

UNCLASSIFIED
AIR RESERVE COMPONENT CATEGORY
AIR FORCE RESERVE SUBCATEGORY

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TAB 14

AIR RESERVE COMPONENT CATEGORY
AIR FORCE RESERVE INSTALLATIONS

Description of category/Results of Capacity Analysis

The Air Reserve Component (ARC) of the US Air Force consist of the Air Force Reserve and the Air National Guard. The Air Force Reserve (AFRES) has a federal mission and supplements USAF active duty missions with units assigned to USAF major commands. Federalized units are assigned to gaining USAF major commands.

Analysis of DoD Force Structure Plan does not reveal significant reduction in ARC force structure. However, realignment of ARC units onto active installations or onto other ARC installations could, potentially, be cost effective. Therefore the Air Force decided to continue examination of the ARC category for cost effective realignments to other bases. When considering units for realignments, the demographics of the new locations for ARC units were considered in supporting unit recruiting needs. The Air Force considered all AFRES units exceeding the 300 DoD direct hire employee threshold as candidates for closure/realignment, as required by law

The following installations are being considered in this category:

Air Force Reserve

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

March 10, 1993 1510

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TAB 14

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH A

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (For Industrial/Support, Other, And ARC Categories.)

1. Force Structure

CLOSURE RATING (G,Y,R)

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

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

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

GREEN - No significant programmed reductions
YELLOW - Force structure is an integral part of the force structure plan - but has significant programmed reductions
RED - Force structure is being phased out in the force structure plan
NA - No other force structure

2.8 Operational Effectiveness - Generic flying operation support

A. Does the base have an active runway?

GREEN - Yes; RED - No

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If yes, complete 2B - 2F

B. Is there an alternate airfield within?

GREEN - 30 Minutes or less
YELLOW - 31 to 60 Minutes
RED - More than 60 Minutes

C. Potential for Airspace/Training area growth

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

D. Weather impact on mission:

GREEN - Above 300/1 \geq 90%, above 3000/5 \geq 70%
YELLOW - Above 300/1 $<$ 90% \geq 80%, above 3000/5 $<$ 50%
RED - Is anything else

E. Average monthly Air Traffic Delays

GREEN - 2 or less
YELLOW - 3 to 4
RED - 5 or more

F. Availability of adequate training areas/routes to support? (ARC Bases Only)

- 1. Fighter Mission**
- 2. Bomber Mission**
- 3. Tanker Mission**
- 4. Airlift Mission**

GREEN - Yes
YELLOW - Limitations exists
RED - No

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

2.8.F.1 Fighter Mission

- | | |
|---|--|
| a) Supersonic ACBT MOAs & Warning/Restricted areas? | GREEN \leq 150NM
YELLOW $>$ 150NM \leq 200NM
RED $>$ 200NM |
| b) Low alt MOAs for SAT & low alt intercept training? | GREEN \leq 100NM
YELLOW $>$ 100NM \leq 150NM
RED $>$ 150NM |
| c) Number of scorable range complexes/ target arrays (including tactical tgt/conv/strafe) | GREEN - 1 w/i 100NM or 6 w/i 250NM
YELLOW - 0 w/i 100NM or 4-5 w/i 250NM
RED - 3 or less w/i 250NM |
| d) EC range within 250NM | GREEN - Yes; RED - No |
| e) Ground Forces w/impact areas capable of tactical aircraft employment | GREEN \leq 100NM
YELLOW $>$ 100NM \leq 150NM
RED $>$ 150NM |
| f) ACMI | GREEN \leq 150NM
YELLOW $>$ 150NM \leq 200NM
RED $>$ 200NM |
| g) Full scale live drop availability | GREEN \leq 200NM
YELLOW $>$ 200NM \leq 250NM
RED $>$ 250NM |

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

- h) Number of VR/IR routes? GREEN - ≥ 10 w/i 100NM
YELLOW - ≥ 3 and ≤ 9 w/i 100NM
RED - < 3 w/i 100NM

