

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

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

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 ≤ 30 min
YELLOW > 30 ≤ 60 min
RED > 60 min

Divert airfield(if single rwy):
GREEN ≤ 30 min
RED > 30 min

Weather impact on mission at base:
GREEN - Above 3000/1 ≥ 90% and above 3000/3 ≥ 75%
YELLOW - Above 3000/1 < 90% ≥ 75% and above
3000/3 < 75% ≥ 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 ≤ 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)**

	WEATHER IMPACT	WX PLAN	AIR TRAFFIC DELAY
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

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)

	RUNWAYS ADEQUATE TO SUPPORT MISSION	OVERALL (Geo Loc Spt Msn)
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

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)**

	LOWAT MOA	DISTANCE TO BOMBING RNG	LOW ALTITUDE SCORED ROUTE	DISTANCE TO THE STRC
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

GREEN ≤ 400NM	GREEN ≤ 400NM	GREEN ≤ 500NM	GREEN ≤ 600NM
YELLOW > 400 ≤ 600NM	YELLOW > 400 ≤ 800NM	YELLOW > 500 ≤ 1000NM	YELLOW > 600 ≤ 1200NM
RED > 600NM	RED > 800NM	RED > 1000NM	RED > 1200NM

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 - ≤ 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

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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

EXISTING ASSOCIATED AIRSPACE AVAILABILITY (crit.3A)

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
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)

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
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

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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

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

	Primary Force	Other Force	TANKER MSN	Loc Spt Msn	Wartime	Peacetime	PAVEMT SUP	Tanker	OVERALL
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-	

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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

	ON MISSION	REQUIRE TDY
ALTUS	G	G
CHARLESTON	G	G
DOVER	G	G
LITTLE ROCK	G	G
McCHORD	Y	G
McGUIRE	Y	G
TRAVIS	G	G

GREEN - Above 300/1 ≥ 90%, above 3000/3 ≥ 75%

YELLOW - Above 300/1 < 90% ≥ 75%, above 3000/3 < 75% ≥ 50%

RED - Anything else

GREEN - Not extensive

YELLOW - N/A

RED - Extensive

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)

	DZ/LZs	USA/USMC INSTAL'S w/ AIRDROP REQ	FULL SCALE AIRDROP AVAIL
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

GREEN ≤ 200NM	GREEN ≤ 500NM	GREEN ≤ 500NM
YELLOW > 200NM ≤ 500NM	YELLOW > 500NM ≤ 750NM	YELLOW > 500NM ≤ 750NM
RED > 500NM	RED > 750NM	RED > 750NM

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)**

	NUMBER OF VR/IR/SR ROUTES	AIR REFUELING ROUTES	OVERALL
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 ≥ 3 w/in 200NM
YELLOW <3 w/in 200NM ≥ 3 w/i 250NM
RED ≤ 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 ¹ 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	4,158 33 Yes	5,166 14 Yes	2,505 24 Yes	4,100 29 Yes	4,562 ² 84 Yes	6,084 27 Yes	3,200 30 Yes	2,450 18 No	5,500 20 Yes	3,948 23 Yes	9,934 64 Yes
Access	G	G	G	G	G	G	G	G	R	R	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

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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

Usage:

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

Usage:

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

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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

AGMB 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

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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

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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

UNIQUE FACILITIES

IS	G
OSDALE	G
DE	G
WRESTON	G
BER	G
WIS	R
WORTH	G
CHILD	G
AND FORKS	R
FISS	G
LAWYER	R
LE ROCK	G
MSTROM	G
CH	G
HORD	G
CONNELL	R
UIRE	G
ST	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
ARIZONA	G	R	G	R	Y
ASHTON	G	G	G	G	G
ATLANTA	G	G	G	G	G
AUSTIN	G	R	G	G	G
AVON	Y	G	Y	G	R
BALTIMORE	G	G	G	Y	G
BALTIMORE	Y	G	G	G	Y
BALTIMORE	G	G	G	G	Y
BALTIMORE	Y	G	R	G	Y
BALTIMORE	G	G	Y	Y	G
BALTIMORE	G	R	Y	Y	G
BALTIMORE	Y	G	G	Y	G
BALTIMORE	G	Y	G	G	Y
BALTIMORE	G	G	G	G	R
BALTIMORE	R	G	G	G	G
BALTIMORE	G	R	Y	G	Y
BALTIMORE	Y	Y	G	Y	G

