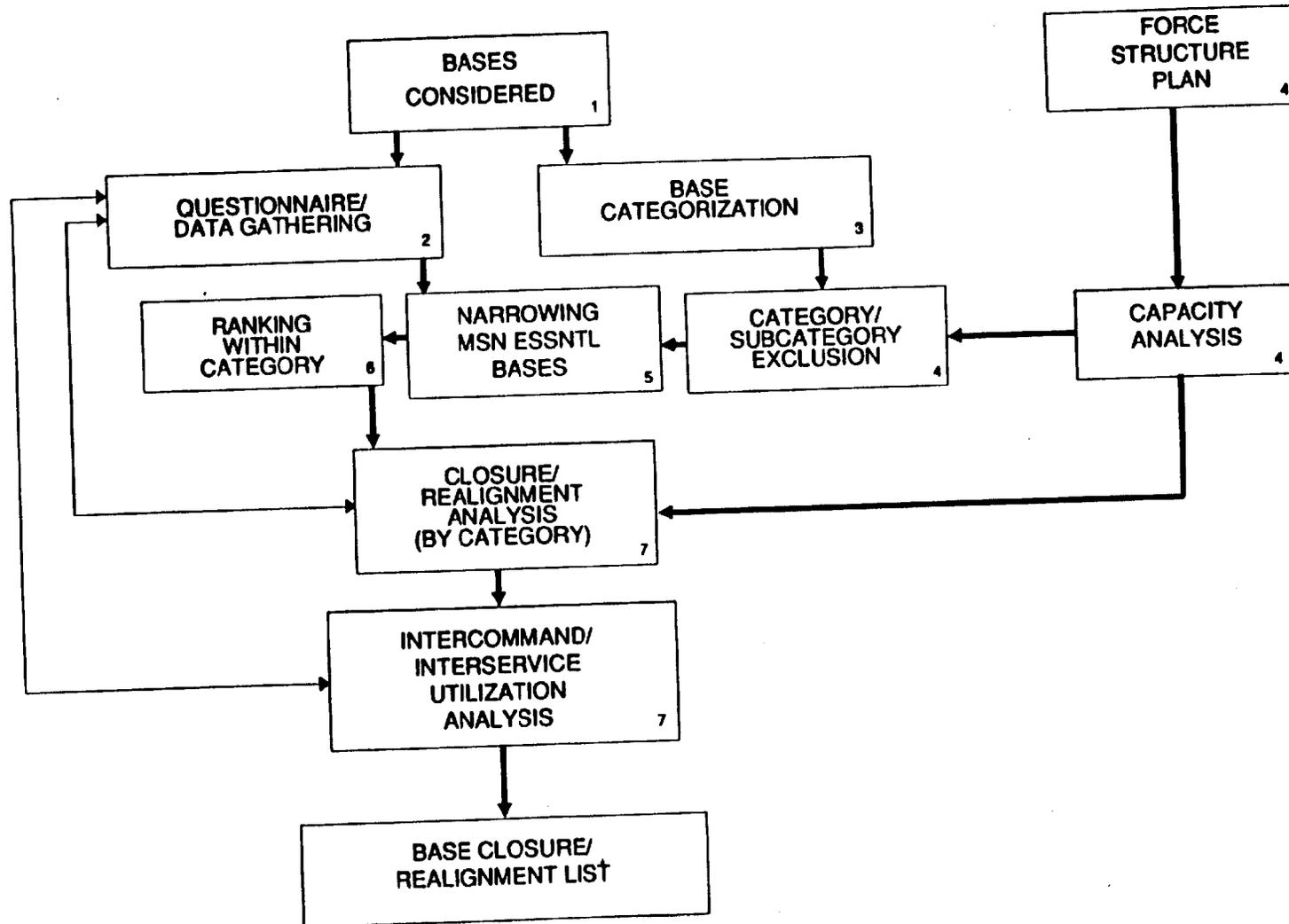


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**TAB 4 ATCH 1
AIR FORCE PROCESS**



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TAB 4 Atch 2 Category Descriptions