2.8.F.2 Bomber Mission

- a) Low Altitude MOAs for attack and LOWAT training? GREEN ≤ 400 NM
YELLOW > 400 NM ≤ 600 NM
RED > 600 NM
- b) Distance to bombing range GREEN ≤ 400 NM
YELLOW > 400 NM ≤ 800 NM
RED > 800 NM
- c) Low Altitude Scored Route: GREEN ≤ 500 NM
YELLOW > 500 NM ≤ 1000 NM
RED > 1000 NM
- d) Distance to the STRC: GREEN ≤ 600 NM
YELLOW > 600 NM ≤ 1200 NM
RED > 1200 NM
- e) EC Range within: GREEN ≤ 400 NM
YELLOW - > 400 to ≤ 800 NM
RED > 800 NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

f) Live Drop availability

GREEN \leq 600NM
YELLOW $>$ 600 \leq 1200NM
RED $>$ 1200NM

g) Number of VR/IR routes

GREEN \geq 5 w/in 400NM
YELLOW $<$ 5 w/in 400NM and \geq 3 w/in 600NM
RED \leq 3 w/in 800NM

2.8.F.3 Tanker

a. WARTIME

Tanker Mission Capability:

GREEN - Total tanker offload \geq 70% of max fuel load
YELLOW - $<$ 70% \geq 50%
RED - $<$ 50%

b. PEACETIME

Distance to highly concentrated
RCVR area:

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

Tanker saturation within the region:

GREEN = tanker poor
YELLOW = balanced
RED = tanker rich

2.8.F.4 Airlift

a) Drop Zones/ LZs
(Formation/Live)

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

b) Army/Marine installations w/ airdrop employment requirements

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

c) Full scale airdrop availability

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

d) Number of VR/IR routes

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

e) Air refueling routes

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

3A. Existing Associated Airspace Availability and Encroachment (Special Use Airspace)

MOA/Bombing Ranges

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

Low Level Routes

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

3B. Future Associated Airspace Availability and Encroachment (Special Use Airspace)

MOA/Bombing Ranges

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

Low Level Routes

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

4. Can base runway and taxiway and apron support:

Fighter Mission
Bomber Mission
Tanker Mission
Airlift Mission

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

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**ARC CRITERIA I SUBELEMENTS
(ARC INSTALLATIONS ONLY)**

RI.2.T.3	Air Refueling Tracks available for scheduling	GREEN - Yes RED - No
RI.2.U.3	Air Refueling Tracks available for scheduling	GREEN - Yes RED - No
RI.2.W.1	Location of all regularly used ground training facilities	GREEN - On Base YELLOW - Within 1 hour travel time RED - Not within 1 hour travel
RI.2.W.2	Flying unit support for Aeromed/Aerial ports	GREEN - On base training available YELLOW - Available within 1 hour travel time RED - Not within 1 hour travel time

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

1. Force Structure

	A. Primary Force Structure	B. Other Force Structure
BERGSTROM	G	N/A
CARSWELL	G	N/A
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<u>GREATER PITTSBURGH</u>	<u>G</u>	<u>G</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	G	G
WESTOVER	G	G
YOUNGSTOWN	G	N/A

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

GREEN - No programmed reductions
 YELLOW - Force Structure is an integral part of the force structure plan - but has programmed reductions
 RED - Force Structure is being phased out in the in the force structure plan
 NA - No other Force Structure

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

A. Active runway

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN BILLY MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - Yes RED - No

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

B. Alternate airfield within?

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN BILLY MITCHELL	G
<u>GREATER PITTSBURGH</u>	G
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - 30 Minutes or less
YELLOW - 31 to 60 Minutes
RED - More than 60 Minutes

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

C. Potential for Airspace/Training

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	Y
GEN BILLY MITCHELL	Y
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	Y
YOUNGSTOWN	G

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

YELLOW - Status Quo

RED - Reductions possible

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

D. Weather impact on mission

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN BILLY MITCHELL	G
GREATER PITTSBURGH	Y
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	Y

GREEN - Above 300/1 \geq 90%, above 3000/5 \geq 70%
YELLOW - Above 300/1 $<$ 90% \geq 80%, above 3000/5 $<$ 50%
RED - Is anything else

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

E. Average monthly Air Traffic Delays

BERGSTROM	G
CARSWELL	G
CHICAGO	R
DOBBINS	R
GEN BILLY MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINNEAPOLIS-ST PAUL	G
NIAGARA FALLS	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - 2 or less

YELLOW - 3 to 4

RED - 5 or more

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8 Flying operational effectiveness - Generic flying operational support

