	G
BUCKLEY	G	Y
ELLINGTON	G	G
FRESNO	ti	G
<u>GREAT FALLS</u>	Y	Y
MARTIN STATE	ti	G
McENTIRE	G	Y
OHS	Y	R
PITTSBURGH	G	Y
<u>PORTLAND</u>	G	G
SALT LAKE CITY	G	G
SELFRIDGE	G	G
STEWART	G	Y
TUCSON	G	G

GREEN > 3 w/i 200NM  
 YELLOW <3 w/i 200NM  
 & ≥ 3 w/i 250 NM  
 RED ≤ 3 w/i 300NM

GREEN 4 w/i 200NM  
 YELLOW 2 w/i 300NM  
 RED c 2 w/i 500NM

I, THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY

3.A EXISTING ASSOCIATED AIRSPACE AVAILABILITY (SPECIAL USE AIRSPACE)

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
BOISE	G	G
BUCKLEY	G	G
ELLINGTON	G	G
FRESNO	G	G
GREAT FALLS	G	G
MARTIN STATE	G	G
McENTIRE	G	G
OTIS	G	G
PITTSBURGH	G	G
PORTLAND	G	G
SALT LAKE CITY	G	G
SELFRIIDGE	G	G
STEWART	G	G
TUCSON	G	G

GREEN - fully adequate MOA/bombing ranges available  
 YELLOW - Generally adequate MOA/bombing ranges available, but improvements requires.  
 RED - Inadequate MOA/Bombing ranges available.

GREEN - Fully adequate capacity for low level routes/capacity available.  
 YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.  
 RED - Inadequate low level routes/capacity.

**1. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**3.B FUTURE ASSOCIATED AIRSPACE AVAILABILITY (SPECIAL USE AIRSPACE)**

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
BOISE	G	G
BUCKLEY	Y	G
ELLINGTON	G	G
PRESNO	G	G
GREAT FALLS	G	G
MARTIN STATE	G	G
McENTIRE	G	G
OTIS	G	G
PITTSBURGH	G	G
PORTLAND	G	G
SALT LAKE CITY	G	G
SELFRIDGE	G	G
STEWART	G	G
TUCSON	G	G

GREEN - Fully adequate MOA/bombing ranges expected to remain available.

YELLOW - Generally adequate MOA/bombing ranges expected to remain available.

RED - Inadequate MOA/bombing ranges not expected to be available.

GREEN - Fully adequate low level/ capacity expected to remain available.

YELLOW - Generally adequate low level/ capacity expected to remain available, improvements required.

RED - Inadequate adequate low level/ capacity expected to be available.

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**4. BASE RUNWAY/TAXIWAY/RAMP SUPPORT**

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
BOISE	G	R	R	G
BUCKLEY	G	R	R	R
Ellington	G	R	R	R
FRESNO	G	R	R	R
<u>GREAT FALLS</u>	<u>G</u>	<u>R</u>	<u>R</u>	<u>R</u>
MARTIN STATE	G	R	R	R
McENTIRE	G	R	G	G
OTIS	G	R	G	G
PITTSBURGH	G	R	G	G
<u>PORTLAND</u>	<u>G</u>	<u>R</u>	<u>G</u>	<u>G</u>
SALT LAKE CITY	G	R	G	G
SELFRIIDGE	G	R	G	G
STEWART	G	R	G	G
TUCSON	G	R	R	G

GREEN - YES  
 YELLOW - N/A  
 RED - NO

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

AIR RESERVE COMPONENT UNIQUE

	AIR REFUELING AVAILABLE (Current)	AIR REFUELING AVAILABLE (Future)	GND TRNG FACILITIES	AEROMED/ AERIAL PORT
BOISE	G	G	G	N/A
BUCKLEY	G	G	G	G
ELLINGTOP	G	G	G	N/A
FRESNO	G	G	G	N/A
<b>GREAT FALLS</b>	G	G	G	N/A
MARTIN STATE	G	G	Y	G
McENTIRE	G	G	G	N/A
<b>OHS</b>	G	G	G	N/A
PITTSBURGH	G	G	G	N/A
PORTLAND	G	G	Y	N/A
SALT LAKE CITY	G	G	G	N/A
<b>SELFRIDGE</b>	G	G	G	G
STEWART	G	G	Y	G
TUCSON	G	G	G	G

GREEN - YES  
YELLOW - N/A  
RED - NO

GREEN - ON-BASE TRAINING  
YELLOW - W/I 1 HOUR TRAVEL  
RED - NOT W/I 1 HOUR TRAVEL

TAB 13 ATCH B

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?

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

2. Facilities capacity:

Base:

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

Housing:

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

3. Facilities condition:

Base:

Building  
Infrastructure

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

Housing:

GREEN  $\geq$  the mean  
YELLOW  $\geq$  -1 standard deviation and  $<$  the mean  
RED  $<$  -1 standard deviation

**4.A Existing Associated Airspace Encroachment (Special Use Airspace)**

MOAs/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 or Restricted Airspace

Bomb Ranges/Drop Zones:

**GREEN** - Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only)

**RED** - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

Low Level:

**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

**4.B Future Associated Airspace Encroachment (Special Use Airspace)****MOAs/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 dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.

**Bomb Ranges/Drop Zones:**

**GREEN** - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

**YELLOW** - Future regional development may become incompatible in sonic (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only)

**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

**Low Level:**

**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

**4C. Existing local/regional community encroachment**

Accident potential zones:

**GREEN** - Off-base development generally compatible with accident potential zones

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

**RED** - Off-base development incompatible with accident potential zones

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

**Environs airspace (local flying area):**

**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

**4D. Future local/regional community encroachment**

**Accident potential zones:**

GREEN - Future off-base development generally expected to remain compatible with accident potential zones

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

RED - Future off-base development may become incompatible with accident potential zones

**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

**Environ's airspace (local flying area):**

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

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

**AIR RESERVE COMPONENT CATEGORY—AIR NATIONAL GUARD SUBCATEGORY**

	CAPACITY	<u>FACILITIES</u>		<u>HOUSING</u>
		BUILDINGS CONDITION	INFRASTRUCTURE CONDITION	
BOISE	G	Y	Y	N/A
BUCKLEY	G	G	G	N/A
ELLINGTON	Y	R	R	N/A
FRESNO	Y	G	G	N/A
GREAT FALLS	Y	G	G	N/A
MARTIN STATE	Y	G	G	N/A
McENTIRE	Y	G	G	N/A
OITS	G	R	R	N/A
PITTSBURGH	Y	R	Y	N/A
PORTLAND	G	G	G	N/A
SALT LAKE CITY	Y	Y	R	N/A
SELFRIEDGE	G	G	G	N/A
STEWART	Y	G	G	N/A
TUCSON	Y	Y	R	N/A

GREEN  $\geq$  To the Mean

YELLOW  $\geq$  to -1 Standard Deviation and < the Mean

RED < -1 Standard Deviation

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

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**4.A Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)**

	MOAs/RA	BOMB RG	LOW LEVEL
BOISE IAP	G	G	G
BUCKLEY	R	R	Y
ELLINGTON	G	G	G
FRESNO MPT	G	G	G
GREAT FALLS IAP	G	G	G
MARTIN STATE APT	G	G	Y
MCENTIRE	G	G	Y
OTIS	G	Y	Y
PITTSBURGH	Y	Y	Y
PORTLAND	G	G	G
SALT LAKE CITY	G	G	G
SELFRIEDGE	Y	G	G
STEWART	Y	Y	Y
TUCSON IAP	G	G	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 or Restricted Airspace.

**GREEN** - Regional development generally compatible with Air-to-Ground ranges.

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges.

**RED** - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges

**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

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

4.8 Future Associated Airspace Encroachment (Special Use Airspace)

	MOAs/RA	BOMB RG	LOW LEVEL
BOISE IAP	G	G	G
BUCKLEY ANGB	Y	Y	G
ELLINGTON	G	G	G
FRESNO	G	G	G
<u>GREAT FALLS IAP</u>	<u>G</u>	<u>G</u>	<u>G</u>
MARTIN STATE APT	G	G	Y
MCENTIRE	Y	G	Y
OTIS	G	Y	Y
PITTSBURGH	Y	Y	Y
<u>PORTLAND</u>	<u>G</u>	<u>G</u>	<u>G</u>
SALT LAKE CITY	G	G	G
SELFRIIDGE ANGB	Y	G	G
STEWART	Y	Y	Y
TUCSON IAP	G	G	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, 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

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

4.C Existing local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BOISE	G	G	G
BUCKLEY	G	G	G
ELLINGTON	G	G	G
FRESNO	G	G	G
GREAT FALLS	G	G	G
MARTIN STATE	G	Y	G
McENTIRE	Y	R	G
OTIS	Y	Y	G
PITTSBURGH	G	G	G
PORTLAND	G	G	G
SALT LAKE CITY	G	G	G
SELFRIIDGE	R	R	G
STEWART	G	G	G
TUCSON	G	G	G

**GREEN** - Off-base development generally compatible with accident potential zones

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

**GREEN** - Airspace is low and little or no adjustments made

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

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

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

**RED** - Off-base development incompatible with Accident potential zones.

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

**RED** - Airspace encroachment is high and requires substantial operational adjustment

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

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**4.D Future local/Regional Community Encroachment**

	APZ	NOISE	ENVIRONS AIRSPACE
<b>BOISE</b>	<b>G</b>	<b>G</b>	<b>G</b>
<b>BUCKLEY</b>	<b>G</b>	<b>G</b>	<b>Y</b>
ELLINGTON	G	R	G
FRESNO	<b>G</b>	G	G
<b>GREAT FALLS</b>	<b>G</b>	<b>G</b>	<b>G</b>
<b>MARTIN STATE</b>	G	<b>Y</b>	<b>G</b>
McENTIRE	<b>Y</b>	R	G
OTIS	<b>Y</b>	<b>Y</b>	G
PITTSBURGH	G	G	<b>G</b>
PORTLAND	G	G	<b>G</b>
<b>SALT LAKE CITY</b>	<b>G</b>	<b>G</b>	G
SELFRIIDGE	R	R	G
<b>STEWART</b>	<b>G</b>	<b>G</b>	<b>G</b>
<b>TUCSON</b>	<b>G</b>	<b>G</b>	G

<p><b>GREEN</b> - Future Off-base development generally expected to remain compatible with accident potential zones.</p> <p><b>YELLOW</b> - Future Off-base development may become incompatible in some (limited) areas.</p> <p><b>RED</b> - Future Off-base development may become incompatible with accident potentials zones.</p>	<p><b>GREEN</b> - Future Off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations</p> <p><b>YELLOW</b> - Future Off-base development may become incompatible in some (limited) areas.</p> <p><b>RED</b> - Future Off-base development may become incompatible in many areas, or many people exposed to high noise levels.</p>	<p><b>GREEN</b> - Potential for encroachment is Low and little or no operational adjustments anticipated.</p> <p><b>YELLOW</b> - Potential for encroachment is moderate and may require limited operational adjustments.</p> <p><b>RED</b> - Potential for encroachment is high and may require substantial operational adjustments</p>
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TAB 13 ATCH C

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

**1. CONTINGENCY AND MOBILIZATION**

- |  |   |
|--|---|
| <b>A.</b> What is the C-141 equivalent working <b>MOG</b> ?                          | GREEN - <b>5</b> or more<br>YELLOW - <b>3 to 4</b><br>RED - less than 3                                   |
| <b>B.</b> Can airfield handle wide-body ops?   | GREEN - Yes<br>RED - No   |
| <b>C.</b> Does the base have a operational fuel hydrant system?                      | GREEN - <b>Yes</b><br>YELLOW - Yes, with limitations<br>RED - No  |
| <b>D.</b> Is base fuel storage facility serviced by pipeline?                        | GREEN - Yes<br>RED - No   |
| <b>E.</b> What is the excess <b>CAT 1. I munitions</b> storage capacity of the base? | GREEN > 500,000 lbs NEW<br>YELLOW - 1 to 500,000 lbs NEW<br>RED - No excess/deficit/no storage facilities |
| <b>F.</b> Does base have a dedicated hot cargo pad?                                  | GREEN - Yes<br>RED - No   |

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**G. Geographic location:**

(1) Is the base located within 150 NM of:

- |   |                         |
|---|-------------------------|
| (a) A Ground Force Installation<br>(Army/Marine forces) | GREEN - Yes<br>RED - No |
| (b) A Rail Access                                       | GREEN - Yes<br>RED - No |
| (c) A Port Facility                                     | GREEN - Yes<br>RED - No |

**H. What is the excess usable parking apron (in square yards) for mobility contingencies?**

GREEN > 25,000 sy  
YELLOW - 1,000 to 25,000 sy  
RED < 1,000 sy

**I. Utility infrastructure capacity**  
(includes: Medical, comm, utility,  
water and sewage)

GREEN - Can support > 10% increase in usage without MILCON  
YELLOW - Can support up to 10% increase in usage without MILCON  
RED - Cannot support increase without costs

**2. FUTURE FORCE REQUIREMENTS**

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

Fighter	GREEN - Meets most requirements of MACRO Look
Bomber	YELLOW - Meets some requirements of MACRO Look
Tanker	RED - Meets few requirements of MACRO Look
Airlift	

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

**AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY**

**CONTINGENCY AND MOBILIZATION (crit.1)**

	<b>C-141 MOG</b>	<b>WIDE-BODY OPERATION</b>	<b>FUEL HYDRANT</b>	<b>FUEL PIPELINE</b>	<b>MUNITIONS STORAGE</b>	<b>HOT CARGO</b>
<b>BOISE</b>	R	G	R	G	Y	G
<b>BUCKLEY</b>	R	G	R	R	Y	G
<b>ELLINGTON</b>	R	G	R	R	Y	G
<b>FRESNO</b>	R	G	R	R	Y	R
<b>GREAT FALLS</b>	R	R	R	R	Y	G
<b>MARTIN STATE</b>	Y	R	R	R	R	G
<b>McENTIRE</b>	R	G	R	R	Y	G
<b>OTIS</b>	R	G	G	R	Y	G
<b>PITTSBURGH</b>	R	G	G	R	R	R
<b>PORTLAND</b>	R	G	R	R	Y	R
<b>SALT LAKE CITY</b>	G	G	G	G	R	R
<b>SELFRIDGE</b>	R	G	R	R	Y	G
<b>STEWART</b>	Y	G	G	R	R	R
<b>TUCSON</b>	R	G	R	R	Y	R

**MOG**

**GREEN** - 5 or more

**YELLOW** - 3 to 4

**RED** < 3

**WIDE-BODY/HYDRANT/PIPELINE/PAD**

**GREEN** - Yes

**YELLOW** - N/A

**RED** - NO

**MUNITIONS**

**GREEN** - >500,000 NEW

**YELLOW** - 1 to 500,000 NEW

**RED** - No excess/deficit/no storage facility

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

**AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY**

**GEOGRAPHIC LOCATION (Base located within 150nm of) (crlt.1G)**

	<b>ARMY/MARINE INSTALLATION</b>	<b>RAIL</b>	<b>PORT</b>
<b>BOISE</b>	R	G	R
<b>BUCKLEY</b>	G	G	R
<b>ELLINGTON</b>	R	G	G
<b>FRESNO</b>	G	G	G
<b>GREAT FALLS</b>	R	G	R
<b>MARTIN STATE</b>	G	G	G
<b>McENTIRE</b>	G	G	G
<b>OTIS</b>	G	G	G
<b>PITTSBURGH</b>	R	G	G
<b>PORTLAND</b>	G	G	G
<b>SALT LAKE CITY</b>	G	G	R
<b>SELFRIDGE</b>	G	G	G
<b>STEWART</b>	G	G	R
<b>TUCSON</b>	G	G	R

**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 LOCATION**

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

	<b>EXCESS APRON CAPACITY (crit. IH)</b>	<b>UTILITY INFRASTRUCTURE CAPACITY (crit. II)</b>
BOISE	G	G
BUCKLEY	R	R
ELLINGTON	G	G
FRESNO	Y	R
GREAT FALLS	Y	G
MARTIN STATE	R	G
McENTIRE	Y	G
OTIS	Y	R
PITTSBURGH	R	R
PORTLAND	G	G
SALT LAKE CITY	Y	G
SELFRIIDGE	G	G
STEWART	Y	G
TUCSON	Y	G

GREEN > 25,000 sy  
 YELLOW - 1,000 to 25,000 sy  
 RED < 1,000 sy

GREEN - Support > 10% increase in use w/o MILCON  
 YELLOW - Support up to 10% increase in use w/o MILCON  
 RED - Cannot support increase w/o costs

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

FUTURE FORCE REQUIREMENTS

SUPPORT ANOTHER CATEGORY (crit.2)

	FIGHTER	BOMBER	TANKER	AIRLIFT	MOBILITY
BOISE	G	R	R	G	Y
BUCKLEY	G	R	R	R	R
ELLINGTON	G	R	R	R	R
FRESNO	G	R	R	R	R
GREAT FALLS	Y	R	R	R	R
MARTIN STATE	G	R	R	R	R
McENTIRE	G	R	G	G	G
OTIS	G	R	G	G	G
PITTSBURGH	Y	R	G	G	G
PORTLAND	Y	R	G	G	G
SALT LAKE CITY	G	R	G	G	G
SELFRIDGE	Y	R	G	G	G
STEWART	G	R	G	G	G
TUCSON	G	R	R	G	Y

GREEN - Meets most requirements of MACRO Look  
YELLOW - Meets some requirements of MACRO Look  
RED - Meets few requirements of MACRO Look

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TAB 13 ATCH D

IV, THE COST AND MANPOWER IMPLICATIONS

1. **One Time Closure Costs:** Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

2. **20 Year Net Present Value:** Shows savings (positive number) or costs (negative number) derived by discounting costs and savings over a 20 year period

3. **Net Steady State Swings:** 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**

## IV. COST AND MANPOWER IMPLICATIONS

## V. RETURN ON INVESTMENT

	ONE TIME CLOSURE COST (FY94 \$M)	20 YEAR NPV	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS	YEARS TO PAYBACK
BOISE	22.1	24	4.5	0	5
BUCKLEY	26.5	127	15.1	108	1
ELLINGTON	16.7	41	5.7	0	2
FRESNO	20.0	67	9.1	0	2
GREAT FALLS	17.5	13	2.9	0	6
MARTIN STATE	25.3	11	3.6	0	9
McENTIRE	21.3	20	4.1	0	6
OTIS	26.9	208	24.6	150	0
PITTSBURGH	15.0	11	2.5	0	6
PORTLAND	22.7	78	10.5	0	7
SALT LAKE CITY	22.8	8	2.9	0	9
SELFRIIDGE	46.1	272	31.9	349	0
STEWART	26.6	16	4.1	0	7
TUCSON	31.2	4	3.2	0	13

**NOTE:** These figures reflect moving the unit to an active duty location. They do not reflect any MILCON nor additional recruiting/training cost from the move.