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

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

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

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

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

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

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Bases in the Flying Category are:

Strategic Subcategory

Andersen AFB, Guam
Barksdale AFB, Louisiana
Beale AFB, California
Carswell AFB, Texas
Castle AFB, California
Dyess AFB, Texas
Eaker AFB, Arkansas
Ellsworth AFB, South Dakota
Fairchild AFB, Washington
Grand Forks AFB, North Dakota
Griffiss AFB, New York
Grissom AFB, Indiana
Loring AFB, Maine
Malmstrom AFB, Montana
March AFB, California
McConnell AFB, Kansas
Minot AFB, North Dakota
Offutt AFB, Nebraska
Plattsburgh AFB, New York
KI Sawyer AFB, Michigan
FE Warren AFB, Wyoming
Whiteman AFB, Missouri
Wurtsmith AFB, Michigan

Training Subcategory

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

Tactical Subcategory

Bergstrom AFB, Texas
Cannon AFB, New Mexico
Davis-Monthan AFB, Arizona
Eielson AFB, Alaska
Elmendorf AFB, Alaska
England AFB, Louisiana
Holloman AFB, New Mexico
Homestead AFB, Florida
Langley AFB, Virginia
Luke AFB, Arizona
MacDill AFB, Florida
Moody AFB, Georgia
Mt Home AFB, Idaho
Myrtle Beach AFB, South Carolina
Nellis AFB, Nevada
Seymour Johnson AFB, North Carolina
Shaw AFB, South Carolina
Tyndall AFB, Florida

Other Subcategory

Hurlburt AFB, Florida

Mobility Subcategory

Altus AFB, Oklahoma
Andrews AFB, Maryland
Charleston AFB, South Carolina
Dover AFB, Delaware
Hickam AFB, Hawaii
Little Rock AFB, Arkansas
McChord AFB, Washington
McGuire AFB, New Jersey
Pope AFB, North Carolina
Travis AFB, California

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

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

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

Air National Guard

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

Air Force Reserve

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

* Air Reserve host with ANG Tenant

** ANG host with Air Reserve Tenant

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TAB 4 Atch 3

Category/Subcategory Exclusions

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

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

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

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

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

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

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

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TAB 4 Atch 4 Geographically Key/Mission Essential

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

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

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

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

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

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

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

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

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

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

Patrick AFB, Florida: Critical support to Cape Canaveral (the USAF's sole equatorial orbit 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

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

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

These bases continued to be considered as potential receiving bases.

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TAB 4 Atch 5 Other Category

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

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

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OTHER CATEGORY

DESCRIPTION OF CATEGORY

OTHER

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

Installations in this category are:

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

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**OTHER CATEGORY
CRITERIA**

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

CLOSURE RATING (G,Y,R)

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

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

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

GREEN = Yes
RED = No

GREEN = Yes
RED = No

GREEN = Yes
RED = No

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

OPERATIONAL EFFECTIVENESS

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

GREEN = Yes

RED = No

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

GREEN ≤ 15 min

RED > 15 min

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

	WEATHER ABOVE MINIMUMS	OTHER FORCE STRUCTURE
BATTLE CREEK	N/A	N/A
PETERSON	G	N/A
RANDOLPH	Y	N/A
SCOTT	G	N/A

GREEN ≥ 85%

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

YELLOW ≥ 76% ≤ 84%

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

RED ≤ 75%

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

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CRITERIA

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

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

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

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

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

MOAs and Restricted Airspace

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

Auxiliary Airfields

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

Low Level Routes

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

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Criteria II (Cont)

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

MOAs and Restricted Airspace

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

Auxiliary Airfields

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

Low Level Routes

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

3. Facilities capacity:

Base

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

Housing

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

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Criteria II (Cont)

4. Facilities condition:

Base

A. Condition:

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

B. Cost:

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

Housing

A. Condition:

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

B. Cost:

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

5A. Existing local/regional community encroachment

Accident potential zones

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

Noise zones

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

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Criteria II (Cont)