F. Availability of adequate training/route to support?

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
BERGSTROM	Y	Y	G	G
CARSWELL	Y	G	G	G
CHICAGO	G	G	G	G
DOBBINS	Y	G	G	G
GEN BILLY MITCHELL	G	G	G	G
GREATER PITTSBURGH	Y	G	G	G
GRISSOM	Y	G	Y	G
MINNEAPOLIS-ST PAUL	Y	G	G	G
NIAGARA FALLS	Y	G	G	G
WESTOVER	Y	G	G	G
YOUNGSTOWN	R	G	G	G

GREEN - Yes
 YELLOW - Limitations exists
 RED - No

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)
ADEQUATE TRAINING AREAS

	SUPER MOA & WARN/REST	LOW ALT MOAs (SAT/LOWAT)
BERGSTROM	Y	G
CARSWELL	Y	Y
CHICAGO	G	G
DOBBINS	R	G
GEN BILLY MITCHELL	G	G
GREATER PITTSBURGH	G	G
GRISSOM	Y	G
MINNEAPOLIS-ST PAUL	Y	Y
NIAGARA FALLS	G	G
WESTOVER	G	G
YOUNGSTOWN	R	R

GREEN ≤ 150NM	GREEN ≤ 100NM
YELLOW > 150NM ≤ 200 NM	YELLOW > 100NM ≤ 150NM
RED > 200NM	RED > 150NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

**2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)
ADEQUATE TRAINING AREAS**

	NUMBER OF SCORABLE RANGE COMPLEXES	EC RANGE w/i 250NM	GRND FORCES W/IMPACT AREAS
BERGSTROM	R	R	G
CARSWELL	Y	R	G
CHICAGO	Y	G	Y
DOBBINS	Y	G	G
GEN BILLY MITCHELL	Y	G	Y
GREATER PITTSBURGH	Y	R	R
GRISSOM	G	R	R
MINNEAPOLIS-ST PAUL	Y	G	Y
NIAGARA FALLS	R	G	Y
WESTOVER	R	G	R
YOUNGSTOWN	R	R	R

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

GREEN - Yes

 RED - No

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.1 OPERATIONAL EFFECTIVENESS (Fighter Mission)
ADEQUATE TRAINING AREAS

	AMCI	FULL SCALE LIVE DROP	NUMBER OF VR/IR ROUTES
BERGSTROM	R	G	G
CARSWELL	R	G	G
CHICAGO	G	G	R
DOBBINS	R	Y	G
GEN BILLY MITCHELL	G	G	Y
GREATER PITTSBURGH	R	Y	Y
GRISSOM	R	G	Y
MINNEAPOLIS-ST PAUL	G	R	R
NIAGARA FALLS	R	G	R
WESTOVER	R	G	R
YOUNGSTOWN	R	R	Y

GREEN ≤ 150NM

YELLOW > 150 ≤ 200NM

RED > 200NM

GREEN ≤ 200NM

YELLOW > 200 ≤ 250NM

RED > 250NM

GREEN 10 w/i 100NM

YELLOW ≥ 3 and ≤ 9 w/i 100 NM

RED < 3 w/i 100NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.2 OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)

	LOWAT MOA	DISTANCE TO BOMBING RNG	LOW ALTITUDE SCORED ROUTE	DISTANCE TO THE STRC
BERGSTROM	G	G	G	Y
CARSWELL	G	G	G	Y
CHICAGO	G	G	G	Y
DOBBINS	G	G	R	Y
GEN BILLY MITCHELL	G	G	G	Y
GREATER PITTSBURGH	G	G	R	Y
GRISSOM	G	G	Y	Y
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	R	Y
WESTOVER	G	G	R	R
YOUNGSTOWN	G	G	Y	Y

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.2 OPERATIONAL EFFECTIVENESS (Long Range Bomber Mission)
ADEQUATE TRAINING AREAS

	EC RNG	LIVE DROP	VR/IR ROUTES
BERGSTROM	Y	G	G
CARSWELL	G	G	G
CHICAGO	G	G	G
DOBBINS	G	G	G
GEN BILLY MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PAUL	G	G	G
NIAGARA FALLS	G	G	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	G

GREEN ≤ 400NM	GREEN ≤ 600NM	GREEN ≥ 5 w/in 400NM
YELLOW >400 ≤ 800NM	YELLOW > 600 ≤ 1200NM	YELLOW < 5 w/in 400NM & > 3 w/in 600NM
RED > 800NM	RED >1200NM	RED ≤ 3 w/in 800NM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

**2.8.F.3a OPERATIONAL EFFECTIVENESS (TANKER Mission)
WARTIME**

This page is classified see classified appendices (tab 8).