**TAB 13 ATCH E**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

1. **Employment:**
  - GREEN - Reductions exceed the historic high reduction
  - YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction
  - RED - Reductions are less than 50% of historic high reduction, or negligible
  
2. **Population:**
  - GREEN - Reductions exceed the historic high reduction
  - 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, or negligible
  
3. **Income:**
  - GREEN - Reductions exceed the historic high reduction
  - 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, 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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**5. Installation  
Restoration  
Programs (IRP)**

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

**YELLOW** - Actual clean-up **time** is estimated to be moderate  
(about 5 yrs)

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

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## VI. ECONOMIC IMPACT ON COMMUNITIES

## AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

## EMPLOYMENT (crit. 1)

BOISE	R
BUCKLEY	R
ELLINGTON	R
FRESNO	R
GREAT FALLS	Y
MARTIN STATE	R
McENTIRE	R
OTIS	R
PITTSBURGH	R
PORTLAND	R
SALT LAKE CITY	R
SELFRIDGE	R
STEWART	R
TUCSON	R

**GREEN** - Reductions exceed historic high reduction (1987-1989)

**YELLOW** - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

**RED** - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

## VI. ECONOMIC IMPACT ON COMMUNITIES

## AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

## POPULATION (crit. 2)

BOISE	Y
BUCKLEY	R
ELLINGTON	R
FRESNO	R
GREAT FALLS	R
MARTIN STATE	R
McENTIRE	R
OTIS	R
PITTSBURGH	R
PORTLAND	R
SALT LAKE CITY	R
SELFRIDGE	R
STEWART	R
TUCSON	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

VI, ECONOMIC IMPACT ON COMMUNITIES

AIR RESERVE COMPONENT CATEGORY. AIR NATIONAL GUARD SUBCATEGORY

INCOME (crit. 3)

BOISE	R
BUCKLEY	R
ELLINGTON	R
FRESNO	R
GREAT FALLS	R
MARTIN STATE	R
McENTIRE	R
OTIS	R
PITTSBURGH	R
PORTLAND	R
SALT LAKE CITY	R
SELFRIDGE	R
STEWART	R
TUCSON	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

## VI. ECONOMIC IMPACT ON COMMUNITIES

## AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

## LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

BOISE	Y
BUCKLEY	G
ELLINGTON	G
FRESNO	G
GREAT FALLS	Y
MARTIN STATE	Y
McENTIRE	Y
OTIS	Y
PITTSBURGH	G
PORTLAND	G
SALT LAKE CITY	G
SELFRIDGE	G
STEWART	Y
TUCSON	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.)

VI. ECONOMIC IMPACT ON COMMUNITIES

AIR RESERVE COMPONENT CATEGORY – AIR NATIONAL GUARD SUBCATEGORY

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

BOISE	R
BUCKLEY	R
ELLINGTON	Y
FRESNO	R
GREAT FALLS	G
MARTIN STATE	G
McENTIRE	Y
OTIS	G
PITTSBURGH	R
PORTLAND	R
SALT LAKE CITY	Y
SELFRIIDGE	Y
STEWART	Y
TUCSON	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).

## VI. ECONOMIC IMPACT ON COMMUNITIES

## AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP	OVR
BOISE	R	Y	R	Y	R	R+
BUCKLEY	R	R	R	G	R	R
ELLINGTON	R	R	R	G	Y	R+
FRESNO	R	R	R	G	R	R
GREAT FALLS	Y	R	R	Y	G	Y-
MARTIN STATE	R	R	R	Y	G	R+
McENTIRE	R	R	R	Y	Y	R+
OMIS	R	R	R	Y	G	R+
PITTSBURGH	R	R	R	G	R	R
PORTLAND	R	R	R	G	R	R
SALT LAKE CITY	R	R	R	G	Y	R+
SELFRIIDGE	R	R	R	G	Y	R+
STEWART	R	R	R	Y	Y	R+
TUCSON	R	R	R	Y	Y	R+

## TAB 13 ATCH F

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

Because of the unique community support needed by the Air National Guard and Air Force Reserve, the BCEG decided the Criteria VII used to evaluate active installations would be meaningless and direct the Air National Guard and Air Force Reserve BCEG members to **develop** ARC unique Criteria VII to better evaluate community infrastructure needed to support ARC forces, missions and personnel. The following criteria was used:

<b>I.A</b>	<b>Unit response time</b>	<b>GREEN</b> - 90% $\geq$ 24 hours <b>YELLOW</b> - > 24 hours but $\leq$ 48 hours <b>RED</b> - > 48 hours
<b>I.B</b>	<b>Percent of recruitable population</b>	<b>GREEN</b> - 206 or more <b>YELLOW</b> - 10% to 19% <b>RED</b> - Less than 10%
<b>I.C</b>	<b>Total local population</b>	<b>GREEN</b> - 200,000 and greater <b>YELLOW</b> - 75,000 to 199,999 <b>RED</b> - less than 75,000
<b>I.E</b>	<b>Percent of unit personnel who have been in the unit less than 5 years</b>	<b>GREEN</b> - 49% or less <b>YELLOW</b> - 50% to 74% <b>RED</b> - Greater than 74%
<b>I.F</b>	<b>Number of other ARC units in local area</b>	<b>GREEN</b> - Less than or equal to 2 <b>YELLOW</b> - 3 to 10 <b>RED</b> - Greater than 10
<b>I.G</b>	<b>Total population per number of local ARC units.</b>	<b>GREEN</b> - Greater than 200,000 per unit <b>YELLOW</b> - 75,000 to 199,999 per unit <b>RED</b> - Less than 75,000 per unit

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

ARC CRITERIA SUBELEMENTS (crit.1)

	RESPONSE TIME (.1a)	% POPULATION RECRUITABLE (.1b)	TOTAL POPULATION (.1c)	% AUTH PERS ASGN 5 YEARS (.1e)
BOISE	G	Y	G	R
BUCKLEY	G	Y	G	Y
ELLINGTON	G	G	G	G
FRESNO	G	Y	G	Y
<b>GREAT FALLS</b>	<b>C</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
MARTIN STATE	G	Y	G	Y
McENTIRE	G	G	G	G
OTIS	<b>a</b>	Y	G	Y
PITTSBURGH	G	Y	G	G
PORTLAND	G	Y	G	Y
SALT LAKE CITY	G	G	G	Y
SELFRIIDGE	G	Y	G	G
STEWART	G	Y	G	Y
TUCSON	G	Y	G	Y

<u>RESPONSE</u>	<u>% POPULATION</u>	<u>TOTAL POP</u>	<u>% AUTH PERS</u>
GREEN - 90% ≥24 HRS	GREEN - ≥20%	GREEN - ≥200,000	GREEN - <50%
YELLOW - >24 HRS but 4 8 HRS	YELLOW - 10% to 19%	YELLOW - 75,000 to 199,999	YELLOW - 50% to 74%
RED - >48 HRS	RED - >10%	RED - <75,000	RED - >74%

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

AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY

ARC CRITERIA SUBELEMENTS (crit.1)

	OTHER ARC UNITS (.1f)	TOTAL POPULATION PER # ARC UNITS (.1g)
BOISE	Y	R
BUCKLEY	Y	G
ELLINGTON	R	G
FRESNO	Y	G
GREAT FALLS	Y	R
MARTIN STATE	Y	G
McENTIRE	Y	Y
OTIS	Y	G
PITTSBURGH	Y	G
PORTLAND	Y	G
SALT LAKE CITY	Y	Y
SELFRIIDGE	Y	G
STEWART	Y	G
TUCSON	Y	Y

OTHER ARC

GREEN -  $\leq 2$   
 YELLOW - 3 to 10  
 RED -  $> 10$

ARC AS TOTAL OF POPULATION

GREEN - Pop/# of ARC Units  $\geq 200,000$   
 YELLOW - Pop/# of ARC Units is 75,000 to 199,999  
 RED - Pop/# of ARC Units  $< 75,000$

## TAB 13 ATCH G

## VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

1. **Air Quality**
  - GREEN - Base is in attainment area for all pollutants
  - YELLOW - Base is in a non-attainment area. Classification of pollutants is moderate or marginal
  - RED - Base is in a non-attainment area. Classification of pollutants is  $\geq$  serious
  
2. **Water**
  - GREEN - Adequate water supplies and no known conlaminants present
  - YELLOW - Suspect water supplies; contaminants present within a non-potable water zone
  - RED** - Inadequate walcr 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 - 10% to **25%** facilities with ACM; survey incomplete, or unable to assess percentages
    - RED - **> 25%** facilities with ACM
  
  - B. Radon
    - GREEN** - Radon not present or detected  $< 4$  pic/l
    - YELLOW - Radon present; detection  $\geq 4$  pic/l &  $\leq 20$  pic/l
    - RED - Radon present; detection  $> 20$  pic/l

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C. Solid Waste

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

B. Threatened and Endangered Species (T&E)

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

C. Wetlands

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

5. **Cultural**

GREEN - No existing cultural resources  
YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete  
RED - Cultural resources are present and constrain current construction/operations

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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

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

AIR QUALITY (crit. 1)

BOISE	Y
BUCKLEY	Y
ELLINGTON	R
FRESNO	Y
GREAT FALLS	G
MARTIN STATE	R
McENTIRE	G
OTIS	R
PITTSBURGH	Y
PORTLAND	Y
SALT LAKE CITY	Y
SELFIDGE	Y
STEWART	Y
TUCSON	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.

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

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**WATER (crit. 2)**

BOISE	G
BUCKLEY	G
ELLINGTON	G
FRESNO	R
<b>GREAT FALLS</b>	<b>G</b>
MARTIN STATE	Y
McENTIRE	Y
OTIS	R
PITTSBURGH	Y
PORTLAND	G
SALT LAKE CITY	G
SELFRIIDGE	Y
STEWART	R
TUCSON	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.**

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

AJR RESERVE COMPONENT CATEGORY – AIR NATIONAL GUARD SUBCATEGORY

HAZARDOUS MATERIAL .. SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

BOISE	G
BUCKLEY	R
ELLINGTON	R
FRESNO	R
<u>GREAT FALLS</u>	<u>Y</u>
MARTIN STATE	Y
McENTIRE	R
OTIS	R
PITTSBURGH	Y
<u>PORTLAND</u>	<u>R</u>
SALT LAKE CITY	R
SELFRIDGE	Y
STEWART	G
TUCSON	G

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

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

**AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY**

**HAZARDOUS MATERIAL .. SOLID/HAZARDOUS WASTE**

**RADON (crit. 3b)**

<b>BOISE</b>	<b>G</b>
BUCKLEY	G
ELLINGTON	G
FRESNO	G
<u>GREAT FALLS</u>	<u>G</u>
MARTIN STATE	G
McENTIRE	G
<b>OTIS</b>	<b>G</b>
<b>PITTSBURGH</b>	<b>G</b>
<u>PORTLAND</u>	<u>G</u>
SALT LAKE CITY	<b>Y</b>
SELFRIDGE	G
STEWART	G
TUCSON	<b>G</b>

**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

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

SOLID WASTE (crit. 3c)

BOISE	G
BUCKLEY	Y
ELLINGTON	Y
FRESNO	Y
GREAT FALLS	G
MARTIN STATE	Y
McENTIRE	Y
OTIS	Y
PITTSBURGH	G
PORTLAND	G
SALT LAKE CITY	G
SELFRIEDGE	G
STEWART	R
TUCSON	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

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

BIOLOGICAL

	HABITAT (crit. 4n)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
BOISE	G	G	G
BUCKLEY	R	R	Y
ELLINGTON	G	G	G
FRESNO	Y	Y	Y
GREAT FALLS	G	G	G
MARTIN STATE	R	G	R
McENTIRE	Y	Y	Y
OTIS	Y	Y	G
PITTSBURGH	G	G	Y
PORTLAND	G	G	G
SALT LAKE CITY	G	G	G
SELFRIEDGE	Y	G	Y
STEWART	G	G	Y
TUCSON	G	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 wounds" 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)

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

CULTURAL RESOURCES (crit. 5)

BOISE	G
BUCKLEY	Y
ELLINGTON	G
FRESNO	Y
GREAT FALLS	G
MARTIN STATE	Y
McENTIRE	Y
OTIS	Y
PITTSBURGH	G
PORTLAND	G
SALT LAKE CITY	G
SELFRIDGE	Y
STEWART	G
TUCSON	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.

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

AIR RESERVE COMPONENT CATEGORY-AIR NATIONAL GUARD SUBCATEGORY

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BOISE	G
BUCKLEY	G
ELLINGTON	G
FRESNO	G
<u>GREAT FALLS</u>	G
MARTIN STATE	G
McENTIRE	G
OTIS	G
PITTSBURGH	G
<u>PORTLAND</u>	G
SALT LAKE CITY	G
SELFRIIDGE	G
STEWART	G
TUCSON	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.

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

AIR RESERVE COMPONENT CATEGORY - AIR NATIONAL GUARD SUBCATEGORY

GEOLOGY AND SOILS

MINERAL ENERGY RESOURCES (crit. 6b)

BOISE	G
BUCKLEY	Y
ELLINGTON	Y
FRESNO	G
<u>GREAT FALLS</u>	<u>G</u>
MARTIN STATE	G
McENTIRE	G
OTIS	G
PITTSBURGH	G
<u>PORTLAND</u>	<u>G</u>
SALT LAKE CITY	G
SELFRIIDGE	G
STEWART	G
TUCSON	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.

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

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BOISE	Y
BUCKLEY	Y
ELLINGTON	Y
FRESNO	Y
<u>GREAT FALLS</u>	<u>R</u>
MARTIN STATE	Y
McENTIRE	Y
OTIS	R
PITTSBURGH	Y
<u>PORTLAND</u>	<u>Y</u>
SALT LAKE CITY	Y
SELFRIIDGE	Y
STEWART	Y
TUCSON	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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VII. THE ENVIRONMENTAL IMPACT (Dec 92)  
(ASSESSMENT OF EXISTING CONDITIONS FOR DECISION MAKING)

AIR RESERVE COMPONENT CATEGORY--AIR NATIONAL GUARD SUBCATEGORY

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL	OVRL
BOISE	Y	G	G	G	G	G	G	G	G	G	G	Y	G-
BUCKLEY	Y	G	R	G	Y	R	R	Y	Y	G	Y	Y	Y+
ELLINGTON	R	G	R	G	Y	G	G	G	G	G	Y	Y	Y
FRESNO	Y	R	R	G	Y	Y	Y	Y	Y	G	G	Y	Y-
GREAT FALLS	G	G	Y	G	G	G	G	G	G	G	G	R	G-
MARTIN STATE	R	Y	Y	G	Y	R	G	R	Y	G	G	Y	Y-
McENTIRE	G	Y	R	G	Y	Y	Y	Y	Y	G	G	Y	Y
OTIS	R	R	R	G	Y	Y	Y	G	Y	G	G	R	R+
PITTSBURGH	Y	Y	Y	G	G	G	G	Y	G	G	G	Y	Y
PORTLAND	Y	G	R	G	G	G	G	G	G	G	G	Y	G-
SALT LAKE CITY	Y	G	R	Y	G	G	G	G	G	G	G	Y	Y+
SELFRIEDGE	Y	Y	Y	G	G	Y	G	Y	Y	G	G	Y	Y+
STEWART	Y	R	G	G	R	G	G	Y	G	G	G	Y	Y
TUCSON	Y	R	G	G	G	G	G	G	Y	G	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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**AIR RESERVE COMPONENT CATEGORY**  
**AIR FORCE RESERVE SUBCATEGORY**

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**TAB 14**

**AIR RESERVE COMPONENT CATEGORY**  
**AIR FORCE RESERVE INSTALLATIONS**

**Description of category/Results of Capacity Analysis**

The Air Reserve Component (**ARC**) of the US **Air** Force consist 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. Federalized units are assigned to gaining **USAF** major commands.

Analysis of DoD Force Structure Plan does not reveal significant reduction in **ARC** force structure. However, realignment of **ARC** units onto active installations or onto other **ARC** 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 units for realignments, the demographics of the new locations for **ARC** units were considered in supporting unit recruiting needs. The **Air** Force considered all **AFRES** units exceeding the 300 DoD direct hire employee threshold as candidates for closure/realignment, as required by law

The following installations are being considered in this category:

Air Force Reserve

Bergstrom AFB, Texas  
Carswell AFB, Texas  
Chicago O'Hare IAP, **ARS**, Illinois  
Dobbins ARB, Georgia  
Gen Billy Mitchell IAP, **ARS**, Michigan  
Greater Pittsburgh IAP, **ARS**, Pennsylvania  
Grissom AFB, Indiana  
Minneapolis-St Paul IAP, **ARS**, Minnesota  
Niagara Falls IAP, **ARS**, New York  
Westover ARB, Massachusetts  
Youngstown MPT, **ARS**, Ohio

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**TAB 14**

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH A

I, CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (For Industrial/Support, Other, And ARC Categories.)