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

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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 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
WORLD	Y	Y	Y	Y
WANNELL	G	G	G	G
WIRE	G	Y	Y	Y
T	G	G	G	G
WESBURGH	Y	Y	Y	Y
WIS	G	G	G	G
WEMAN	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

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 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	G
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
ISTROM	G	G	G	G
H	Y	G	G	Y
ORD	Y	Y	Y	Y
NNELL	G	G	G	G
IRE	G	Y	Y	Y
F	G	G	G	G
SBURGH	Y	Y	Y	Y
IS	G	G	G	G
EMAN	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

UNCLASSIFIED

FLYING CATEGORY - OPERATIONS SUBCATEGORY - LARGE AIRCRAFT

AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND
 PENTIAL 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

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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 Local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
IS	G	G	G
WINDSDALE	Y	Y	G
DE	G	G	G
WHELESTON	R	Y	G
DEER	G	G	Y
DESS	Y	Y	G
WORTH	R	Y	Y
CHILD	G	G	G
DEWID FORKS	G	G	Y
DEWISS	G	G	G
DEWE ROCK	G	G	G
DEWYER	G	G	G
DEWASTROM	G	G	G
DEWH	G	G	R
DEWORLD	R	R	R
DEWNNELL	R	R	Y
DEWJIRE	G	G	R
DEWT	G	G	G
DEWTSBURGH	G	G	G
DEWIS	G	Y	Y
DEWEMAN	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
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 1.1 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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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)

	ARMY/MARINE INSTALLATION	RAIL	PORT	OVERALL
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

	EXCESS APRON CAPACITY	UTILITY INFRASTRUCTURE CAPACITY
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)**

	FIGHTER	BOMBER	TANKER	AIRLIFT	MOBILITY	PLT TRNG	OVERALL
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
KSDALE	G
E	G
RLESTON	G
ER	G
IS	G
WORTH	G
CHILD	G
ND FORKS	G
FISS	G
AWYER	G
E ROCK	G
MSTROM	G
CH	Y
IORD	Y
NNELL	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.

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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
(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)

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)

	AFFORDABLE	ACCEPTABLE (Family & Bachelor)	AVAILABLE	OVERALL
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

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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
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

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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)**

	Swimming Pool	Movie Theater	Public Golf Course	Bowling Lane	Boating	Fishing
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
ONNELL	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

	SHOPPING FACILITIES (mall or similar)(crit.1D)	DISTANCE to METROPOLITAN Center (pop ≥ 100,000)(crit.1E)
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
MSTBURGH	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

	Pupil to Teacher (crit.A)	EDUCATION (crit.2) High School Programs (english/math/f.language)(crit.2B)	High School Honors Program (crit.2C)
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%

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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)			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
ITSBURGH	G	Y
VIS	G	Y
TEMAN	R	R

GREEN > 75%

YELLOW - 50% to 75%

RED < 50%

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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 MEDICAL CARE (crit.4)

	AVAIL COMMUNITY PHYSICIANS (crit.4A)	AVAIL COMMUNITY HOSPITAL BEDS (crit.4B)
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
JNNELL	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

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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)

	WATER (crit. 2)
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)

	HABITAT (crit.4a)	BIOLOGICAL THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
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
TEMAN	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
RLESTON	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
T	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
CONNELL	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+
PITTSBURGH	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
HEMAN	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

OFFICER	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-
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+
FTSBURGH	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
PLESTON	G-	Y+	G-	235/184	6	G	G-	Y+
ER	G-	Y+	Y	402/74	12	G	G-	Y
FISS	G-	Y+	G	416/222	8	G-	G-	Y
UIRE	G-	Y+	G-	300/485	3	G	Y+	Y
MTSBURGH	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
LE	G	G-	G	226/316	4	G-	Y+	Y
CHILD	G-	G-	Y+	380/37	14	Y	G-	Y+
MSTROM	G-	G-	Y	543/(100)	32	G	G-	Y+
CH	G-	Y+	G-	257/209	6	Y-	Y	Y
HORD	G-	Y-	Y+	453/82	12	Y	Y	Y
VIS	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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