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.3b OPERATIONAL EFFECTIVENESS (Tanker Mission)
PEACETIME

	DISTANCE TO RCVR AREA	TANKER SATURATION w/in the REGION
BERGSTROM	Y	G
CARSWELL	G	G
CHICAGO	G	Y
DOBBINS	G	G
GEN BILLY MITCHELL	G	Y
<u>GREATER PITTSBURGH</u>	<u>G</u>	<u>Y</u>
GRISSOM	G	Y
MINNEAPOLIS-ST PAUL	G	Y
NIAGARA FALLS	G	Y
WESTOVER	Y	R
YOUNGSTOWN	G	Y

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

GREEN = tanker poor
YELLOW = balanced
RED = tanker rich

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

**2.8.F.4 OPERATIONAL EFFECTIVENESS (Airlift Mission)
ADEQUATE TRAINING AREAS**

	DZ/LZ	USA/USMC INSTAL'S w/AIRDROP REQ	FULL SCALE AIRDROP AVAIL
BERGSTROM	G	G	G
CARSWELL	G	G	G
CHICAGO	G	G	G
DOBBINS	G	G	G
GEN BILLY MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PAUL	G	Y	G
NIAGARA FALLS	G	G	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	G

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

2.8.F.4 OPERATIONAL EFFECTIVENESS (Airlift Mission)
ADEQUATE TRAINING AREAS

	NUMBER OF VR/IR/SR ROUTES	AIR REFUELING ROUTES
BERGSTROM	G	G
CARSWELL	G	G
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
GREATER PITTSBURGH	G	Y
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	G	G
WESTOVER	G	G
YOUNGSTOWN	G	Y

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

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

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
BERGSTROM	G	G
CARSWELL	G	G
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<u>GREATER PITTSBURGH</u>	<u>G</u>	<u>G</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	Y	G
WESTOVER	G	G
YOUNGSTOWN	G	G

GREEN - fully adequate MOA/bombing ranges available

YELLOW - Generally adequate MOA/bombing ranges available, but improvements requires.

RED - Inadequate MOA/Bombing ranges available.

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

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

RED - Inadequate low level routes/capacity.

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I .THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

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

	MOA/BOMBING RANGES	LOW LEVEL ROUTES
BERGSTROM	G	G
CARSWELL	G	G
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<u>GREATER PITTSBURGH</u>	<u>G</u>	<u>G</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	Y	G
WESTOVER	G	G
YOUNGSTOWN	G	G

GREEN -Fully adequate MOA/hombing ranges expected to remain available.

YELLOW - Generally adequate MOA/hombing ranges expected to remain available.

RED - Inadequate MOA/hombing ranges not expected to be available.

GREEN- Fully adequate low level/ capacity expected to remain available.

YELLOW - Generally adequate low level/ capacity expected to remain available, improvements required.

RED - Inadequate adequate low level/ capacity expected to be available.

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

4. BASE RUNWAY/TAXIWAY/RAMP SUPPORT

	FIGHTER MISSION	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
BERGSTROM	G	R	R	R
CARSWELL	G	G	G	G
CHICAGO	G	G	G	G
DOBBINS	G	G	G	G
GEN BILLY MITCHELL	G	R	G	G
GREATER PITTSBURGH	G	R	G	G
GRISSOM	G	G	G	G
MINNEAPOLIS-ST PAUL	G	R	R	G
NIAGARA FALLS	G	R	G	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	R	R	R

GREEN - YES
RED - NO

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD's TOTAL FORCE (FOR INDUSTRIAL/SUPPORT, OTHER, AND ARC CATEGORIES)