1. Force Structure

CLOSURE RATING (G,Y,R)

A. Is 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 significant programmed reductions

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

RED - Force structure is being phased out in the force structure plan

NA - No force Structure

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

GREEN - No significant programmed reductions

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

RED - Force structure is being phased out in the force structure plan

NA - No other force structure

2.8 Operational Effectiveness - Generic flying operation support

A. Does the base have an active runway?

GREEN - Yes; RED - No

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

If yes, complete 2B - 2F

**B. Is there an alternate airfield within?**

GREEN - 30 Minutes or less  
YELLOW - 31 to 60 Minutes  
RED - More than 60 Minutes

**C. Potential for Airspace/Training area growth**

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

**D. Weather impact on mission:**

GREEN - Above 300/1  $\geq$  90%, above 3000/5  $\geq$  70%  
YELLOW - Above 300/1  $<$  90%  $\geq$  80%, above 3000/5  $<$  50%  
RED - Is anything else

**E. Average monthly Air Traffic Delays**

GREEN - 2 or less  
YELLOW - 3 to 4  
RED - 5 or more

**F. Availability of adequate training areas/routes to support? (ARC Bases Only)**

1. Fighter Mission
2. Bomber Mission
3. Tanker Mission
4. Airlift Mission

GREEN - Yes  
YELLOW - Limitations exists  
RED - No

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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

**2.8.F.1 Fighter Mission**

- |   |  |
|---|--|
| a) Supersonic ACBT MOAs & Warning/Restricted areas?                                       | GREEN ≤ 150NM<br>YELLOW > 150NM ≤ 200NM<br>RED > 200NM   |
| b) Low alt MOAs for SAT & low alt intercept training?                                     | GREEN ≤ 100NM<br>YELLOW > 100NM ≤ 150NM<br>RED > 150NM   |
| c) Number of scorable range complexes/ target arrays (including tactical tgt/conv/strafe) | GREEN - 1 w/i 100NM or 6 w/i 250NM<br>YELLOW - 0 w/i 100NM or 4-5 w/i 250NM<br>RED - 3 or less w/i 250NM |
| d) EC range within 250NM  | GREEN - Yes; RED - No  |
| e) Ground Forces w/impact areas capable of tactical aircraft employment                   | GREEN ≤ 100NM<br>YELLOW > 100NM ≤ 150NM<br>RED > 150NM   |
| f) ACMI   | GREEN ≤ 150NM<br>YELLOW > 150NM ≤ 200NM<br>RED > 200NM   |
| g) Full scale live drop availability  | GREEN ≤ 200NM<br>YELLOW > 200NM ≤ 250NM<br>RED > 250NM   |

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

h) Number of VR/IR routes? GREEN -  $\geq 10$  w/i 100NM  
YELLOW -  $\geq 3$  and  $\leq 9$  w/i 100NM  
RED -  $< 3$  w/i 100NM

2.8.F.2 Bomber Mission

it) **Low** Altitude MOAs for attack and LOWAT training? GREEN  $\leq 400$ NM  
YELLOW  $> 400$ NM // 600NM  
RED  $> 600$ NM

b) Distance to bombing range GREEN  $\leq 400$ NM  
YELLOW  $> 400$  NM // 800NM  
RED  $> 800$ NM

c) Low Altitude Scored Route: GREEN  $\leq 500$ NM  
YELLOW  $> 500$ NM  $\leq 1000$ NM  
RED  $> 1000$ NM

d) Distance to the STRC: GREEN  $\leq 600$  NM  
YELLOW  $> 600$ NM  $\leq 1200$  NM  
RED  $> 1200$  NM

e) EC Range within: GREEN  $\leq 400$ NM  
YELLOW -  $> 400$  to  $\leq 800$ NM  
RED  $> 800$ NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

- f) Live Drop availability
  - GREEN  $\leq$  600NM
  - YELLOW  $>$  600  $\leq$  1200NM
  - RED  $>$  1200NM
  
- g) Number of VR/IR routes
  - GREEN  $\geq$  5 w/in 400NM
  - YELLOW  $<$  5 w/in 400NM and  $\geq$  3 w/in 600NM
  - RED  $\leq$  3 w/in 800NM

2.8.F.3 Tanker

a. WARTIME

- Tanker Mission Capability:
  - GREEN - Total tanker offload  $\geq$  70% of max fuel load
  - YELLOW -  $<$  70%  $\geq$  50%
  - RED -  $<$  50%

b. PEACETIME

- Distance to highly concentrated RCVR area:
  - GREEN  $\leq$  400 NM
  - YELLOW  $>$  400NM  $\leq$  800 NM
  - RED  $>$  800 NM

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

2.8.F.4 Airlift

- a) Drop Zones/ LZs (Formation/Live)
  - GREEN  $\leq$  200NM
  - YELLOW  $>$  200NM  $\leq$  500NM
  - RED  $>$  500NM

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

b) Army/Marine installations w/ airdrop employment requirements

GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM

c) Full scale airdrop availability

GREEN  $\leq$  500NM  
YELLOW  $>$  500NM  $\leq$  750NM  
RED  $>$  750NM

d) Number of VR/IR routes

GREEN  $\geq$  3 w/i 200NM  
YELLOW  $<$  3 w/i 200NM and  $\geq$  3 w/i 250NM  
RED  $\leq$  3 w/i 300NM

c) Air refueling routes

GREEN 4 w/i 200NM  
YELLOW 2 w/i 300NM  
RED  $<$  2 w/i 500NM

**3A. Existing Associated Airspace Availability and Encroachment (Special Use Airspace)**

**MOA/Bombing Ranges**

**GREEN** - Fully adequate MOA/bombing ranges available.  
**YELLOW** - Generally adequate MOA/bombing ranges available, but improvements required.  
**RED** - Inadequate MOA/bombing ranges available.

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**Low Level Routes**

GREEN - Fully adequate capacity for low level routes/capacity available.  
YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity available.

**3B. Future Associated Airspace Availability and Encroachment (Special Use Airspace)**

**MOA/Bombing Ranges**

GREEN - Fully adequate MOA/bombing ranges expected to remain available.  
YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required.  
RED - Inadequate MOA/bombing ranges, not expected to be available.

**Low Level Routes**

GREEN - Fully adequate low level routes/capacity expected to remain available.  
YELLOW - Generally adequate low level routes/capacity expected to remain available; some restrictions to access or limited route quantity.  
RED - Inadequate low level routes/capacity, not expected to be available.

**4. Can base runway and taxiway and apron support:**

Fighter Mission  
Bomber Mission  
Tanker Mission  
Airlift Mission

GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No  
GREEN - Yes; YELLOW - Marginal; RED - No

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**ARC CRITERIA I SUBELEMENTS  
(ARC INSTALLATIONS ONLY)**

<b>RI.2.T.3</b>	Air Refueling Tracks available for scheduling	GREEN - Yes RED - No
<b>RI.2.U.3</b>	Air Refueling Tracks <b>available</b> for scheduling	GREEN - Yes RED - <b>No</b>
<b>RI.2.W.1</b>	Location of all regularly used ground training facilities	GREEN - <b>On</b> Base YELLOW - Within 1 hour travel time RED - Not within 1 hour travel
<b>RI.2.W.2</b>	Flying unit <b>support</b> for Aeromed/Aerial ports	<b>GREEN</b> - On base training available YELLOW - <b>Available</b> within 1 hour travel time RED - Not within 1 hour travel time

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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

**I, CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**1. Force Structure**

	A. Primary Force Structure	B. Other Force Structure
BERGSTROM	G	N/A
CARSWELL	G	N/A
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<u>GREATER PITTSBURGH</u>	<u>G</u>	<u>G</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	G	G
WESTOVER	G	G
YOUNGSTOWN	G	N/A

**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  
**NA** - No Force Structure

**GREEN** - 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  
**NA** - No other Force Structure

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

A. Active runway

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN BILLY MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - Yes RED - No

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**2.8 Flying operational effectiveness - Generic flying operational support**

**B. Alternate airfield within?**

<b>BERGSTROM</b>	<b>G</b>
<b>CARSWELL</b>	<b>G</b>
<b>CHICAGO</b>	<b>G</b>
<b>DOBBINS</b>	<b>G</b>
<b>GEN BILLY MITCHELL</b>	<b>G</b>
<b>GREATER PITTSBURGH</b>	<b>G</b>
<b>GRISSOM</b>	<b>G</b>
<b>MINNEAPOLIS-ST PAUL</b>	<b>G</b>
<b>NIAGARA FALLS</b>	<b>G</b>
<b>WESTOVER</b>	<b>G</b>
<b>YOUNGSTOWN</b>	<b>G</b>

**GREEN** - 30 Minutes or less  
**YELLOW** - 31 to 60 Minutes  
**RED** - More than 60 Minutes

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**2.8 Flying operational effectiveness - Generic flying operational support**

C. Potential for Airspace/Training

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	Y
<b>GEN BILLY MITCHELL</b>	Y
<u>GREATER PITTSBURGH</u>	<u>G</u>
<b>GRISSOM</b>	<b>G</b>
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
<b>WESTOVER</b>	<b>Y</b>
<b>YOUNGSTOWN</b>	<b>G</b>

GREEN - Airspace available for future expansion;  
supports advanced basing concept

YELLOW - *Status* Quo

RED - Reductions possible

AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

D. Weather impact on mission

BERBSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN BILLY MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	Y

GREEN - Above 300/1  $\geq$  90%, above 3000/5  $\geq$  70%  
 YELLOW - Above 300/1  $<$  90%  $\geq$  80%, above 3000/5  $<$  50%  
 RED - Is anything else

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I, CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

E. Average monthly Air Traffic Delays

BERGSTROM	G
CARSWELL	G
CHICAGO	R
DOBBINS	R
GEN BILLY MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - 2 or less

YELLOW - 3 to 4

RED - 5 or more

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

F. Availability of adequate training/route to support?

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
BERGSTROM	Y	Y	G	G
CARSWELL	Y	G	G	G
CHICAGO	G	G	G	G
DOBBINS	Y	G	G	G
GEN BILLY MITCHELL	G	G	G	G
GREATER PITTSBURGH	Y	G	G	G
GRISSOM	Y	G	Y	G
MINNEAPOLIS-ST PAUL	Y	G	G	G
NIAGARA FALLS	Y	G	G	G
WESTOVER	Y	G	G	G
YOUNGSTOWN	R	G	G	G

GREEN - Yes  
 YELLOW - Limitations exists  
 RED - No

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIALISUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)  
ADEQUATE TRAINING AREAS

	SUPER MOA & WARN/REST	LOW ALT MOAs (SAT/LOWAT)
BERGSTROM	Y	G
CARSWELL	Y	Y
CHICAGO	G	G
DOBBINS	R	G
GEN BILLY MITCHELL	G	G
GREATER PITTSBURGH	G	G
GRISSOM	Y	G
MINNEAPOLIS-ST PAUL	Y	Y
NIAGARA FALLS	G	G
WESTOVER	G	G
YOUNGSTOWN	R	R

GREEN ≤ 150NM  
YELLOW > 150NM ≤ 200 NM  
RED > 200NM

GREEN ≤ 100NM  
YELLOW > 100NM ≤ 150NM  
RED > 150NM

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD'S TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)  
ADEQUATE TRAINING AREAS

	NUMBER OF SCORABLE RANGE COMPLEXES	EC RANGE w/i 250NM	GRND FORCES W/IMPACT AREAS
BERGSTROM	R	R	G
CARSWELL	Y	R	G
CHICAGO	Y	G	Y
DOBBINS	Y	G	G
GEN BILLY MITCHELL	Y	G	Y
GREATER PITTSBURGH	Y	R	R
GRISSOM	G	R	R
MINNEAPOLIS-ST PAUL	Y	G	Y
NIAGARA FALLS	R	G	Y
WESTOVER	R	G	R
YOUNGSTOWN	R	R	R

GREEN - 1 w/i 100NM or 6 w/i 250NM  
 YELLOW - 0 w/i 100NM or 4-5 w/i 250NM  
 RED - 3 or less w/i 250NM

GREEN - Yes  
 RED - No

GREEN ≤ 100NM  
 YELLOW >100NM ≤ 150NM  
 RED > 150NM

## AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

## I, THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)  
ADEQUATE TRAINING AREAS

	AMCI	FULL SCALE LIVE DROP	NUMBER OF VR/IR ROUTES
BERGSTROM	R	G	G
CARSWELL	R	G	G
CHICAGO	G	G	R
DOBBINS	R	Y	G
GEN BILLY MITCHELL	G	G	Y
GREATER PITTSBURGH	R	Y	Y
GRISSOM	R	G	Y
MINNEAPOLIS-ST PAUL	G	R	R
NIAGARA FALLS	R	G	R
WESTOVER	R	G	R
YOUNGSTOWN	R	R	Y

GREEN  $\leq$  150NMYELLOW  $> 150 \leq 200$ NMRED  $> 200$ NMGREEN  $\leq 200$ NMYELLOW  $> 200 \leq 250$ NMRED  $> 250$ NM

GREEN 10 w/i 100NM

YELLOW  $\geq 3$  and  $\leq 9$  w/i 100 NMRED  $< 3$  w/i 100NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

1, THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.2 OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)

	LOWAT MOA	DISTANCE TO BOMBING RNG	LOW ALTITUDE SCORED ROUTE	DISTANCE TO THE STRC
BERGSTROM	G	G	G	Y
CARSWELL	G	G	G	Y
CHICAGO	G	G	G	Y
DOBBINS	G	G	R	Y
GEN BILLY MITCHELL	G	G	G	Y
GREATER PITTSBURGH	G	G	R	Y
GRISSOM	G	G	Y	Y
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	R	Y
WESTOVER	G	G	R	R
YOUNGSTOWN	G	G	Y	Y

GREEN ≤ 400NM	GREEN < 400NM	GREEN < 500NM	GREEN ≤ 600NM
YELLOW > 400NM ≤ 600NM	YELLOW > 400NM ≤ 800NM	YELLOW > 500NM ≤ 1000NM	YELLOW ≤ 1000NM ≤ 1200NM
RED ≥ 600NM	RED > 800NM	RED > 1000NM	RED > 1200NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I, THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.2 OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)
ADEQUATE TRAINING AREAS

Table with 4 columns: Location, EC RNG, LIVE DROP, and VR/IR ROUTES. Rows include BERGSTROM, CARSWELL, CHICAGO, DOBBINS, GEN BILLY MITCHELL, GREATER PITTSBURGH, GRISSOM, MINNEAPOLIS-ST PAUL, NIAGARA FALLS, WESTOVER, and YOUNGSTOWN. Includes a legend for color coding (GREEN, YELLOW, RED) based on distance and route counts.

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD'S TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**2.8.F.3a OPERATIONAL EFFECTIVENESS (TANKER Mission)  
WARTIME**

This page is classified see classified appendices (tab 8).

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD'S TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.3b OPERATIONAL EFFECTIVENESS (Tanker Mission)  
PEACETIME

	DISTANCE TO RCVR AREA	TANKER SATURATION w/in the REGION
BERGSTROM	Y	G
CARSWELL	G	G
CHICAGO	G	Y
DOBBINS	G	G
GEN BILLY MITCHELL	G	Y
GREATER PITTSBURGH	G	Y
GRISSOM	G	Y
MINNEAPOLIS-ST PAUL	G	Y
NIAGARA FALLS	G	Y
WESTOVER	Y	R
YOUNGSTOWN	G	Y

GREEN < 400 NM  
YELLOW > 400 ≤ 800 NM  
RED > 800 NM

GREEN = tanker poor  
YELLOW = balanced  
RED = tanker rich

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**2.8.F.4 OPERATIONAL EFFECTIVENESS (Airlift Mission)  
ADEQUATE TRAINING AREAS**

	DZ/LZ	USA/USMC INSTAL'S w/AIRDROP REQ	FULL SCALE AIRDROP AVAIL
BERGSTROM	G	G	G
CARSWELL	G	G	G
CHICAGO	G	G	G
DOBBINS	G	G	G
GEN BILLY MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PAUL	G	Y	G
NIAGARA FALLS	G	G	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	G

GREEN ≤ 200NM YELLOW > 200NM ≤ 500NM RED > 500NM	GREEN ≤ 500NM YELLOW > 500NM ≤ 750NM RED > 750NM	GREEN ≤ 500NM YELLOW > 500 ≤ 750NM RED > 750NM
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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.4 OPERATIONAL EFFECTIVENESS (Airlift Mission)  
ADEQUATE TRAINING AREAS

	NUMBER OF VR/IR/SR ROUTES	AIR REFUELING ROUTES
BERGSTROM	G	G
CARSWELL	G	G
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<u>GREATER PITTSBURGH</u>	G	Y
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	G	G
WESTOVER	G	G
YOUNGSTOWN	G	Y

GREEN  $\geq 3$  w/i 200NM  
YELLOW  $<3$  w/i 200NM  
&  $> 3$  w/i 250 NM  
RED  $\leq 3$  w/i 300NM

GREEN 4 w/i 200NM  
YELLOW 2 w/i 300NM  
RED  $< 2$  w/i 500NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

3.A EXISTING ASSOCIATED AIRSPACE AVAILABILITY (SPECIAL USE AIRSPACE)

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
BERGSTROM	G	G
CARSWELL	G	G
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
GREATER PITTSBURGH	G	G
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	Y	G
WESTOVER	G	G
YOUNGSTOWN	G	G

GREEN - fully adequate MOA/bombing ranges available  
 YELLOW - Generally adequate MOA/bombing ranges available, but improvements required.  
 RED - Inadequate MOA/Bombing ranges available.

GREEN - Fully adequate capacity for low level routes/capacity available.  
 YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quality.  
 RED - Inadequate low level routes/capacity.

## AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

## I .THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

## 3.B FUTURE ASSOCIATED AIRSPACE AVAILABILITY (SPECIAL USE AIRSPACE)

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
BERGSTROM	G	G
CARSWELL	G	G
<b>CHICAGO</b>	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<b>GREATER PITTSBURGH</b>	G	G
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	Y	G
<b>WESTOVER</b>	G	G
YOUNGSTOWN	G	G

GREEN -Fully adequate MOA/bombing ranges expected to remain available.

YELLOW - Generally adequate MOA/bombing ranges expected to remain available.

RED - Inadequate MOA/bombing ranges not expected to be available.

**GREEN**- Fully adequate **low** level/ capacity expected to remain available.

YELLOW - Generally adequate **low** level/ capacity expected to remain available, Improvements required.