Environs airspace

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

5B. Future local/regional community encroachment

Accident potential zones

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

Noise zones

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

Environs airspace

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

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

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

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

UNIQUE FACILITIES

(Crit 1)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

N/A
G
G
G

GREEN - Yes, unique facilities exist

RED - No unique facilities exist

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OTHER CATEGORY CRITERIA

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

2. Existing Associated Airspace Encroachment (special use airspace)

2.A Existing Local/Regional Community Encroachment

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

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

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

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

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

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

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

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

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

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

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OTHER CATEGORY CRITERIA

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

2. Associated Airspace Encroachment (special use airspace)

2.B Future Local/Regional Community Encroachment

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

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

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

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

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

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

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

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

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

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

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

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

Capacity/Condition

GREEN ≥ or = to the mean
 YELLOW ≥ or = to -1 standard deviation and ≤ the mean
 RED ≤ -1 standard deviation

Cost

GREEN ≤ or = to the mean
 YELLOW ≥ the mean and ≤ or = to +1 standard deviation
 RED ≥ +1 standard deviation

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CRITERIA FOR OTHER CATEGORY

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

5.A Existing Local/Regional Community Encroachment

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

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

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

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

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

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

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

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

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

RED - Airspace encroachment is high and requires substantial operational adjustment

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OTHER CATEGORY CRITERIA

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

5.B Future Local/Regional Community Encroachment

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

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

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

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

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

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

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

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

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

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

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

RUNWAY STATUS

(Crit 6)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

N/A
G
G
G

GREEN - Single runway with emerg landing
airfield within 15 min

RED - Anything less

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

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

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

1. Contingency and Mobilization

- | | |
|--|--|
| A. What is the C-141 MOG | GREEN - 5 or more
YELLOW - 3 to 4
RED - less than 3 |
| B. Does the base have a fuel hydrant system | GREEN - Yes, fully operational
YELLOW - Yes, operational, but needs repairs
RED - No or Inoperative |
| C. What is the munitions storage capacity | GREEN - 30% or more excess N.E.W. capacity over current requirement
YELLOW - 10 to 29% excess capacity
RED - < 10% excess capacity |
| D. Does the base have a HOT CARGO area | GREEN - Yes
RED - No |
| E. What is the capacity of the parking apron | GREEN ≥ 30% excess capacity
YELLOW = 10% to 30% excess capacity
RED < 10% excess capacity |
| F. Geographic location | |
| Is the base located within 150 NM of: | |
| (1) A major Army or Marine installation | GREEN - Yes
RED - No |
| (2) Rail access | GREEN - Yes
RED - No |
| (3) A port facility | GREEN - Yes
RED - No |

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

2. Future force requirements

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

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

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

1. Contingency and Mobilization

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

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

Fuel Hydrant - GREEN = Yes, RED = No

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

Hot Cargo - GREEN = Yes, RED = No

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

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

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

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

2. FUTURE FORCE REQUIREMENTS:

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

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

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

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CRITERIA

III

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

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IV. THE COST AND MANPOWER IMPLICATIONS

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

V. THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS.

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

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IV COST AND MANPOWER IMPLICATIONS

	ONE TIME CLOSURE COSTS		20 YEAR			
	(TY\$M)	(CY\$M)	NPV (\$M)	STEADY STATE	MANPOWER	
				NET SAVINGS	REDUCTIONS	
BATTLE CREEK	17.2	15.5	(20)	(.9)	0	
PETERSON	267.7	239.2	(187)	3.7	174	
RANDOLPH	270.2	243.3	(72)	19.7	935	
SCOTT	326.3	292.0	39	35.7	1421	

V RETURN ON INVESTMENT

	YEARS TO PAYBACK
Recurring Cost	
BEYOND	20
BEYOND	20
BEYOND	20

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VI. THE ECONOMIC IMPACT ON COMMUNITIES.

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

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VI. THE ECONOMIC IMPACT ON COMMUNITIES.