R.I.2 AIR RESERVE COMPONENT UNIQUE SUBELEMENTS

	AIR REFUELING AVAILABLE (Current)	AIR REFUELING AVAILABLE (Future)	GND TRNG FACILITIES	AEROMED/ AERIAL PORT
BERGSTROM	G	G	R	N/A
CARSWELL	G	G	G	G
CHICAGO	G	G	R	G
DOBBINS	G	G	R	G
GEN BILLY MITCHELL	G	G	R	G
GREATER PITTSBURGH	G	G	R	R
GRISSOM	G	G	G	N/A
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	R	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	G	R	Y

GREEN - YES
 YELLOW - N/A
 RED - NO

GREEN - On base training
 YELLOW - Within 1hr travel
 RED -Not within 1hr travel

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH B

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

1. Are there unique facilities at the installation which must be replicated if the base is closed?

N/A to ARC installations

2. Facilities capacity:

Base:

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

Housing:

N/A to ARC installations

3. Facilities condition:

Base:

Building
Infrastructure

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

Housing:

N/A to ARC installations.

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

MOAs/Restricted Airspace:

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

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

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

Bomb Ranges/Drop Zones:

GREEN - Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

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

RED - Regional development severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

Low Level:

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

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

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

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

MOAs/Restricted Airspace:

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

Bomb Ranges/Drop Zones:

GREEN - Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large bases only)

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

RED - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground ranges (or Drop Zones -- large bases only)

Low Level:

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

4C. Existing local/regional community encroachment

Accident potential zones:

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

Noise zones:

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

Environs airspace (local flying area):

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

4D. Future local/regional community encroachment

Accident potential zones:

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

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

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

Noise zones:

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

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

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

Environs airspace (local flying area):

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

2. CAPACITY

3. CONDITION

BASE FACILITIES

	CAPACITY	BUILDING CONDITION	INFRASTRUCTURE CONDITION	BASE HOUSING
BERGSTROM	R	R	Y	N/A
CARSWELL	G	G	R	N/A
CHICAGO	G	G	G	N/A
DOBBINS	G	G	G	N/A
GEN MITCHELL	R	Y	G	N/A
GREATER PITTSBURGH	R	G	G	N/A
GRISSOM	G	R	R	N/A
MINNEAPOLIS-ST PL	G	Y	G	N/A
NIAGARA FALLS	G	Y	G	N/A
WESTOVER	G	G	G	N/A
YOUNGSTOWN	Y	G	G	N/A

GREEN \geq the mean

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

RED $<$ -1 standard deviation

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

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

	MOAs/RA	BOMB RG	LOW LEVEL
BERGSTROM	Y	G	G
CARSWELL	G	Y	Y
CHICAGO	G	G	G
DOBBINS	Y	Y	G
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	Y	Y	Y
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	G	G
NIAGARA FALLS	G	Y	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	G

GREEN - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace
 YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. Near term development of MOAs or Restricted Airspace may be limited.
 RED - Civil and commercial aviation dominates the development of and access to MOAs or Restricted Airspace.

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

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

AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

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

	MOAs/RA	BOMB RG	LOW LEVEL
BERGSTROM	Y	G	G
CARSWELL	Y	Y	Y
CHICAGO	G	G	G
DOBBINS	Y	Y	G
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	Y	Y	Y
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	G	G
NIAGARA FALLS	G	Y	G
WESTOVER	G	G	G
YOUNGSTOWN	G	G	G

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

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

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

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

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

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

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

4.C Existing local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BERGSTROM	Y	Y	R
CARSWELL	R	Y	Y
CHICAGO	G	G	G
DOBBINS	R	G	R
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	R	G
NIAGARA FALLS	G	G	G
WESTOVER	R	R	G
YOUNGSTOWN	G	G	G

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

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

RED - Off-base development incompatible with accident potential zones.

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

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

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

GREEN - Airspace is low and little or no adjustments made

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

RED - Airspace encroachment is high and requires substantial operational adjustment

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

4.D Future local/Regional Community Encroachment

	APZ	NOISE	ENVIRONS AIRSPACE
BERGSTROM	G	Y	R
CARSWELL	R	Y	Y
CHICAGO	G	G	G
DOBBINS	R	Y	R
GEN MITCHELL	G	G	G
GREATER PITTSBURGH	G	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PL	G	R	G
NIAGARA FALLS	G	G	G
WESTOVER	R	R	G
YOUNGSTOWN	G	G	G

GREEN - Future Off-base development generally expected to remain compatible with accident potential zones.

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

RED - Future Off-base development may become incompatible with accident potentials zones.