**RED** - Inadequate **low** level/ capacity expected to be available.

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

4. BASE RUNWAY/TAXIWAY/RAMP SUPPORT

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
BERGSTROM	G	R	R	R
CARSWELL	G	G	G	G
CHICAGO	G	G	G	G
DOBBINS	G	G	G	G
GEN BILLY MITCHELL	G	R	G	G
GREATER PITTSBURGH	G	R	G	G
GRISSOM	G	G	G	G
MINNEAPOLIS-ST PAUL	G	R	R	G
NIAGARA FALLS	G	R	G	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	R	R	R

GREEN - YES  
RED - NO

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)**

**R.I.2 AIR RESERVE COMPONENT UNIQUE SUBELEMENTS**

	AIR REFUELING AVAILABLE (Current)	AIR REFUELING AVAILABLE (Future)	GND TRNG FACILITIES	AEROMED/ AERIAL PORT
BERGSTROM	G	G	R	N/A
CARSWELL	G	G	G	G
<b>CHICAGO</b>	G	G	R	G
DOBBINS	G	G	R	G
<b>GEN BILLY MITCHELL</b>	G	G	R	G
<b>GREATER PITTSBURGH</b>	G	G	R	R
<b>GRISSOM</b>	G	G	G	N/A
<b>MINNEAPOLIS-ST PAUL</b>	G	G	G	G
NIAGARA FALLS	G	G	R	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	G	R	Y

GREEN - YES  
 YELLOW - N/A  
 RED - NO

GREEN - **bn** base training  
 YELLOW - Within 1hr travel  
 RED -Not within 1hr travel

AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH B

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?

N/A to ARC installations

2. Facilities capacity:

Base:

GREEN ≥ the mean

YELLOW ≥ -1 standard deviation and < the mean

RED < -1 standard deviation

Housing:

N/A to ARC installations

3. Facilities condition:

Base:

Building

Infrastructure

GREEN ≥ the mean

YELLOW ≥ -1 standard deviation and < the mean

RED < -1 standard deviation

Housing:

N/A to ARC installations.

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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

**4.A Existing Associated Airspace Encroachment (Special Use Airspace)**

MOAs/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 or Restricted Airspace

Bomb Ranges/Drop Zones:

GREEN • Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

YELLOW • Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only)

RED • Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

**Low Level:**

**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

**4.B Future Associated Airspace Encroachment (Special Use Airspace)**

**MOAs/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 dominate the area and access to **MOAs** may become severely limited. Future development of Restricted Airspace incompatible.

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**Bomb Ranges/Drop Zones:**

**GREEN** - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

**YELLOW** - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only)

**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

**Low Level:**

**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

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

4C. Existing local/regional community encroachment

Accident potential zones:

**GREEN** - Off-base development generally compatible with accident potential zones  
**YELLOW** - Off-base development incompatible in sonic (limited) areas  
**RED** - Off-base development incompatible with accident potential zones

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 (local flying area):

**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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AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

**4D. Future local/regional community encroachment**

Accident potential zones:

**GREEN** - Future off-base development generally expected to remain compatible with accident potential zones

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

**RED** - Future off-base development may become incompatible with accident potential zones

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 (local flying area):

**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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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

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

- 2. CAPACITY
- 3. CONDITION

**BASE FACILITIES**

	<b>CAPACITY</b>	<b>BUILDING CONDITION</b>	<b>INFRASTRUCTURE CONDITION</b>	<b>BASE HOUSING</b>
BERGSTROM	R	R	Y	N/A
CARSWELL	G	G	R	N/A
CHICAGO	G	G	G	N/A
DOBBINS	G	G	G	NIA
GEN MITCHELL	R	Y	G	NIA
GREATER PITTSBURGH	R	G	G	N/A
GRISSOM	G	R	R	NIA
MINNEAPOLIS-ST PL	G	Y	G	N/A
NIAGARA FALLS	G	Y	G	N/A
WESTOVER	G	G	G	N/A
YOUNGSTOWN	Y	G	G	N/A

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

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

**4.A Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)**

	MOAs/RA	BOMB RG	LOW LEVEL
BERGSTROM	Y	G	G
CARSWELL	G	Y	Y
CHICAGO	G	G	G
DOBBINS	Y	Y	G
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	Y	Y	Y
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	G	G
NIAGARA FALLS	G	Y	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	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 or Restricted Airspace.

**GREEN** - Regional development generally compatible with Air-to-Ground ranges.

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges.

**RED** - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges

**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

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

4.B Future Associated Airspace Encroachment (Special Use Airspace)

	MOAs/RA	BOMB RG	LOW LEVEL
BERGSTROM	Y	G	G
CARSWELL	Y	Y	Y
CHICAGO	G	G	G
DOBBINS	Y	Y	G
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	Y	Y	Y
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	G	G
NIAGARA FALLS	G	Y	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	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, 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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

4.C Existing local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BERGSTROM	Y	Y	R
CARSWELL	R	Y	Y
CHICAGO	G	G	G
DOBBINS	R	G	R
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	R	G
NIAGARA FALLS	G	G	G
WESTOVER	R	R	G
YOUNGSTOWN	G	G	G

**GREEN** - Off-base development generally compatible with accident potential zones

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

**RED** - Off-base development incompatible with accident potential 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

**GREEN** - Airspace is low and little or no adjustments needed

**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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

4.D Future local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BERGSTROM	G	Y	R
CARSWELL	R	Y	Y
CHICAGO	G	G	G
DOBBINS	R	Y	R
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	R	G
NIAGARA FALLS	G	G	G
WESTOVER	R	R	G
YOUNGSTOWN	G	G	G

**GREEN** - Future Off-base development generally expected to remain compatible with accident potential zones.

**YELLOW** - Future Off-base development may become incompatible in some (limited) areas.

**RED** - Future Off-base development may become incompatible with accident potential 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.

**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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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TAB14 ATCHC

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

**1. CONTINGENCY AND MOBILIZATION**

- |  |   |
|--|---|
| <b>A. What is the C-141 equivalent working MOG?</b>                          | GREEN - 5 or more<br>YELLOW - 3 to 4<br>RED - less than 3   |
| <b>B. Can airfield handle wide-body ops?</b>                                 | GREEN - Yes; RED - No   |
| <b>C. Does the base have a operational fuel hydrant system?</b>              | GREEN - Yes<br>YELLOW - Yes, with limitations<br>RED - No   |
| <b>D. Is base fuel storage facility serviced by pipeline?</b>                | GREEN - Yes<br>RED - No   |
| <b>E. What is the excess CAT I.I munitions storage capacity of the base?</b> | GREEN > 500,000 lbs NEW<br>YELLOW - 1 to 500,000 lbs NEW<br>RED - No excess/deficit/no storage facilities |
| <b>F. Does base have a dedicated hot cargo pad?</b>                          | GREEN - Yes<br>RED - No   |

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**G. Geographic location:**

(I) Is the base located within **150 NM** of:

(a) **A Ground Force Installation**                      GREEN - Yes  
(Army/Marine forces)                                      RED - No

(b) **A Rail Access**    GREEN - Yes  
    RED - No

(c) **A Port Facility**    GREEN - Yes  
    RED - No

**H. What is the excess usable parking apron (in square yards) for mobility contingencies?**

GREEN > 25,000 sy  
YELLOW - 1,000 to 25,000 sy  
RED < 1,000 sy

**I. Utility infrastructure capacity**  
(Includes: Medical, comm, utility, water,  
and sewage)

GREEN - Can support > **10%** increase in  
usage without MILCON  
YELLOW - Can support up to 10% increase  
in usage without MILCON  
RED - Cannot support increase without costs

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**2. FUTURE FORCE REQUIREMENTS**

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

Fighter	<b>GREEN -</b> Meets most requirements of <b>MACRO</b> Look
Bomber	
Tanker	<b>YELLOW -</b> Meets some requirements of <b>MACRO</b> Look
<b>Airlift</b>	
Pilot Training	<b>RED -</b> Meets few requirements of <b>MACRO</b> Look

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

**CONTINGENCY AND MOBILIZATION (crit.1)**

	<b>C-141 MOG</b>	<b>WIDE-BODY OPERATION</b>	<b>FUEL HYDRANT</b>	<b>FUEL PIPELINE</b>	<b>MUNITIONS STORAGE</b>	<b>HOT CARGO</b>
BERGSTROM	R	G	G	G	G	G
CARSWELL	R	G	R	G	Y	G
CHICAGO	Y	G	G	R	R	R
DOBBINS	Y	G	R	R	R	G
GEN BILLY MITCHELL	Y	G	R	R	R	R
GREATER PITTSBURGH	Y	G	R	R	R	R
GRISSOM	Y	G	G	R	Y	G
MINNEAPOLIS-ST PAUL	G	G	R	R	R	R
NIAGARA FALLS	R	G	G	R	R	G
WESTOVER	G	G	G	G	R	G
YOUNGSTOWN	R	G	R	R	R	R

**MOG**  
 GREEN - 5 or more  
 YELLOW - 3 to 4  
 RED - 3

**WIDE-BODY/HYDRANT/PIPELINE/PAD**  
 GREEN - Yes  
 YELLOW - N/A  
 RED - NO

**MUNITIONS**  
 GREEN - >500,000 NEW  
 YELLOW - 1 to 500,000 NEW  
 RED - No excess/deficit/no storage facility

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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.1G)

	ARMY/MARINE INSTALLATION	RAIL	PORT
BERGSTROM	G	G	G
CARSWELL	G	G	R
CHICAGO	G	G	G
DOBBINS	G	G	R
GEN BILLY MITCHELL	G	G	G
<u>GREATER PITTSBURGH</u>	R	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PAUL	R	G	R
NIAGARA	R	G	G
WESTOVER	G	G	G
YOUNGSTOWN	R	G	G

GREEN - YES

RED - NO

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

	<b>EXCESS APRON CAPACITY (crit.IH)</b>	<b>UTILITY INFRASTRUCTURE CAPACITY (crit.II)</b>
<b>BERGSTROM</b>	R	G
<b>CARSWELL</b>	G	G
<b>CHICAGO</b>	G	G
<b>DOBBINS</b>	G	G
<b>GEN BILLY MITCHELL</b>	G	G
<b>GREATER PITTSBURGH</b>	R	R
<b>GRISSOM</b>	G	G
<b>MINNEAPOLIS-ST PAUL</b>	G	G
<b>NIAGARA FALLS</b>	Y	G
<b>WESTOVER</b>	G	G
<b>YOUNGSTOWN</b>	G	G

GREEN > 25,000 sy  
YELLOW - 1,000 to 25,000 sy  
RED < 1,000 sy

GREEN - Support > 10% increase in use w/o MILCON  
YELLOW - Support up to 10% increase in use w/o MILCON  
RED - Cannot support increase w/o costs

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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.2)

	FIGHTER	BOMBER	TANKER	AIRLIFT
BERGSTROM	Y	R	R	R
CARSWELL	G	G	G	G
CHICAGO	R	R	G	G
DOBBINS	G	R	R	G
GEN BILLY MITCHELL	G	R	G	G
<u>GREATER PITTSBURGH</u>	<u>G</u>	<u>G</u>	<u>G</u>	<u>G</u>
GRISSOM	G	G	G	G
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	G	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	R	R	R

GREEN - Meets most requirements of MACRO Look  
YELLOW - Meets some requirements of MACRO Look  
RED - Meets few MACRO Look

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AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

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TAB 14 ATCH D

IV. THE **COST** AND MANPOWER IMPLICATIONS

1. One Time Closure Costs: Programming impact; includes environmental compliance costs and excludes one-time environmental restoration **costs**
  
2. 20 Year Net Present Value: **Shows** savings (positive number) or costs (negative 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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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**IV, COST AND MANPOWER IMPLICATIONS**

**V. RETURN ON INVESTMENT**

	ONE TIME CLOSURE COST (1994\$M)	20 YEAR NPV	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS	YEARS TO PAYBACK
BERGSTROM	25.2\$	214\$	24.7\$	253	0 YRS
CARSWELL	26.7	229	26.4	231	0
CHICAGO	22.2	197	22.7	186	0
DOBBINS	25.7	140	17.0	201	1
GEN MITCHELL	18.5	152	17.8	128	0
GREATER PITTSBURGH	19.2	141	16.7	140	0
GRISSOM	36.0	278	32.6	345	0
MINNEAPOLIS-ST PL	18.3	115	13.8	129	0
NIAGARA FALLS	18.0	112	12.8	122	0
WESTOVER	38.6	99	14.0	326	2
YOUNGSTOWN	17.7	140	16.3	146	

**NOTE:** These figures reflect moving the installation to a notional composite of the reserve installations. They do not reflect any MILCON nor additional recruiting/training cost from the move.

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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**TAB 14 ATCH E**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

- 1. Employment:** GREEN - Reductions exceed the historic high reduction  
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction  
RED - Reductions are less than 50% of historic high reduction, or negligible
- 2. Population:** GREEN - Reductions exceed the historic high reduction  
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, or negligible
- 3. Income:** GREEN - Reductions exceed the historic high reduction  
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, 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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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

**5. Installation  
Restoration  
Programs (IRP)**

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

**YELLOW** - Actual clean-up time is estimated to be moderate (about 5 yrs)

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

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AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

BERGSTROM	R
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>R</u>
GRISSOM	R
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	R
YOUNGSTOWN	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

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AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

BERGSTROM	R
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	R
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	Y
WESTOVER	G
YOUNGSTOWN	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

BERGSTROM	R
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
GREATER PITTSBURGH	R
GRISSOM	R
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	G
YOUNGSTOWN	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

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**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

**LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)**

BERGSTROM	G
CARSWELL	Y
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
GREATER PITTSBURGH	G
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	Y
WESTOVER	Y
YOUNGSTOWN	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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VI. THE ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>R</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	R
YOUNGSTOWN	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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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

	<b>EMPLOYMENT</b>	<b>POPULATION</b>	<b>INCOME</b>	<b>LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES</b>	<b>IRP</b>	<b>OVR</b>
<b>BERGSTROM</b>	R	R	R	G	Y	R+
<b>CARSWELL</b>	R	R	R	Y	Y	R+
<b>CHICAGO</b>	R	R	R	G	R	R
<b>DOBBINS</b>	R	R	R	G	R	R
<b>GEN MITCHELL</b>	R	R	R	G	R	R
<b>GREATER PITTSBURGH</b>	R	R	R	G	R	R
<b>GRISSOM</b>	R	Y	R	G	Y	Y-
<b>MINN/ST PAUL</b>	R	R	R	G	R	R
<b>NIAGARA</b>	R	Y	R	Y	R	R+
<b>WESTOVER</b>	R	G	R	Y	R	R+
<b>YOUNGSTOWN</b>	R	R	R	Y	R	R

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCM F

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

Because of the unique community support need by the Air Force Reserve and Air National Guard, the BCEG decided the criteria VII used to evaluate active installations would be meaningless and direct the Air Force Reserve and Air National Guard BCEG members to develop ARC unique criteria VII to better evaluate community infrastructure needed to support ARC forces, missions and personnel. The following criteria was used:

- 1.A Unit response time
  - GREEN - 90%  $\geq$  24 hours
  - YELLOW - > 24 hours but  $\leq$  48 hours
  - RED - > 48 hours
  
- 1.B Percent of recruitable population
  - GREEN - 20% or more
  - YELLOW - 10% to 19%
  - RED - Less than 10%
  
- 1.C Total local population
  - GREEN - 200,000 and greater
  - YELLOW - 75,000 to 199,999
  - RED - less than 75,000
  
- 1.E Percent of unit personnel who have been in the unit less than 5 years
  - GREEN - 49% or less
  - YELLOW - 50% to 74%
  - RED - Greater than 74%
  
- 1.F Number of other ARC units in local area
  - GREEN - Less than or equal to 2
  - YELLOW - 3 to 10
  - RED - Greater than 10
  
- 1.O Total population per number of local ARC units.
  - GREEN - Greater than 200,000 per unit
  - YELLOW - 75,000 to 199,999 per unit
  - RED - Less than 75,000 per unit

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

**ARC CRITERIA SUBELEMENTS (crit.1)**

	<b>RESPONSE TIME (.1a)</b>	<b>% POPULATION RECRUITABLE (.1b)</b>	<b>'TOTAL POPULATION (.1c)</b>	<b>% AUTH PERS ASGN 5 YEARS (.1e)</b>
BERGSTROM	G	G	G	G
CARSWELL	G	G	G	G
CHICAGO	G	G	G	Y
DOBBINS	G	G	G	G
MITCHELL	G	G	G	Y
GREATER PITTSBURGH	G	G	G	G
GRISSOM	G	G	G	G
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	G	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	G	G	G

<b>RESPONSE</b>	<b>% POPULATION</b>	<b>TOTAL POP</b>	<b>% AUTH PERS</b>
GREEN - 90% ≥24 HRS	GREEN - 220%	GREEN - ≥200,000	GREEN - <50%
YELLOW - >24 HRS but ≤48 HRS	YELLOW - 10% to 19%	YELLOW - 75,000 to 199,999	YELLOW - 50% to 74%
RED - >48 HRS	RED - >10%	RED - <75,000	RED - >74%

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

**ARC CRITERIA SUBELEMENTS (crit.1)**

	<b>OTHER ARC UNITS (.1f)</b>	<b>TOTAL POPULATION PER # ARC UNITS (.1c/.1f)</b>
BERGSTROM	Y	G
CARSWELL	Y	G
CHICAGO	Y	G
DOBBINS	Y	G
MITCHELL	Y	G
<u>GREATER PITTSBURGH</u>	<u>Y</u>	<u>G</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	Y	G
NIAGARA FALLS	Y	G
WESTOVER	Y	G
YOUNGSTOWN	Y	G

<u>OTHER ARC</u>	<u>ARC AS TOTAL OF POPULATION</u>
GREEN - $\leq 2$	GREEN - Pop/# of ARC Units $\geq 200,00$
YELLOW - 3 to 10	YELLOW - Pop/# of ARC Units is 75,000 to 199,999
RED - $> 10$	RED - Pop/# of ARC Units $< 75,000$

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AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH G

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing **conditions** for decision making)

1. Air Quality  
GREEN - Base is in attainment area for all pollutants  
YELLOW - Base is in a non-attainment area. Classification of pollutants is moderate or marginal  
RED - Base is in a non-attainment area. Classification of pollutants is **2** serious
  