5. INSTALLATION RESTORATION PROGRAMS (IRP)

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

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

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

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

**BATTLE CREEK
PETERSON
RANDOLPH
SCOTT**

**R
G
Y
G**

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

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

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

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
G
G
G

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

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

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

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
G
Y
G

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

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

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

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
G
G
Y

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

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

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

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OTHER CATEGORY CRITERIA

VI. ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

**BATTLE CREEK
PETERSON
RANDOLPH
SCOTT**

**R
R
G
R**

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

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ECONOMICS OTHER CATEGORY CRITERIA

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

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

CLOSURE RATING (G,Y,R)

1. Community Infrastructure

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

2. Education

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

3. Medical Treatment Facilities (MTF)

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

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

COMMUNITY INFRASTRUCTURE

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

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

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

EDUCATION

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

GREEN ≥ 25 to 1
YELLOW 26 - 30 to 1
RED - > 30 to 1

GREEN ≥ 60
YELLOW ≥ 40 ≤ 60
RED < 40

GREEN GRAD ≤ 25NM
YELLOW COLL ≤ 25NM
RED - NONE ≤ 25NM

MEDICAL TREATMENT FACILITIES

BATTLE CREEK	G
PETERSON	G
RANDOLPH	G
SCOTT	G

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

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CRITERIA VII

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

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VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

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

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

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

 - B. Radon
GREEN - Radon not present or detected ≤ 4 pic/l
YELLOW - Radon present; detection ≥ 4 pic/l & ≤ 20 pic/l
RED - Radon present; detection ≥ 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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VIII. THE ENVIRONMENTAL IMPACT. (Assessment of existing conditions for decision making)

4. BIOLOGICAL

- A. Habitat
GREEN - Resources not present
YELLOW - Resources present which do not currently constrain construction/operations
RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation
- B. Threatened and Endangered Species (T&E) G/Y/R (same as habitat)
- C. Wetlands G/Y/R (same as habitat)

5. CULTURAL

- GREEN - No existing resources
YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete
RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations

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VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

6. GEOLOGY AND SOILS

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

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

AIR QUALITY (crit. 1)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

Y
Y
G
Y

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

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

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

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OTHER CATEGORY CRITERIA

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

WATER (crit. 2)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
R
Y

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

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

R
R
R
Y

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

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

RED - > 25% facilities containing ACM

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
Y
G
G

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

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

RED - Radon present; detection > 20 pic/l

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

SOLID WASTE (crit. 3c)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

Y
G
Y
G

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

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OTHER CATEGORY CRITERIA

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

BIOLOGICAL

	HABITAT (crit. 4a)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
BATTLE CREEK	G	G	G
PETERSON	G	G	G
RANDOLPH	G	G	Y
SCOTT	G	G	Y

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

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

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

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OTHER CATEGORY CRITERIA

VIII. THE ENVIRONMENTAL IMPACT

(Assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

BATTLE CREEK	G
PETERSON	Y
RANDOLPH	Y
SCOTT	Y

GREEN - No existing resources.

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

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

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OTHER CATEGORY CRITERIA

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

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
Y
Y

GREEN - No prime and unique farmlands exist.
YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations.
RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations.

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OTHER CATEGORY CRITERIA

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

GEOLOGY AND SOILS

MINERAL/ENERGY RESOURCES (crit. 6b)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
G
Y
G

GREEN - No known resources.

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

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

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OTHER CATEGORY CRITERIA

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

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BATTLE CREEK
PETERSON
RANDOLPH
SCOTT

G
Y
Y
Y

GREEN - No soil contaminants present.
YELLOW - Soil contaminants present which do not currently constrain construction/operations.
RED - Soil contaminants present which constrain current construction/operations.

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ENVIRONMENTAL OTHER CATEGORY CRITERIA

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

AQ - Air Quality

As - Asbestos

CH - Critical
Habitat

CUL - Cultural

M/E - Mineral/Energy

P&U - Prime and Unique
Farmlands

Ra - Radon

SL - Soil

SW - Solid Waste

T&E - Threatened and
Endangered Species

W - Wetlands

Wa - Water

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SUMMARY OF OTHER BASES

Priority on Military Value with emphasis on Readiness & Training

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

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