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

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

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

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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TAB 14 ATCH C

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

1. CONTINGENCY AND MOBILIZATION

- | | |
|---|---|
| A. What is the C-141 equivalent working MOG? | GREEN - 5 or more
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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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

G. Geographic location:

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

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

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

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

**I. Utility infrastructure capacity
(includes: Medical, comm, utility, water,
and sewage)**

GREEN - Can support > 10% increase in
usage without MILCON
YELLOW - Can support up to 10% increase
in usage without MILCON
RED - Cannot support increase without costs

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

2. FUTURE FORCE REQUIREMENTS

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

Fighter	GREEN - Meets most requirements of MACRO Look
Bomber	
Tanker	YELLOW - Meets some requirements of MACRO Look
Airlift	
Pilot Training	RED - Meets few requirements of MACRO Look

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

CONTINGENCY AND MOBILIZATION (crit.1)

	C-141 MOG	WIDE-BODY OPERATION	FUEL HYDRANT	FUEL PIPELINE	MUNITIONS STORAGE	HOT CARGO
BERGSTROM	R	G	G	G	G	G
CARSWELL	R	G	R	G	Y	G
CHICAGO	Y	G	G	R	R	R
DOBBINS	Y	G	R	R	R	G
GEN BILLY MITCHELL	Y	G	R	R	R	R
GREATER PITTSBURGH	Y	G	R	R	R	R
GRISSOM	Y	G	G	R	Y	G
MINNEAPOLIS-ST PAUL	G	G	R	R	R	R
NIAGARA FALLS	R	G	G	R	R	G
WESTOVER	G	G	G	G	R	G
YOUNGSTOWN	R	G	R	R	R	R

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

WIDE-BODY/HYDRANT/PIPELINE/PAD
GREEN - Yes
YELLOW - N/A
RED - NO

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

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

	ARMY/MARINE INSTALLATION	RAIL	PORT
BERGSTROM	G	G	G
CARSWELL	G	G	R
CHICAGO	G	G	G
DOBBINS	G	G	R
GEN BILLY MITCHELL	G	G	G
GREATER PITTSBURGH	R	G	G
GRISSOM	G	G	G
MINNEAPOLIS-ST PAUL	R	G	R
NIAGARA	R	G	G
WESTOVER	G	G	G
YOUNGSTOWN	R	G	G

GREEN - YES
RED - NO

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

	EXCESS APRON CAPACITY (crit. 1H)	UTILITY INFRASTRUCTURE CAPACITY (crit. 1I)
BERGSTROM	R	G
CARSWELL	G	G
CHICAGO	G	G
DOBBINS	G	G
GEN BILLY MITCHELL	G	G
<u>GREATER PITTSBURGH</u>	<u>R</u>	<u>R</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	G	G
NIAGARA FALLS	Y	G
WESTOVER	G	G
YOUNGSTOWN	G	G

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

GREEN - Support > 10% increase in use w/o MILCON
 YELLOW - Support up to 10% increase in use w/o MILCON
 RED - Cannot support increase w/o costs

UNCLASSIFIED**AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY****III. THE ABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATION****FUTURE FORCE REQUIREMENTS****SUPPORT ANOTHER CATEGORY (crit.2)**

	FIGHTER	BOMBER	TANKER	AIRLIFT
BERGSTROM	Y	R	R	R
CARSWELL	G	G	G	G
CHICAGO	R	R	G	G
DOBBINS	G	R	R	G
GEN BILLY MITCHELL	G	R	G	G
GREATER PITTSBURGH	G	G	G	G
GRISSOM	G	G	G	G
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	G	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	R	R	R

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH D

IV. THE COST AND MANPOWER IMPLICATIONS

1. One Time Closure Costs: Programming impact; includes environmental compliance costs and excludes one-time environmental restoration costs

2. 20 Year Net Present Value: Shows savings (positive number) or costs (negative number) derived by discounting costs and savings over a 20 year period

3. Net Steady State Savings: The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as CHAMPUS and housing as a result of closing the base