2. Water  
GREEN - Adequate water supplies and **no** known contaminants present  
YELLOW - Suspect water supplies; conlaminants present within a non-potable water zone  
RED - Inadequate water supplies and/or region within a stale 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 -  $10\%$  to **25%** facilities with ACM; survey incomplete, or unable to assess percentages  
RED -  $> 25\%$  facilities with ACM
  
  - B. Radon  
GREEN - Radon not present or detected  $< 4$  pic/l  
YELLOW - Radon present; detection  $\geq 4$  pic/l &  $\leq 20$  pic/l  
RED - Radon present; detection  $> 20$  pic/l

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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

**B. Threatened and Endangered Species (T&E)** 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 around" to support current operation

**C. Wetlands** 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 around" to support current operation

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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

- 5. Cultural**
- GREEN - No existing cultural resources
  - YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete
  - RED - Cultural 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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

AIR QUALITY (crit. I)

BERGSTROM	G
CARSWELL	Y
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	G
MINN/ST PAUL	Y
NIAGARA	Y
WESTOVER	R
YOUNGSTOWN	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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

WATER (crit. 2)

BERGSTROM	G
CARSWELL	Y
CHICAGO	Y
DOBBINS	Y
GEN MITCHELL	Y
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	Y
WESTOVER	Y
YOUNGSTOWN	G

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

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**ASBESTOS (crit. 3a)**

BERGSTROM	Y
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	R
YOUNGSTOWN	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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AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	Y
MINN/ST PAUL	G
NIAGARA	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - Radon not present or detected  $\leq$  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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**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY**

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

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**SOLID WASTE (crit. 3c)**

BERGSTROM	Y
CARSWELL	G
CHICAGO	Y
DOBBINS	G
GEN MITCHELL	G
GREATER PITTSBURGH	G
GRISSOM	R
MINNEAPOLIS	G
NIAGARA	Y
WESTOVER	G
YOUNGSTOWN	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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## AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

## 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	G
CARSWELL	G	G	Y
CHICAGO	G	G	G
DOBBINS	G	G	Y
GEN MITCHELL	G	G	Y
GREATER PITTSBURGH	G	G	Y
GRISSOM	G	G	G
MINN/ST PAUL	G	G	G
NIAGARA	G	G	Y
WESTOVER	Y	Y	Y
YOUNGSTOWN	G	Y	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 around" 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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	G
WESTOVER	Y
YOUNGSTOWN	G

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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	G
CHICAGO	G
WESTOVER	G
YOUNGSTOWN	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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS

MINERAL/ENERGY RESOURCES (crit. 6b)

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN MITCHEL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	G
WESTOVER	G
YOUNGSTOWN	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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	Y
DOBBINS	Y
GEN MITCHELL	Y
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	Y
WESTOVER	Y
YOUNGSTOWN	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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**AIR RESERVE COMPONENT CATEGORY • AIR FORCE RESERVE SUBCATEGORY**

**VIII. THE ENVIRONMENTAL IMPACT**

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL	OVRL
<b>BERGSTROM</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G-</b>
<b>CARSWELL</b>	<b>Y</b>	<b>Y</b>	<b>R</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y+</b>
<b>CHICAGO</b>	<b>R</b>	<b>Y</b>	<b>R</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y-</b>
<b>DOBBINS</b>	<b>R</b>	<b>Y</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>
<b>GEN MITCHELL</b>	<b>R</b>	<b>Y</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>
<b>GREATER PITTSBURGH</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>
<b>GRISSOM</b>	<b>G</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y+</b>
<b>MINN/ST PAUL</b>	<b>Y</b>	<b>R</b>	<b>R</b>	<b>G</b>	<b>R</b>	<b>Y-</b>							
<b>NIAGARA</b>	<b>Y</b>	<b>Y</b>	<b>R</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>
<b>WESTOVER</b>	<b>R</b>	<b>Y</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y-</b>
<b>YOUNGSTOWN</b>	<b>Y</b>	<b>G</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>Y</b>

AQ - Air Quality  
As - Asbestos

CUL - Cultural  
M/E - Mineral/Energy **SL** - Soil

Ra - Radon  
W - Wetlands

T&E - Threatened and Endangered Species

CH - Critical Habitat

P&U - Prime and Unique Farmlands

SW - Solid Waste

Wa - Water

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**TAB 15**  
**Other Category - Cantonments Subcategory**

**MACRO LOOK** - 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:

Norton AFB, California (Ballistic Missile Office (BMO))

Lowry AFB, Colorado (Defense Finance and Accounting Service (DFAS))

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**TAB 15**

OTHER CATEGORY - CANTONMENTS SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (For Industrial/Support, Other, And ARC Categories.)

1. Force Structure

CLOSURE RATING (G,Y,R)

A. Is 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 significant programmed reductions
YELLOW - Force structure is an integral part of the force structure plan but has significant programmed reductions
RED - Force structure is being phased out in the force structure plan
NA - No force structure

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

GREEN - No significant programmed reductions
YELLOW - Force structure is an integral part of the force structure plan but has significant programmed reductions
RED - Force structure is being phased out in the force structure plan
NA - No other force structure

2.8 Operational Effectiveness - General flying operation support

A. Does the base have an active runway?

GREEN - Yes
RED - No

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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If **yes**, complete **2B - 2F**

**B. Is there an alternate airfield within?**

GREEN - 30 Minutes or less  
YELLOW - **31** to 60 Minutes  
RED - More than 60 Minutes

**C. Potential for Airspace/Training area growth**

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

**D. Weather impact on mission:**

1. Above **3(X)/1**
2. Above **15(X)/3**
3. Above **3(X)(X)/3**
4. Above **3(X)(X)/5**

GREEN	YELLOW	RED
90% or more	80% to 89%	<b>Less</b> than 80%
80% or more	70% <b>to</b> 79%	<b>Less</b> than 70%
75% or more	60% to <b>74%</b>	<b>Less than</b> 60%
70% or more	<b>50% to</b> 69%	Less than <b>50%</b>

**E. Average monthly Air Traffic Delays**

GREEN - 2 or less  
YELLOW - **3 to 4**  
RED - **5** or more

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TAB 15, Atch A

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**F. Availability of adequate training areas/routes to support? (ARC Bases Only)**

- |                    |                                    |
|--------------------|------------------------------------|
| 1. Fighter Mission | GREEN - Yes                        |
| 2. Bomber Mission  | YELLOW - Limitations <b>exists</b> |
| 3. Tanker Mission  | RED - No                           |
| 4. Airlift Mission |                                    |

**2.8.F.1 Fighter Mission**

- |   |   |
|---|---|
| a) Supersonic ACBT MOAs & Warning/Restricted areas?   | GREEN $\leq$ 150NM<br>YELLOW $>$ 150NM $\leq$ 200NM<br>RED $>$ 200NM  |
| b) Low alt <b>MOAs</b> for SAT & low alt intercept training!                                    | GREEN $\leq$ 100NM<br>YELLOW $>$ 100NM $\leq$ 150NM<br>RED $>$ 150NM  |
| c) Number of scorable range complexes/target <b>arrays</b> (including tactical tgt/conv/strafe) | GREEN - 1 w/i 100NM or 6 w/i 250NM<br>YELLOW - 0 w/i 100NM or <b>4-5</b> w/i 250NM<br>RED - 3 or less w/i 250NM |
| d) EC range within 250NM  | GREEN - Yes: RED - No   |
| e) Ground Forces w/impact areas capable of tactical aircraft employment                         | GREEN $\leq$ 100NM<br>YELLOW $>$ 100NM $\leq$ 150NM<br>RED $>$ 150NM  |

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TAB 15, Atch A

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

- f) **ACMI**
  - GREEN ≤ 150NM
  - YELLOW >150NM ≤ 200NM
  - RED > 200NM
  
- g) Full scale live drop availability
  - GREEN ≤ 200NM
  - YELLOW > 200NM ≤ 250NM
  - RED > 250NM
  
- h) **Number of VR/IR routes?**
  - GREEN - ≥ 10 w/i 100NM
  - YELLOW - < 10 w/i 100NM and > 10 w/i 150NM
  - RED - ≤ 10 w/i 200NM

**2.8.F.2 Bomber Mission**

- a) **Low Altitude MOAs for attack and LOWAT training?**
  - GREEN ≤ 400NM
  - YELLOW > 400NM ≤ 600NM
  - RED > 600NM
  
- b) **Distance to bombing range**
  - GREEN ≤ 400NM
  - YELLOW > 400 NM ≤ 800NM
  - RED > 800NM
  
- c) **Low Altitude Scored Route:**
  - GREEN ≤ 500NM
  - YELLOW > 500NM ≤ 1000NM
  - RED > 1000NM

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

- d) Distance to the **STRC**: GREEN  $\leq$  600 NM  
YELLOW > 600NM  $\leq$  1200 NM  
RED > 1200 NM
- c) EC Range within: GREEN < 400NM  
YELLOW - 400 to 800NM  
RED > 800NM
- f) Live **Drop** availability GREEN  $\leq$  600NM  
YELLOW > 600  $\leq$  1200NM  
RED > 1200NM
- g) Number of VR/IR routes GREEN  $\geq$  5 w/in 400NM  
YELLOW < 5w/in 400NM and  $\geq$  3/in 600NM  
RED  $\leq$  3 w/in 800NM

**2.8.F.3 Tonker**

**a. WARTIME**

- Tanker Mission Capability: GREEN - Total tanker offload  $\geq$  60% of max fuel load  
YELLOW - < 60%  $\geq$  40%  
RED - < 40%

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**b. PEACETIME**

Distance to highly concentrated  
RCVR area:                      **GREEN ≤ 400 NM**  
   **YELLOW > 400NM ≤ 800 NM**  
   **RED > 800 NM**

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

**2.8.F.4 Airlift**

a) Drop Zones/ LZs  
(Formation/Live)                      **GREEN ≤ 200NM**  
   **YELLOW > 200NM ≤ 500NM**  
   **RED > 500NM**

b) Army/Marine installations  
w/ airdrop employment requirements      **GREEN ≤ 500NM**  
   **YELLOW > 500NM ≤ 750NM**  
   **RED > 750NM**

c) Full scale airdrop availability              **GREEN ≤ 500NM**  
   **YELLOW > 500NM ≤ 750NM**  
   **RED > 750NM**

d) Number of VR/IR routes                      **GREEN ≥ 3 w/i 200NM**  
   **YELLOW < 3 w/i 200NM and ≥ 3 w/i 250NM**  
   **RED ≤ 3 w/i 300NM**

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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- F.** Capability to accept added workload
- 1. Physical capacity GREEN - 0% to **20%**
  - 2. Personnel/Manning capacity YELLOW - **21%** to 35%
- RED - 36% or more
- G.** Conflicts with competing requirements for the long term use of land, facilities and airspace
- GREEN - Few, if any  
YELLOW - Moderate  
RED - Significant
- H.** Unique features (i.e. facilities, terrain, visibility, air quality, remoteness, or **weather/atmospheric**, etc) which are essential for accomplishment of the mission
- GREEN - Significant factor  
YELLOW - Moderate factor  
RED - None
- I.** Percent of civilian to total base **personnel**
- GREEN - 50% or above  
YELLOW - 30% to **49%**  
**RED** - 29% or less

**2.10 Industrial Functions (Depot Bases Only)**

- A.** Number of critical skilled workers
- GREEN** - equal to or greater than statistical mean  
**YELLOW** - equal to or greater than plus one standard deviation and less than the statistical mean  
**RED** - less than a minus one standard deviation

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- B.** Percentage of major weapon systems that have a source of repair located **with** management

**GREEN** - equal **to** or greater than statistical mean  
**YELLOW** - equal **to** or greater than plus one standard deviation  
and less than the statistical mean  
**RED** - less than a minus one standard deviation

- C.** **Cost** per output (Inventory Control Points)

**GREEN** - equal **to** or less than statistical mean  
**YELLOW** - equal **to** or less than plus one standard deviation  
and greater than the statistical mean  
**RED** - greater than a **plus** one standard deviation

- D.** Depot workload capacity

**GREEN** - equal **to** or greater **than** statistical mean  
**YELLOW** - equal **to** or greater than plus one standard deviation  
and less **than** the statistical mean  
**RED** - less than a minus one standard deviation

- E.** **Lost** time incidents per 200K hours exposure

**GREEN** - equal to or less than statistical mean  
**YELLOW** - equal **to** or less than plus one standard deviation  
and greater than the statistical mean  
**RED** - greater than a plus one standard deviation

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F. Utility rate (Cost per MBTU)

GREEN - equal to or less than statistical mean

**YELLOW** - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

G. Case creation cost 5 year average per person (FY88-FY92)

GREEN - equal to or less than statistical mean

**YELLOW** - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

H. The environmental compliance cost FY92-FY95

GREEN - equal to or less than statistical mean

**YELLOW** - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

I. Percent of workload requiring unique facilities/equipment

**GREEN** - equal to or greater than statistical mean

**YELLOW** - equal to or greater than plus one standard deviation and less than the statistical mean

RED - less than a minus one standard deviation

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J. Average DMIF salary

GREEN - equal to or less than statistical mean

YELLOW - equal to or less than plus one standard deviation and greater than the statistical mean

RED - greater than a plus one standard deviation

**3A. Existing Associated Airspace Availability and Encroachment (Special Use Airspace)**

MOA/Bombing Ranges

GREEN - Fully adequate MOA/bombing ranges available

YELLOW - Generally adequate MOA/bombings ranges available, but improvement required

RED - Inadequate MOA/bombing ranges available

Low Level Routes

GREEN - Fully adequate capacity for low level routes/capacity available

YELLOW - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity

RED - Inadequate low level routes/capacity available

**3B. Future Associated Airspace Availability and Encroachment (Special Use Airspace)**

MOA/Bombing Ranges

**GREEN** - Fully adequate MOA bombing ranges expected to remain available

YELLOW - Generally adequate MOA/bombing ranges expected to remain available, but improvements required

RED - Inadequate MOA/bombing ranges, **not** expected to be available

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**489**

Low Level Routes

GREEN - Fully adequate low level routes/capacity expected to remain available  
**YELLOW** - Generally adequate low routes/capacity expected to remain available, some restrictions to access or limited route quantity  
 RED - Inadequate low level routes/capacity, not expected to be available

**4. Can base runway and taxiway and apron support:**

Fighter Mission  
 Bomber Mission  
 Tanker Mission  
 Airlift Mission

GREEN - **Yes**; RED - No  
 GREEN - Yes; RED - No  
 GREEN - Yes; RED - No  
 GREEN - Yes; RED - No

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**1. Force Structure**

**A. Primary Force Structure**

**B. Other Force Structure**

**LOWRY DFAS CTR**  
**NORTON AFB**

**N/A**  
**N/A**

**N/A**  
**N/A**

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

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

**RED** - Force structure is being phased **out** in the force structure plan

**NA** - No Force Structure

**GREEN** - No significant programmed reductions

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

**RED** - Force Structure is being phased **out** in the force structure plan

**NA** - No other Force Structure

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**A. Active runway**

**LOWRY DFAS CTR  
NORTON AFB**

**R  
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**GREEN - Yes RED - No**

**If yes, complete 2B - 2F**

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**B. Alternate airfield within?**

**LOWRY DFAS CTR  
NORTON AFR**

GREEN - 30 Minutes or less  
YELLOW - 31 to 60 Minutes  
RED - More than 60 Minutes

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**C. Potential for Airspace/Training**

LOWRY DFAS CTR  
NORTON AFB

**GREEN - Airspace available** for future expansion; area **growth** supports advanced basing concept

**YELLOW - Status Quo**

**RED - Reductions possible**

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**2.8 Operational Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**D. Weather impact on mission**

LOWRY DFAS CTR  
NORTON AFB

-

-

**GREEN** - Above 300/1  $\geq$  90%, above 3000/5  $\geq$  70%

**YELLOW** - Above 300/1  $<$  90%  $\geq$  80%, above 3000/5  $<$  70%  $\geq$  50%

**RED** - anything else

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**2.8 Operations Effectiveness - Generic flying operation support (Industrial/Support, Other, and ARC Categories Only)**

**E. Average monthly Air Traffic Delays**

**LOWRY DFAS CTR  
NORTON AFB**

**GREEN - 2 or less  
YELLOW - 3 to 4  
RED - 5 or more**

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**EXISTING ASSOCIATED AIRSPACE AVAILABILITY (crit.3A)**

**MOA/BOMBING RANGES**

**LOW LEVEL ROUTES**

**LOWRY DFAS CTR**  
**NORTON AFB**

-  
-

**GREEN** - Fully adequate MOA/Bombing Ranges available.  
**YELLOW** - Generally adequate MOA/Bombing Ranges available, but improvements required.  
**RED** - Inadequate MOA/Bombing Ranges available.

**GREEN** - Fully adequate low level routes/capacity available.  
**YELLOW** - Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity.  
**RED** - Inadequate low level routes/capacity available to support major mission requirements.

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**FUTURE ASSOCIATED AIRSPACE AVAILABILITY (crit.3B)**

**MOA/BOMBING RANGES**

**LOW LEVEL ROUTES**

LOWRY DFAS CTR  
NORTON AFB

-  
-

-  
-

**GREEN** - Fully adequate MOA/Bombing Ranges available.  
**YELLOW** - Generally adequate MOA/Bombing Ranges available,  
but improvements required.  
**RED** - Inadequate MOA/Bombing Ranges available.

**GREEN** - Fully adequate low level routes/capacity available.  
**YELLOW** - Generally adequate low level routes/capacity available;  
some restrictions to access or limited route quantity.  
**RED** - Inadequate low level routes/capacity available to support major mission  
requirements.

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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

BASE RUNWAY/TAXIWAY/RAMP SUPPORT (Crit. 4)

	<b>FIGHTER MISSION</b>	<b>BOMBER MISSION</b>	<b>TANKER MISSION</b>	<b>AIRLIFT MISSION</b>
<b>LOWRY DFAS CTR</b>	-	-	-	-
<b>NORTON AFB</b>	-	-	-	-

GREEN - Yes  
RED - No

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**CRITERIA I**

	Primary Force	Other Force	Active Runway	Alternate	Airspace/Ting	WEATHER	Abv 3001	Abv 1500/3	Abv 3000/3	Abv 3000/5	ATC Delays	EXISTING SUA	MOA/Bomb Rng	Low Lvl Route	FUTURE SUA	MOA/Bomb Rng	Low Lvl Route	FUTURE MSN	Fighter	Bomber	Tanker	Airlift	OVERALL	
LOWRY DFAS CTR	N/A	N/A	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NORTON AFB	N/A	N/A	R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**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?

GREEN - Yes, unique facilities exists

RED - No unique facilities exists

2. Facilities capacity:

Base:

GREEN  $\geq$  the mean

YELLOW  $\geq$  -1 standard deviation and  $<$  the mean

RED  $<$  -1 standard deviation

Housing:

GREEN  $\geq$  the mean

YELLOW  $\geq$  -1 standard deviation and  $<$  the mean

RED  $<$  -1 standard deviation

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**3. Facilities condition:**

Base:	GREEN $\geq$ the mean
Building	YELLOW $\geq$ -1 standard deviation and $<$ the mean
Infrastructure	RED $<$ -1 standard deviation
 Housing:	
	GREEN $\geq$ the mean
	YELLOW $\geq$ -1 standard deviation and $<$ the mean
	RED $<$ -1 standard deviation

**4.A Existing Associated Airspace Encroachment (Special Use Airspace)**

MOAs/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 or Restricted Airspace
---------------------------	--

Bomb Ranges/Drop Zones:	GREEN - Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large bases only) YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only) RED - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)
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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

Low Level: 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

**4.6 Future Associated Airspace Encroachment (Special Use Airspace)**

MOAs/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 dominate the **area** and access to **MOAs** may become severely limited. Future development of Restricted Airspace incompatible.

Bomb Ranges/Drop Zones: **GREEN** - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)  
**YELLOW** - Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large bases only)  
**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

Low Level: **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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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**4C. Existing local/regional community encroachment**

Accident potential zones: GREEN - Off-base development generally compatible with accident potential zones  
YELLOW - Off-base development incompatible in some (limited) areas construction/operations  
RED - Off-base development incompatible with accident potential zones

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

Environs airspace : **GREEN** - Airspace encroachment is low and little or no operational adjustments made  
(local flying area) YELLOW - Airspace encroachment is moderate and may require limited operational adjustments  
RED - Airspace encroachment **is high** and requires substantial operational adjustment

**4D. Future local/regional community encroachment**

Accident potential zones: GREEN - Future off-base development generally expected to remain compatible with accident potential zones  
YELLOW - Future off-base development may become incompatible in some (limited) areas  
**RED** - Future off-base development may become incompatible with accident potential zones

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**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:  
(local flying area)**

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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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

2. Capacity
3. Condition

	FACILITIES			FAMILY HOUSING	
	CAPACITY	BUILDING CONDITION	INFRASTRUCTURE CONDITION	CAPACITY	CONDITION
LOWRY	G	G	G	-	-
NORTON (BMO)	Y	Y	G	-	-

**GREEN**  $\geq$  to the mean

**YELLOW**  $\geq$  to -1 standard deviation and  $<$  the mean

**RED**  $<$  -1 standard deviation

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**1. CONTINGENCY AND MOBILIZATION**

- |  |   |
|--|---|
| <b>A. What is the C-141 equivalent working MOG?</b>                          | GREEN - 5 or more<br>YELLOW - 3 to 4<br>RED - less than 3   |
| <b>B. Can airfield handle wide-body ops?</b>                                 | GREEN - Yes; RED - No   |
| <b>C. Does the base have a operational fuel hydrant system?</b>              | GREEN - Yes<br>YELLOW - Yes, with limitations<br>RED - No   |
| <b>D. Is base fuel storage facility serviced by pipeline?</b>                | GREEN - Yes<br>RED - No   |
| <b>E. What is the excess CAT 1.1 munitions storage capacity of the base?</b> | GREEN > 500,000 lbs NEW<br>YELLOW - 1 to 500,000 lbs NEW<br>RED - No excess/deficit/no storage facilities |
| <b>F. Does base have a dedicated hot cargo pad?</b>                          | GREEN - Yes; RED - No   |

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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**C. Geographic location:**

(1) Is the base located within **150** NM of:

(a) **A** Ground Force Installation  
(Army/Marine forces)

GREEN - Yes  
RED - No

(b) **A** Rail Access

GREEN - Yes  
**RED** - No

(c) A Port Facility

GREEN - Yes  
RED - No

**H. What is the excess usable parking apron  
(in square yards) for mobility contingencies?**

GREEN > 25,000 sy  
YELLOW - 1,000 to **25,000sy**  
RED < 1,000 sy

**I. Utility infrastructure capacity  
(includes: Medical, comm, utility, water,  
and sewage)**

GREEN - Can support > **10%** increase in usage without MILCON  
YELLOW - Can support up to 10% increase in usage without MILCON  
RED - Cannot support increase without costs

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**2. FUTURE FORCE REQUIREMENTS**

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

Fighter	<b>GREEN</b> - Meets most requirements of <b>MACRO</b> Look
Bomber	
Tanker	<b>YELLOW</b> - Meets <b>some</b> requirements of <b>MACRO</b> Look
Airlift	
Pilot Training	<b>RED</b> - Meets few requirements of <b>MACRO</b> Look

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**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)**

<b>C-141 MOG</b>	<b>WIDE-BODY FUEL OPERATION HYDRANT</b>	<b>FUEL PIPELINE STORAGE</b>	<b>MUNITIONS HOT CARGO</b>	<b>OVERALL</b>
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**LOWRY DFAS CTR  
NORTON AFB**

**MOG**

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

**WIDE-BODY/HYDRANT/PIPELINE/PAD**

**GREEN - Yes  
YELLOW - N/A  
RED - NO**

**MUNITIONS**

**GREEN - >500,000 NEW  
YELLOW - 1 to 500,000 NEW  
RED - No excess/deficit/no storage facility**

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**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.IG)**

	<b>ARMY/MARINE INSTALLATION (crit.IG.a)</b>	<b>RA II, (crit.IG.b)</b>	<b>PORT (crit.IG.c)</b>	<b>OVERALL</b>
<b>LOWRY DFAS CIH</b>	<b>G</b>	<b>G</b>	<b>R</b>	<b>-</b>
<b>NORTON AFB</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>-</b>

**GREEN - YES  
RED - NO**

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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OTHER CATEGORY -- CANTONMENTS SUBCATEGORY

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

**EXCESS APRON  
CAPACITY  
(crit. III)**

**UTILITY INFRASTRUCTURE  
CAPACITY  
(crit. II)**

LOWRY DEAS CTR  
NORTON AFB

R  
R

**GREEN > 25,000 sy**  
**YELLOW - 1,000 to 25,000 sy**  
**RED < 1,000 sy**

**GREEN - Support > 10% increase in use w/o MILCON**  
**YELLOW - Support up to 10% increase in use w/o MILCON**  
**RED - Cannot support increase w/o costs**

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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**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.2)**

	<b>FIGHTER</b>	<b>BOMBER</b>	<b>TANKER</b>	<b>AIRLIFT</b>	<b>MOBILITY</b>	<b>FLY TRNG</b>	<b>OVERALL</b>
<b>LOWRY DFAS CTR</b>	-	-	-	-	-	-	-
<b>NORTON AFB</b>	-	-	-	-	-	-	-

**GREEN** - Meets most requirements of MACRO Look  
**YELLOW** - Meets some requirements of MACRO Look  
**RED** - Meets few requirements of MACRO Look

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OTHER CATEGORY -- CANTONMENTS SUBCATEGORY

CRITERIA III	Cont & Mob	Geo Location	Excess Apron	Util Infra Cap	Other Mission	OVERALL
LOWRY DFAS CTK				R		
NORTON AFB				R		

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**IV. THE COST AND MANPOWER IMPLICATIONS**

**1. One Time Closure Costs:** Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

**2. 20 Year Net Present Value:** Shows savings (positive number) or costs (negative 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**

	<b>ONE TIME CLOSURE COSTS (CY 94 \$M)</b>	<b>20 YEAR NPV</b>	<b>STEADY STATE NET SAVINGS</b>	<b>MANPOWER REDUCTIONS</b>	<b>YEAKS TO PAYUACK</b>
<b>LOWRY</b>	13	14	3	0	5
<b>NORTON</b>	16	(4)	1	0	41

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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

- 1. Employment:**           **GREEN** - Reductions exceed the historic high reduction  
**YELLOW** - Reductions are between **50%** of the historic high reduction and the historic high reduction  
**RED** - Reductions are **less than 50%** of historic high reduction, or negligible
- 2, Populstion:**           **GREEN** - Reductions excced the historic high reductions  
  
**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, or negligible
- 3. Income:**               **GREEN** - Reductions **excccd** the historic high reduction  
**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, or negligible
- 4. Local Government Operating Revenues Expenditures:**   **GREEN** - The net **fiscal** impact on local government is **negative** and comparatively large. (Expcnditurus savings iirc less than **75%** of revenue losses)  
**YELLOW** -**The net** liscal impact on local government is **negative**, but comparatively small. (Expcnditurus savings are **75% or more** of revenue losses)  
**RED** - The net fiscal impact on local government is **neutral or positive**. ,(Expcnditurussavings 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 estimated to be moderate (about **5 yrs**)  
**RED** - Actual clean-up lime is estimated to be relatively short (**< 5 yrs**)

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**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

**EMPLOYMENT (crit. 1)**

**LOWRY**  
**NORTON**

**R**  
**R**

**GREEN** - Reductions exceed historic high reduction (1969 - 1989).

**YELLOW** - Reductions are between **50%** of historic high reduction and the historic high reduction.

**RED** - Reductions are less than **50%** of historic high reduction (1969 - 1989) or negligible.

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**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

POPULATION (crit. 2)

**LOWRY**  
**NORTON**

**R**  
**R**

GREEN - Reductions exceed historic high reduction (1969 - 1989).  
YELLOW - Reductions are between 50% of historic high reduction and the historic high reduction.  
RED - Reductions are less than 50% of historic high reduction (1969 - 1989) or negligible.

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VI. THE ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

LOWRY  
NORTON

R  
R

**GREEN** - Reductions exceed historic high reduction (1969 - 1989).

**YELLOW** - Reductions are **between 50%** of historic high **reduction** and the historic high reduction.

**RED** - Reductions are **less** than 50% of historic high reduction (1969 - 1989) or negligible.

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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

**LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)**

**LOWRY**  
**NORTON**

**G**  
**R**

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

**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 - CANTONMENTS SUBCATEGORY**

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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

**INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)**

**LOWRY**  
**NORTON**

**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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**OTHER CATEGORY -- CANTONMENTS SUBCATEGORY**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES**

	<b>EMPLOYMENT</b>	<b>POPULATION</b>	<b>INCOME</b>	<b>LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES</b>	<b>IRP</b>	<b>OVERALL</b>
<b>LOWRY</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>R+</b>
<b>NORTON</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>G</b>	<b>R</b>

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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

1. Community Infrastructure

A. Off-base housing

Affordable:	GREEN - Yes; RED - No
Acceptable:	GREEN - Yes; RED - No
Avail (Family & Bachelor):	GREEN - Yes; RED - No

B. Transportation

Base served by public transportation:	GREEN - Yes; RED - No
Access to municipal airports:	GREEN - < 25 miles from base YELLOW - 25 - 50 miles from base RED - > 50 miles from base
Available air carrier service:	GREEN - 3 or more carriers YELLOW - 2 carriers RED - 1 carrier or commuter service
<u>Round trip</u> commuting time to work:	GREEN - ≤ 40 minutes YELLOW - 41 to 60 minutes RED - > 60 minutes

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**C. Off-base recreation facilities**

Swimming pool:	<b>GREEN &lt; 30 minute drive</b>
Movie theater:	
Public golf course:	<b>YELLOW - 30 to 45 minute drive</b>
Bowling lane:	
Boating:	<b>RED &gt; 45 minute drive or not available</b>
Fishing:	

Zoo:	<b>GREEN &lt; 1.5 hour drive</b>
Aquarium:	
Family theme park:	<b>YELLOW - 1.5 to 2.5 hour drive</b>
Professional sports:	
Collegiate sports:	<b>RED &gt; 2.5 hour drive or not available</b>
Camping facilities:	
Beaches:	
Winter sports:	

<b>D. Shopping facilities - mall or similar shopping environment</b>	<b>GREEN - 20 minutes or less</b>
	<b>YELLOW - 21 - 40 minutes</b>
	<b>RED - more than 40 minutes</b>

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**E. Distance to Metropolitan center**  
(Population of 100,000 or more)

GREEN - < 1.0 hour  
YELLOW - 1.0- 2.0 hours  
RED - > **2.0** hours

**F. Local area crime rate**

Violent Crime Rate:  
(Per **1(X), (XX)**)

GREEN - 600 or below  
YELLOW - 601 - **899**  
RED - 900 or above

Property Crime Rate:  
(Per **1(X), (XX)**)

**GREEN - 4000** or below  
**YELLOW - 4001 to 6000**  
RED - 6001 or **above**

**2. Education**

**A. Pupil to Teacher Ratio**  
(Max allowed ratio)  
(grades K - **12**)

GREEN - ≤ 25 to 1  
**YELLOW - 26 - 30 to 1**  
RED - > 30 to 1

**B. Do High Schools offer four year**  
**English & Math programs and**  
**a foreign language program**

GREEN - All 3 avail,  
YELLOW - **2** avail '  
RED - 1 or less avail

**C. Docs High Schools offer Honors program**

GREEN - Yes; RED - No

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

D. **Do** Junior High **Schools** offer programs for both Special Education and Gifted & Talented students

GREEN - Both avail  
YELLOW - 1 avail  
RED - None avail

E. Do Elementary Schools offer programs for both Special Education and Gifted & Talented students

GREEN - Both avail  
YELLOW - 1 avail  
RED - None avail

F. Students that **go on to college** (Uses numbers for local catchment or within 25 miles of base)

GREEN -  $\geq 60\%$   
YELLOW - 40% to 59%  
RED -  $< 40\%$

G. Opportunity for **off-base** education (within 25 miles)

- (1) Vocational/technical training:
- (2) Undergraduate College:
- (3) Graduate College:

GREEN - Yes; RED - No  
GREEN - **Yes**; RED - No  
GREEN - **Yes**; RED - No

3. Spousal **employment** (uses Apr 91 - Sep 91 data)

A. What percent of spouses are able to find work within 3 months of starting job search?

GREEN  $> 75\%$   
YELLOW - 50% to 75%  
RED  $< 50\%$

B. What percent of **spouses** are able to find work commensurate with **job** skills, work experience and education?

GREEN  $> 75\%$   
YELLOW - 50% to 75%  
RED  $< 50\%$

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**4, Local Medical Care**

**A.** **How docs** the number of physicians in **the** community compare to **ihc** national norm of **2.1** physicians/1000 population

**GREEN** - Greater than or equal  
**RED** - Less than

**B,** **How docs** the number of hospital beds in the community compare to **the a** national norm of **4.0 beds/1000** population

**GREEN** - Greater than or equal  
**RED** - Less than

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**COMMUNITY INFRASTRUCTURE  
OFF-BASE HOUSING (crit.IA)**

	<b>AFFORDABLE</b>	<b>ACCEPTABLE</b>	<b>AVAILABLE (Family &amp; Bachelor)</b>	<b>OVERALL</b>
--	-------------------	-------------------	--	----------------

<b>NORTON AFB</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>Y+</b>
<b>LOWRY AFB</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>

**GREEN - YES  
RED - NO**

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**OTHER CATEGORY · CANTONMENTS SUBCATEGORY**

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

**COMMUNITY INFRASTRUCTURE  
TRANSPORTATION (crit. 1B)**

	<b>PUBLIC TRANS</b>	<b>MUNICIPAL AIRPORTS</b>	<b>AIR CARRIER SERVICE</b>	<b>COMMUTE TIME OVERALL (round trip)</b>	
NORTON AFB	G	Y	G	Y	Y+
LOWRY AFB	G	a	G	Y	G-
	<b>GREEN - YES</b>	<b>GREEN &lt; 25 miles from base</b>	<b>GREEN ≥ 3 carriers</b>	<b>GREEN ≤ 40 min</b>	
	<b>YELLOW - N/A</b>	<b>YELLOW - 25 - 50 mi from base</b>	<b>YELLOW - 2 carriers</b>	<b>YELLOW 41 to 60 min</b>	
	<b>RED - NO</b>	<b>RED &gt; 50 miles</b>	<b>RED - 1 carrier or commuter service</b>	<b>RED &gt; 60 min</b>	

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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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 RECREATION FACILITIES (crit.1C)**

	<b>Swimming Pool</b>	<b>Movie Theater</b>	<b>Public Golf Course</b>	<b>Bowling Lane</b>	<b>Boating</b>	<b>Fishing</b>
<b>NORTON AFB</b>	<b>R</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>R</b>	<b>G</b>
<b>LOWRY AFB</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>

**GREEN < 30 minute drive**  
**YELLOW - 30 to 45 minute drive**  
**RED > 45 minute drive or not available**

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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 RECREATION FACILITIES (crit.1C)

	Zoo	Aquarium	Family Park	Pro Sports	Collegiate Sports	Camping Facilities	Beaches	Winter Sports	OVERALL
NORTON AFB	Y	Y	G	G	G	G	Y	Y	Y+
LOWRY AFB	G	G	G	G	G	G	G	G	G

GREEN < 1.5 hour drive  
YELLOW - 1.5 to 2.5 hour drive  
RED > 2.5 hour drive or not available

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

	<b>SHOPPING FACILITIES (mall or similar)(crit.1D)</b>	<b>DISTANCE to METROPOLITAN Center (pop ≥ 100,000)(crit.1E)</b>
<b>NORTON AFB</b>	<b>G</b>	<b>G</b>
<b>LOWRY AFB</b>	<b>G</b>	<b>G</b>
	<b>GREEN ≤ 20 minutes</b> <b>YELLOW - 21 to 40 minutes</b> <b>RED &gt; 40 minutes</b>	<b>GREEN &lt; 1.0 hour</b> <b>YELLOW - 1.0 to 2.0 hours</b> <b>RED &gt; 2.0 hours</b>

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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

LOCAL AREA CRIME RATE (crit.1F)

	VIOLENT CRIME RATE	PROPERTY CRIME RATE	OVERALL
NORTON AFB	R	R	R
LOWRY AFB	R	Y	R+

GREEN - 600 or below  
YELLOW - 601 to 899  
RED ≥ 900

GREEN - 4000 or below  
YELLOW - 4001 to 6000  
RED > 6000

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**EDUCATION (crit.2)**

	<b>Pupil to Teacher (crit.2A)</b>	<b>High School Programs (english/math/f.language)(crit.2B)</b>	<b>High School Honors Program (crit.2C)</b>
<b>NORTON AFB</b>	<b>R</b>	<b>G</b>	<b>G</b>
<b>LOWRY AFB</b>	<b>G</b>	<b>G</b>	<b>G</b>

**GREEN** ≤ 25 to 1  
**YELLOW** 26-30 to 1  
**RED** > 30 to 1

**GREEN** - All 3 available  
**YELLOW** - 2 available  
**RED** ≤ 1

**GREEN** - Yes  
**RED** - No

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

EDUCATION (crit.2)

	Jr High School Programs (spec prog crit.2D)	Elementary School Programs (spec prog crit.2E)	Students That go on to College (crit.2F)
NORTON AFB	G	G	G
LOWRY AFB	G	G	G
	<b>GREEN</b> - Both available <b>YELLOW</b> - 1 available <b>RED</b> - None available	<b>GREEN</b> - Both available <b>YELLOW</b> - 1 available <b>RED</b> - None available	<b>GREEN</b> ≥ 60% <b>YELLOW</b> - 40% to 59% <b>RED</b> < 40%

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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

**EDUCATION (crit.2)**  
**OPPORTUNITY FOR OFF-BASE EDUCATION (within 25 miles) (crit.2G)**

	<b>Vocational Tech Tng (crit.2G.1)</b>	<b>Undergraduate College (crit.2G.2)</b>	<b>Graduate College (crit.2G.3)</b>	<b>OVERALL</b>
--	--	--	---	----------------

<b>NORTON AFB</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>
<b>LOWRY AFR</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>

**GREEN - Yes**  
**RED - No**

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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

SPOUSAL EMPLOYMENT (CRIT.3)

	<b>% of spouses able to find work w/i 3 months</b>	<b>% of spouses able to find work commensurate with skills, experience &amp; ed</b>
NORTON AFB	Y	G
LOWRY AFB	Y	G

GREEN > 75%  
YELLOW - 50% to 75%  
RED < 50%

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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

LOCAL MEDICAL CARE (crit.4)

AVAIL COMMUNITY  
PHYSICIANS (crit.4A)

AVAIL COMMUNITY  
HOSPITAL BEDS (crit.4B)

NORTON AFB  
LOWRY AFB

G  
G

G  
R

GREEN - Greater than or equal norm 2.1/1000) GREEN - Greater than or equal norm 4.0/1000)  
RED -Less than norm RED - Less than norm

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CRITERIA	VII	Off Base Housing	Transportation	Off-base Rec	S h o p p i n g	Metro Area	Crime Rate	Off-base Educ	Spouse 3 mon	Spouse Com	Doctor Ratio	Hosp Bed Ratio	OVERALL
NORTON AFB		Y+	Y+	Y+	G	G	R	G	Y	G	G	G	Y+
LOWRY AFB		G	G-	G	G	G	R t	G	Y	G	G	R	G-

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## OTHER CATEGORY • CANTONMENTS SUBCATEGORY

## VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

1. **Air Quality**
  - GREEN** - Base is in attainment area for all pollutants
  - YELLOW** - Base is in a non-attainment area. Classification of pollutants is moderate or marginal
  - RED** - Base is in a non-attainment area. Classification of pollutants is  $\geq$  serious
  
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** - 10% to 25% facilities with ACM; survey incomplete, or unable to assess percentages
    - RED** -  $>$  25% facilities with **ACM**
  
  - B. **Radon**
    - GREEN** - Radon not present or detected  $<$  4 pic/l
    - YELLOW** - Radon present; detection  $\geq$  4 pic/l &  $\leq$  20 pic/l
    - RED** - Radon present; detection  $>$  20 pic/l

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

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**C. Solid Waste**

GREEN - Existing regional disposal facilities have &gt; 10 years capacity remaining

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

RED - Existing regional disposal facilities have &lt; 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

**B. Threatened and Endangered Species (T&E)**

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

**C. Wetlands**

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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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

**5. Cultural**

**GREEN** - No existing cultural resources

**YELLOW** - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete

**RED** - Cultural 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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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

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

AIR QUALITY (crit. 1)

LOWRY  
NORTON

R  
R

**GREEN** - Base is in attainment for all pollutants.

**YELLOW** - Base is in non-attainment area. Classification of pollutants is moderate or marginal.

**RED** - Base is in non-attainment area. Classification of pollutants is  $\geq$  **serious**.

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

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**ASBESTOS (crit. 3a)**

**LOWRY**  
**NORTON**

**R**  
**Y**

**GREEN - ≤ 10% facilities with asbestos containing materials (ACM).**  
**YELLOW - 10% to < 25% facilities with ACM; survey incomplete; unable to assess percentages.**  
**RED - > 25% facilities containing ACM.**

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March 10, 1993 1415

**TAB 15, Atch G**

**UNCLASSIFIED**  
**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

544

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

**WATER (crit. 2)**

**LOWRY**  
**NORTON**

**G**  
**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 source.

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March 10, 1993 1415

TAB 15, Atch G

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

547

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

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**SOLID WASTE (crit. 3c)**

**LOWRY**  
**NORTON**

**G**  
**G**

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

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March 10, 1993 1415

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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

546

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

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**RADON (crit. 3b)**

**LOWRY**  
**NORTON**

**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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March 10, 1993 1415

TAB 15, Atch G

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

549

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

CULTURAL RESOURCES (crit. 5)

LOWRY  
NORTON

G  
G

**GREEN** - No **existing** resources.  
**YELLOW** - Cultural resources are present, **but** do not currently  
constrain construction/operations.  
**RED** - Cultural resources are present and constrain  
construction/operations.

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March 10, 1993 1415

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**OTHER CATEGORY • CANTONMENTS SUBCATEGORY**

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

**BIOLOGICAL**

	<b>HABITAT (crit. 4a)</b>	<b>THREATENED AND ENDANGERED SPECIES (crit. 4b)</b>	<b>WETLANDS (crit. 4c)</b>
<b>LOWRY</b>	<b>G</b>	<b>G</b>	<b>Y</b>
<b>NORTON</b>	<b>Y</b>	<b>Y</b>	<b>G</b>

**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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March 10, 1993 1415

**TAB IS, Atch G**

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OTHER CATEGORY - CANTONMENTS SUBCATEGORY

551

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

GEOLOGY AND SOILS

MINERAL / ENERGY RESOURCES (crit. 6b)

LOWRY  
NORTON

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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March 10, 1993 1415

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**OTHER CATEGORY • CANTONMENTS SUBCATEGORY**

550

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

**GEOLOGY AND SOILS**

**PRIME AND UNIQUE FARMLANDS (crit. 6a)**

LOWRY  
NORTON

**G**  
**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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**OTHER CATEGORY - CANTONMENTS SUBCATEGORY**

553

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

	AQ	Wa	As	Ra	SW	CH	T&E	W	Cul	P&U	M/E	SI	OVERALL
LOWRY	R	G	R	Y	G	G	G	Y	G	G	G	G	G-
NORTON	R	R	Y	Y	G	Y	Y	G	G	G	G	Y	Y+

AQ - Air Quality

Wa - Water

As - Asbestos

Ra - Radon

SW - Solid Waste

CH - Critical Habitat

T&E - Threatened and  
Endangered Species

W - Wetlands

Cul - Cultural

P&U - Prime & Unique Farmlands

M/E - Mineral/Energy

SI - Soils

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March 10, 1993 1415

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**OTHER CATEGORY • CANTONMENTS SUBCATEGORY**

552

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

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

**LOWRY**  
**NORTON**

**G**  
**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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March 10, 1993 1415

**TAB 15, Atch G**

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**TAB 16**  
**COMMUNITY REQUESTS FOR CLOSURE/REALIGNMENT**

**O'HARE IAP, AIR FORCE RESERVE STATION, ILLINOIS**

**Community Proposal:** The City of Chicago proposes that the O'Hare Air Reserve Station (ARS) be closed and the flying units moved to a new facility to be constructed at Rockford, Illinois.

**Recommendation:** Close O'Hare ARS as proposed by the City of Chicago and relocate the assigned Air Reserve Component (ARC) units to the Greater Rockford Airport, or another location acceptable to the Secretary of the Air Force, provided the City can demonstrate that it has the financing in place to cover the full cost of replacing facilities, moving and environmental cleanup, without any cost whatsoever to the federal budget and that the closure/realignment must begin by July 1995 and be completed by July 1997. Chicago would also have to fund the full cost of relocating the Army Reserve activity, or leave it in place. If these conditions are not met, the units should remain at O'Hare IAP.

**Justification:** O'Hare Reserve Base is in the Northwest corner of O'Hare IAP, enjoying immediate access to two runways. Two ARC units are based there: the host, the 928th Airlift Group (AFR), with C-130s; and the 126th Air Refueling Wing (ANG), with KC-135Es. An Army Reserve Center is located adjacent to the base. In addition, a large DLA activity occupies a government owned, recently renovated office building on the base; however, DLA is recommending realignment of this activity to other locations.

The City of Chicago has exercised its right under Section 2924 of P.L. 101-510 to propose closure of O'Hare ARS (Attachment 1). This provision of law mandates the Air Force to consider the proposal. The City desires to acquire the property for aviation-related commercial use. However, in a 1991 land exchange agreement intended to resolve all real property issues between the Air Force and the City at O'Hare IAP, the City specifically agreed that it would seek no more land from the O'Hare ARS (excerpt at Attachment 2).

The Air Force has repeatedly advised the City that the ARC units are adequately housed at O'Hare, and there is no basis for moving them (Attachments 3 & 4). There are no savings from moving; only costs. To justify this realignment under the DoD criteria, therefore, as a minimum all costs of closure/realignment would have to be funded entirely outside the Federal budget. (Neither Defense nor FAA funds, for example, could be involved.) The relocation site would have to meet all operating requirements, such as runway length and freedom from noise-related operating limitations, and be close enough to Chicago that the units would not suffer major loss of personnel. The day-to-day operating costs at the relocation site would have to compare favorably with those at O'Hare IAP.

The City proposes that the ARC units move to Greater Rockford Airport, 55 miles northwest of O'Hare IAP. Virtually no facilities for the units exist at Rockford, so an entirely new base would have to be constructed. The airfield is constrained on two sides by the Rock River and flood plain. At least one runway will have to be extended for KC-135E operations. There appear to be noise and other environmental problems to resolve before a final determination of siting feasibility can be made.

The COBRA model estimates that the cost to close is \$361 million. This estimate is based on the City of Chicago consultant's estimate of construction costs at Rockford, and normal COBRA estimating factors for other costs. There **are** no **apparent** savings to offset this cost.

The proceeds from disposal of the real property, which might offset some of the cost, are difficult to estimate. If the airport property were sold at fair market value, the estimated proceeds would be about **\$33** million. The buildings may or may not be of use to a buyer. While some **are** new and all are usable for their current military use, their value to a commercial or civil aviation user are questionable. Demolition and disposal are estimated by the City's consultant to cost \$25 million, which would be an offset to the land value. However, most of the O'Hare **ARS** qualifies **as** aviation-related property, which the City could obtain in a no-cost public benefit transfer under the Surplus Property Act of 1944, 50 U.S.C. App. 1622. The DLA building is severable from the Reserve Base and does not appear to be aviation property. However, the building is also of questionable value, and would not contribute much to the cost of relocating the O'Hare ARS activities. Thus, the net cost to close and realign is in a range from **\$328** million, if the base is sold at fair market value and the reusable buildings are worth enough to a buyer to offset demolition costs for the others, to \$361 million if the base is turned over to the City in a public benefit transfer. Since there remain no savings in operational or other costs, in either case the payback period is infinity.

Our analysis of the proposal assuming Chicago or some other non-Federal source pays the full cost is **as** follows. The facilities at O'Hare ARS are adequate, with many new or recently renovated buildings. The recruiting base, the Chicago metropolitan area, is outstanding. There are **no** serious constraints on mission accomplishment, other than some air traffic control delays due to the dense commercial traffic. However, alert or other time-sensitive missions are not flown from O'Hare ARS. Since the base is adequate for its purpose, no savings would accrue from closing it. The aircraft remain in the force structure plan and the units **are** not planned for inactivation. In the case of the **ANG**, the governor's consent would **be** required to disband. **Thus**, closure of the base requires that both units **be** realigned.

The military value of an **ARC** base at Rockford, fully built **up** with all the necessary facilities, still does not exceed that of O'Hare. For retention of the mostly part-time ARC

personnel it is not **as** good, due to the distance from the homes of currently assigned personnel. Some personnel losses and retraining must be anticipated, effecting unit readiness and adding to the cost. It is not clear that the Rockford area alone can provide a steady stream of volunteers large enough to man two large ARC units. Recruiting from Chicago will still be required, but will be much harder due to the distance differential between **O'Hare** and Rockford.

Clearly, acceptance of this proposal must be based on benefits to the City of Chicago. The proposed move would make some considerable space available for airport related activities at this intensively used air carrier airport. Therefore, as a convenience to the City of Chicago, the **Air** Force could not object to the proposed closure of O'Hare ARS provided it would be done at no cost to the Federal budget.

Although the City of Chicago had previously stated (Attachment 5) that they did not expect the Air Force to fund relocation and facility replacement costs, the City has been unable to guarantee that it will pay the full cost of moving (Attachment 1, page 3). However, in its most recent correspondence (Attach 6), the City has made the following commitment, "At this time, we wish to commit that all costs associated with our plan will be at no cost to the Department of Defense and that the City of Chicago, together with the host airport, will provide suitable replacement facilities on either a square foot for **square** foot basis or with more cost efficient functionally equivalent facilities. This commitment of full cost coverage is contingent upon securing necessary financing, which we continue to pursue, and the approval of our governing council body."

Therefore, if the City of Chicago **could** demonstrate that it has financing in place to cover the full cost of replacing facilities, moving and environmental cleanup, without any cost whatsoever to the federal budget and that the closure/realignment could begin by July 1995, **as** required by Section 2904 (a)(3) of the Defense Base Closure and Realignment Act of 1990, and the relocation could **be** completed by **July** 1997, the Air Force would not object to the proposal. The City would also **have** to fund the full **cost** of relocating the Army Reserve activity, or leave it in place. -- If these conditions **are** not met, the units should remain at O'Hare IAP.

**NOTE:** *Due to an organizational realignment, as a direct result of the DLA BRAC 93 process, the DLA activities on the O'Hare Reserve Base will **be** realigned to other locations.*

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February 26, 1993

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City of Chicago  
Richard M. Daley, Mayor

Department of Aviation

David R. Mosena  
Commissioner

Suite 1000  
70 North Clark Street  
Chicago, Illinois 60602  
(312) 744-6892  
(312) 853-0478 (TT/TDD)  
(312) 744-1399 (FAX)

Mr. James F. Boatright  
Deputy Assistant Secretary  
of the Air Force  
SAF/MIT  
Room 4C940  
Washington, DC 20330-1000

Dear Mr. Boatright:

This letter amends, in part, my letter to you dated January 7, 1993 (enclosed), wherein the City of Chicago, under the 1993 Base Realignment and Closure process, and in accordance with Public Law 101-510, Div. B, Title XXIX, Sec. 2924, proposed the relocation of Air Force Reserve and Air National Guard Units from O'Hare International Airport to the Greater Rockford Airport.

On January 7, 1993, the City of Chicago stated that we could not provide you with a firm commitment that all costs associated with our plan would be provided to the Department of Defense. At this time, we wish to commit that all costs associated with our plan will be at no cost to the Department of Defense and that the City of Chicago, together with the host airport, will provide suitable replacement facilities on either a square foot for square foot basis or with more cost efficient functionally equivalent facilities. This commitment of full cost coverage is contingent upon securing necessary financing, which we continue to pursue, and the approval of our governing council body.

It is our hope that this commitment will allow the Air Force to act favorably upon our request to include the relocation of O'Hare military units in its list of BRAC recommendations to the Department of Defense. We recognize such a recommendation must be conditioned upon our demonstrating that we have secured the necessary financing.

We look forward to working with you throughout this process towards achieving this mutually beneficial result. Again, thank you for your favorable consideration of this matter and please do not hesitate to contact me should you require additional information.

Sincerely,

David R. Mosena  
Commissioner

Enclosure

Copy to: The Honorable Les Aspin  
United States Secretary of Defense

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City of Chicago  
Richard M. Daley, Mayor

Department of Aviation

David R. Mosena  
Commissioner

Suite 3000  
20 North Clark Street  
Chicago, Illinois 60602  
(312) 744-6892  
(312) 853-0478 (TT/TDD)  
(312) 744-1399 (FAX)

January 7, 1992

Mr. James F. Boatright  
Deputy Assistant Secretary  
of the Air Force  
SAF/MIT  
Room 4C940  
Washington, DC 20330-1000

Dear Mr. Boatright:

It was a pleasure meeting you and your staff during my recent visit to Washington, D.C., and I want to thank you again for clarifying for us the Air Force's position regarding the relocation and closure of its facilities.

On behalf of the City of Chicago, and in accordance with our status as an adjacent unit of general local government under Public Law 101-510, Div. B, Title XXIX, Sec. 2924, I am pleased to submit for your consideration our preliminary proposal regarding the O'Hare Air Reserve Forces Facility (ARFF) and the United States Army Reserve Center Fort Dearborn (USARC), located at O'Hare International Airport, Chicago, Illinois, during the 1993 Base Realignment and Closure process. This proposal is in substitution of our proposal to you dated November 18, 1992.

We have endeavored to follow the Final Selection Criteria regarding Military Value, Return on Investment and Impacts as published in the Federal Register, 56 Fed. Reg. 6374 (February 15, 1991) and believe our conceptual proposal clearly meets these criteria.

This proposal results from our continuing desire to enhance the operational efficiency of O'Hare International Airport for the benefit of the national air transportation system. It is also the result of a Conceptual Facilities Replacement Plan (copy previously forwarded to you), a jointly funded \$270,000 study prepared for the City of Chicago and the Greater Rockford Airport Authority. The United States Department of Defense was also a participant in this study.

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Mr. James R. Boatright  
January 7, 1992  
Page 3

- The military will be the largest tenant/operator at Rockford. Current and future mission requirements and the impact on operational readiness of the Department of Defense's total force will be improved. All at a lower cost of doing business in the Rockford area. The Greater Rockford Airport Authority will provide the military with long-term assurances regarding a Joint Use Agreement on a dollar per year lease basis;
- Broad based community and political support for the relocation of the military to Rockford exists (see attached letters of support).

We had hoped to provide you with a firm commitment that all appropriate costs associated with our plan would be provided to the Department of Defense for suitable facilities at Rockford on a square foot for square foot basis as needed to relocate all flying units currently stationed at the O'Hare ARFF. We must, however, advise you that we cannot make such a commitment at this time, although it is still our desire to do so, until we determine the actual cost of the plan and identify the source of funds to cover the cost of the relocation.

We are compelled to take this position because it is the only responsible action for us to take at this time. We remain extremely interested in acquiring the military property at O'Hare and relocating the facilities to Rockford and will continue to work toward that goal whether within or outside of the current BRAC process. The benefits to the military, the City of Chicago and the City of Rockford are simply too great to pass by.

We look forward to working with you and the Department of Defense on this important matter and hope that you will favorably consider our proposal. We have already begun to identify potential sources of funding to accomplish the relocation of the O'Hare ARFF/USARC. Of course, we cannot commit the City of Chicago to this funding until we receive approval from our governing body to proceed.

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Mr. James R. Boatright  
January 7, 1992  
Page 2

The purpose of this study was to provide preliminary technical information regarding the feasibility and costs associated with the relocation of the O'Hare ARFF/USARC to the Greater Rockford Airport. It should be noted that this study considered both the replacement and future expansion of such facilities. We believe that this study confirms the feasibility of the relocation of the existing military facilities and operations to the Greater Rockford Airport.

Our interest is in assisting you as you develop your force structure plan so as to achieve a result in the best interests of our national security as well as the beneficial impacts to civil aviation at O'Hare International Airport and our national air transportation system which would result from this proposal.

We believe that the relocation of the O'Hare military facilities to Rockford represents a unique opportunity for the Air force for the following reasons:

The Air Force Reserve and Illinois ANG will be relocated to newly constructed functional equivalent facilities with the ability to expand designed for maximum operational efficiency;

- Existing operational constraints experienced by the military at O'Hare International will not occur at Rockford since prohibitions relating to the number, type and hours of operation do not exist there;

Military personnel will be advantaged by lower housing costs and lower cost of living expenses in the Rockford area. In addition, adequate facilities exist and are planned to house reservists and visitors;

- The Great Rockford Area, an expanding community, will provide more than an adequate recruitment base for the military both in numbers and demographics. Existing infrastructure exists (highway and rail) between Chicago and Rockford. Rockford is approximately 55 miles from O'Hare;

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LAND EXCHANGE AGREEMENT BETWEEN THE CITY  
OF CHICAGO AND THE UNITED STATES AIR FORCE

This Exchange Agreement (hereinafter referred to as "Agreement") is entered into between the United States of America, represented by the Department of the Air Force (hereafter generally referred to as "the Government"), and the City of Chicago, Illinois (hereafter referred to as "the City"). The Agreement provides for the conveyance by the Government to the City and lease or granting of an easement to the Government by the City of certain parcels of land located at O'Hare International Airport, Cook County, Illinois (hereafter referred to as "O'Hare"), and the payment for or construction of certain Government Replacement Facilities at O'Hare by the City. In addition, the City and the Government make a number of other commitments related to O'Hare Air Reserve Forces Facility (hereinafter referred to as the "military reservation") and O'Hare Airport, as further set forth therein.

It is understood and agreed that this Agreement was initiated by the City and is being undertaken for convenience of and at the expense of the City; that the City is to bear all of the costs of such Replacement Facilities for Government activities, either by paying the Government therefore or by accomplishing construction of the Replacement facilities itself, as set forth herein; and that the City will make no claims against the Government in any way related to or arising out of the furnishing of the Replacement Facilities to be constructed by the City, other than as provided for in this Agreement. The primary purpose of the Agreement is to permit the City to obtain certain land contiguous to the military reservation at O'Hare for purposes of facilitating the completion of O'Hare Development Projects numbers 56C and

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581. A Memorandum of Understanding was executed between the parties on April 26, 1986, regarding a somewhat different land exchange arrangement involving both the Air Force and the Army. A draft agreement was prepared on July 29, 1987, to effectuate that earlier version of the transaction.

The City assures the Government that its long-range plans for O'Hare do not involve acquiring from the Government any more land or causing any more boundary changes beyond those called for in this Agreement and the possible relocation to the north of Runway 27R (paragraph 7.i. herein). The City will continue to support a permanent Government presence at its established military reservation (as modified as a result of this Agreement) at O'Hare. The land to be conveyed or leased under this Agreement is identified in paragraph 2 below and on the map attached as an Exhibit hereto. The Replacement Facilities (hereinafter defined) are identified in paragraph 3. The land exchange and City payment for design and construction of Replacement Facilities will take place in two (2) phases, as described herein.

1. Authority

The Government is entering into this Agreement pursuant to the authority contained in Title 10, United States Code, Section 2233, and the National Defense Authorization Act, 1989, Section 2603. The City is entering into this Agreement pursuant to its Home Rule authority. Both parties warrant that they are authorized to act in the capacities and for the purposes represented.

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*Dick*

*File*



DEPARTMENT OF THE AIR FORCE  
WASHINGTON DC 20330-1000

OFFICE OF THE ASSISTANT SECRETARY

NOV 7 1991

The Honorable Richard M. Daley  
Mayor of the City of Chicago  
City Hall  
121 North LaSalle Street  
Chicago, Illinois 60602

Dear Mayor Daley:

Thank you for your letter of August 14, 1991, in which you stated that the City of Chicago does not expect the Department of the Air Force to fund any proposed relocation of Air Force activities from the O'Hare Air Reserve Forces Facility (ARFF) or construction of replacement facilities at a new location.

You also have asked for our thoughts as to how the City should proceed with its proposal. First, our participation in discussions with the City about the possibility of a relocation should not be interpreted as acquiescence or agreement in principle to such a proposal. The Air Force strongly prefers not to relocate from O'Hare. Instead, we wish to continue our operations there undisturbed in accordance with terms of the land exchange agreement signed by the City on July 14, 1989, which included a commitment by the City that its long-range plans did not involve acquiring any more land or changes in boundaries, and that the City would continue to support a permanent Government presence at its established military reservation at O'Hare. As I stated in my letter of July 18, 1991, the Air Force relied on these commitments in its planning at O'Hare, including construction of costly new facilities.

Recent Federal legislation governs virtually all base closures and realignments until 1996. On November 5, 1990, Congress enacted the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510, 10 USC 2687 note). Section 2909 of the Act, "Restriction On Other Base Closure Authority," states that the Act "...shall be the exclusive authority..." for selecting or carrying out any closure or realignment of a military installation within the United States through December 31, 1995, with the exception of a category of very small installations not applicable to the O'Hare ARFF. This legislation also established the Defense Base Closure and Realignment Commission, and directed that it shall meet only during calendar years 1991, 1993 and 1995. As you know, the Commission has completed its deliberations for 1991.

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The Act also establishes specific procedures to be followed by the Secretary of Defense in developing closure and realignment recommendations to make to the Commission. Published criteria must be applied to force structure plans, which must be included with budget submissions for fiscal Years 1992, 1994 and 1996. By no later than April 15, 1993 and 1995, the Secretary may publish in the Federal Register and transmit to the Commission and congressional defense committees a list of installations recommended for closure or realignment. The Military Departments expect to be asked to submit proposed recommendations for the Secretary's consideration in formulating the final recommendations which will be forwarded to the Commission.

To ensure concerns of nearby communities are fully considered, Congress included the following provision in the Act:

Sec. 2924. Community Preference Consideration In Closure And Realignment of Military Installations.

In any process of selecting any military installation inside the United States for closure or realignment, the Secretary of Defense shall take such steps as are necessary to assure that special consideration and emphasis is given to any official statement from a unit of general local government adjacent to or within a military installation requesting the closure or realignment of such installation.

In light of this, should the City decide to pursue a relocation of the ARFF away from O'Hare, it would be my suggestion that a formal written proposal be prepared for consideration by the Air Force and the Office of the Secretary of Defense for possible inclusion with the recommendations to be submitted by the Secretary of Defense to the Commission in 1993 or 1995. Since Section 2924 seems clearly to provide for special consideration to be given to the views of what are known as the "collar communities" adjacent to O'Hare, any ARFF relocation proposal by the City should be coordinated with them to assure that their views are included in the proposal as well.

Any relocation proposal would have to meet the following minimum conditions to be acceptable to the Air Force. First, the relocation must be without cost to the Air Force, including moving costs. In addition, the total costs of long-term operations must not exceed the projected costs of continued operations at O'Hare. Of course, the relocation proposal must be acceptable to the receiving location. There also must be a recruiting base of eligible Guard and Reserve personnel available in the vicinity of the receiving location, which is acceptable to the Air Force

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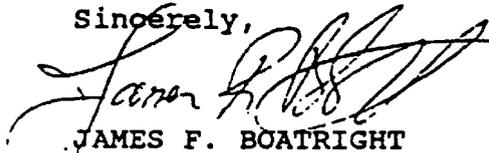
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Reserve and the Illinois Air National Guard and sufficient for their needs. Finally, the facilities at the receiving location, including runways, navigational aids and related support, must be sufficient to handle operational mission requirements of the Reserve and Air National Guard units concerned.

The Air Force will cooperate with you as you develop your proposal and will designate appropriate officials of the Air Force Reserve and Illinois Air National Guard to work with you and your staff for that purpose, particularly regarding the issues of adequacy of the recruiting base and the capability to support operational missions at any proposed receiving location.

If you should decide to go forward with a relocation proposal, I would appreciate being advised of the names of the appropriate people with the City who will be involved. Please let me know if there is any further information I can provide.

Sincerely,



JAMES F. BOATRIGHT  
Deputy Assistant Secretary of the Air Force  
(Installations)

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DEPARTMENT OF THE AIR FORCE  
WASHINGTON DC



OFFICE OF THE ASSISTANT SECRETARY

5 OCT 1992

Ms. Kitty Freidheim  
Deputy Commissioner of Aviation  
City of Chicago  
20 N. Clark Street, Suite 2400  
Chicago, IL 60602

Dear Ms. Freidheim:

During the meeting on September 17, 1992, with you and representatives from Rockford, IL, Mr. Ford, Executive Director, Greater Rockford Airport Authority, ask us to help you define what would constitute a comprehensive and attractive proposal to relocate the Air National Guard and the Air Force Reserve activities from O'Hare IAP to Rockford. I responded by telling you that we would do our best to answer your questions and help you with your definitions, however, I stated that we would give serious consideration to any responsible proposal submitted pursuant to the Defense Base Closure and Realignment Act of 1990 (P.L. 101-510). The purpose of this letter is to recap key points which were discussed.

An attractive proposal would meet all of our operational requirements, would be at no cost to the Air Force, and would compare favorably with the current day-to-day operating costs at O'Hare. Some of the key points are as follows:

- Runway length should be 10,000 feet based on what is required for the present KC-135E aircraft.
- There should be ramp space to provide one parking space for each of the presently assigned aircraft.
- Required Hydrant refueling capability.
- Facility replacement costs should be based on replacing all facilities (at present square footage) that exist at O'Hare.
- Personnel and Equipment moving costs should include:
  - Equipment moving/hook-up costs.
  - Communications relocation costs to include additional communications required to provide dual operations during the moving phase.
  - Operational costs to keep the military mission intact during the move.
  - Personnel relocation costs to include all applicable government/military entitlements.

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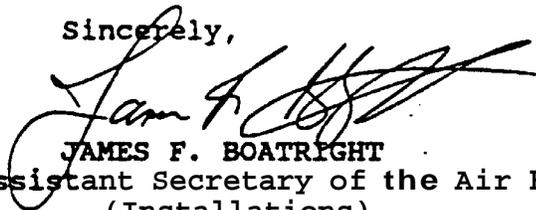
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- Temporary storage costs if required.
- Personnel Travel Costs.
- Proposed Implementation Plan to include phasing that would keep units operational at all times during the move.
- Proposed Land conveyance at new site.
- Operational Comparisons.
  - BOS costs.
  - Airport Joint Use Agreement Costs.
  - Fire/Crash/Rescue Agreement Costs.
  - utility Costs.
  - Navigational Aids.
  - Airspace/Air Operations.
- Proposed Airport Master Plan.
- Community Coordination/Reactions (from both losing and gaining communities).
- Commitment to fund an Environmental Impact Statement (EIS).
- Commitment to provide documentation that the new site at Greater Rockford Airport is environmentally clean.

As we discussed, any proposal should be submitted by mid November in order to get full and complete consideration in the 1993 Base Closure/Realignment process. I trust this recap will be helpful. Should you have any questions please call my representative for Reserve Affairs, Col Joseph Feather, 703-697-4391. A similar letter has been sent to Mr. Fredrick C. Ford, Executive Director Greater Rockford Airport Authority.

Sincerely,



**JAMES F. BOATRIGHT**  
Deputy Assistant Secretary of the Air Force  
(Installations)

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OFFICE OF THE MAYOR  
CITY OF CHICAGO

RICHARD M. DALEY  
MAYOR

August 14, 1991

Mr. James F. Boatright  
Deputy Assistant Secretary for Installations  
Department of the Air Force  
The Pentagon  
Room 4C 940  
Washington, D.C. 20301-1000

Dear Mr. Boatright:

Thank you for your letter of July 18, 1991. I understand your concerns about the cost to the Air Force of a possible relocation of the O'Hare military facilities to Rockford or elsewhere. Of course, the City does not expect the Department of the Air Force to fund the proposed relocation from O'Hare or the construction of replacement facilities at a new location.

Now that this matter has been clarified, please give us your thoughts as to how you deem it best to proceed further on these issues. I look forward to fruitful discussions.

Sincerely,

Mayor

cc: Secretary of Defense Dick Cheney  
Congressman Dan Rostenkowski

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## TAB 17

**DETACHMENT 29, AIR FORCE FUELS CENTER**

**Recommendation:** Detachment 29, Air Force Fuels Division, should remain collocated with the Defense Fuels Supply Center, whether it remains in the National Capital Region (NCR) or is transferred outside it.

**Justification:** The Defense Fuel Supply Center (DFSC), a unit of the Defense Logistics Agency, has been proposed in a study by the Office of the Secretary of Defense for analysis for possible transfer outside the NCR. Detachment 29 is the Air Force liaison group with the DFSC. The study concluded it should remain collocated with DFSC should it be moved, and the Air Force concurs. DFSC and Detachment 29 are currently scheduled to move to Fort Belvoir, Virginia, under the 1988 Base Closure Commission Report. Should the 1993 Commission modify that recommendation, the Air Force would have no objection.

TAB 18  
GLOSSARY OF TERMS

ABV --- Above  
ACBT -- Air Combat Training  
ACM --- Asbestos Containing Materials  
ACMI --- Air Combat Maneuvering Instrumentation  
ACT -- ~~Air~~ Combat Tactics  
AEROMED --- Aero Medical  
**AFB** --- Air Force Base  
AFRES --- ~~Air~~ Force Reserve  
ANG --- ~~Air~~ National Guard  
ANGB -- ~~Air~~ National Guard **Base**  
ANGS -- ~~Air~~ National Guard Station  
APZ --- Accident **Potential Zone**  
ARB --- Air Reserve Base  
**ARC** -- Air ~~Reserve~~ Component  
ATC -- Air Traffic Control  
AVAIL -- Available  
AVG --- Average  
BCEG --- **Base** Closure Executive Group  
BLDGS -- Buildings  
CAP --- Capacity  
CAT -- Category  
COND--Condition  
CONT & **MOB** -- Contingency and Mobilization  
CONV --- Conventional  
**CRIT** --- **Criteria**  
DOD --- Department of Defense  
DZ --- Drop Zone  
**EAE** --- **Existing** Airspace Encroachment  
EC -- Electronic Combat  
**ECE** --- Existing Community Encroachment  
ENVIRONS AIRSPACE -- Airspace **Encroachment**  
EQUIP -- Equipment  
FAC -- **Facilities**  
FAE -- Future Airspace **Encroachment**  
FCE -- Future Community Encroachment  
GEO --- Geographic  
**ICP** -- Inventory Control Point  
INFRA -- Infrastructure

IRP -- Installation Restoration Program  
LOWAT --- Low Altitude  
LVL --- Level  
LZ -- Landing Zone  
MFH --- ~~Military~~ Family Housing  
MILCON --- Military Construction  
MOA -- Military Operating Area  
MOG -- Maximum on Ground  
MSN --- Mission  
MULT -- Multiple  
N/A -- Not Applicable  
NEW -- Net Explosive Weight  
NM -- Nautical Miles  
OMB -- Office of Management and Budget  
OPS -- operations  
OVRL -- Overall  
PER -- Personnel  
PLT -- Pilot  
POL --- Petro, Oils and Lubricants  
POP -- Population  
RA --- Restricted Area  
RCVR -- Receiver  
RG --- Range  
SAT --- Surface Attack Tactics  
SR -- Slow Route  
START --- Strategic Arms Reduction Treaty  
STRC -- Strategic Training Center  
SUA -- Special Use Airspace  
T&E -- Test and Evaluation  
TGT --- Target  
TRANS -- Transportation  
TRNG -- Training  
UTIL -- Utility  
VR/IR -- Visual Route/Instrument Route  
W/O -- Without  
WX --- Weather