4. Manpower Reductions: Support manpower spaces eliminated as a result of closing the base

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

AIR RESERVE COMPONENT CATEGORY--AIR FORCE RESERVE SUBCATEGORY

IV. COST AND MANPOWER IMPLICATIONS

	ONE TIME CLOSURE COST (FY94 \$M)	20 YEAR NPV	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS
BERGSTROM	25.2\$	214\$	24.7\$	253
CARSWELL	26.7	229	26.4	231
CHICAGO	22.2	197	22.7	186
DOBBINS	25.7	140	17.0	201
GEN MITCHELL	18.5	152	17.8	128
GREATER PITTSBURGH	19.2	141	16.7	140
GRISSOM	36.0	278	32.6	345
MINNEAPOLIS-ST PL	18.3	115	13.8	129
NIAGARA FALLS	18.0	112	12.8	122
WESTOVER	38.6	99	14.0	326
YOUNGSTOWN	17.7	140	16.3	146

**V. RETURN ON
INVESTMENT**

YEARS TO
PAYBACK

0 yrs
0
0
1
0
0
0
0
2
0

NOTE: These figures reflect moving the installation to a notional composite of the reserve installations. They do not reflect any MILCON nor additional recruiting/training cost from the move.

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH E

VI. THE ECONOMIC IMPACT ON COMMUNITIES.

- | | |
|---|---|
| 1. Employment: | <p>GREEN - Reductions exceed the historic high reduction</p> <p>YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction</p> <p>RED - Reductions are less than 50% of historic high reduction, or negligible</p> |
| 2. Population: | <p>GREEN - Reductions exceed the historic high reduction</p> <p>YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction</p> <p>RED - Reductions are less than 50% of the historic high reduction, or negligible</p> |
| 3. Income: | <p>GREEN - Reductions exceed the historic high reduction</p> <p>YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction</p> <p>RED - Reductions are less than 50% of the historic high reduction, or negligible</p> |
| 4. Local Government Operating Revenues Expenditures: | <p>GREEN - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses)</p> <p>YELLOW - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses)</p> <p>RED - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses)</p> |

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

EMPLOYMENT (crit. 1)

BERGSTROM	R
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>R</u>
GRISSOM	R
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	R
YOUNGSTOWN	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

POPULATION (crit. 2)

BERGSTROM	R
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>R</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	Y
WESTOVER	G
YOUNGSTOWN	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

INCOME (crit. 3)

BERGSTROM	R
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>R</u>
GRISSOM	R
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	G
YOUNGSTOWN	R

GREEN - Reductions exceed historic high reduction (1987-1989)

YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1987-1989)

RED - Reductions are less than 50% of historic high reduction (1987-1989), or negligible

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VI. THE ECONOMIC IMPACT ON COMMUNITIES

LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)

BERGSTROM	G
CARSWELL	Y
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	Y
WESTOVER	Y
YOUNGSTOWN	Y

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VI. THE ECONOMIC IMPACT ON COMMUNITIES

INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>R</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	R
YOUNGSTOWN	R

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

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

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

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VI. THE ECONOMIC IMPACT ON COMMUNITIES

	EMPLOYMENT	POPULATION	INCOME	LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES	IRP	OVR
BERGSTROM	R	R	R	G	Y	R+
CARSWELL	R	R	R	Y	Y	R+
CHICAGO	R	R	R	G	R	R
DOBBINS	R	R	R	G	R	R
GEN MITCHELL	R	R	R	G	R	R
GREATER PITTSBURGH	R	R	R	G	R	R
GRISSOM	R	Y	R	G	Y	Y-
MINN/ST PAUL	R	R	R	G	R	R
NIAGARA	R	Y	R	Y	R	R+
WESTOVER	R	G	R	Y	R	R+
YOUNGSTOWN	R	R	R	Y	R	R

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH F

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

Because of the unique community support need by the Air Force Reserve and Air National Guard, the BCEG decided the criteria VII used to evaluate active installations would be meaningless and direct the Air Force Reserve and Air National Guard BCEG members to develop ARC unique criteria VII to better evaluate community infrastructure needed to support ARC forces, missions and personnel. The following criteria was used:

- | | |
|---|---|
| 1.A Unit response time | GREEN - 90% \geq 24 hours
YELLOW - > 24 hours but \leq 48 hours
RED - > 48 hours |
| 1.B Percent of recruitable population | GREEN - 20% or more
YELLOW - 10% to 19%
RED - Less than 10% |
| 1.C Total local population | GREEN - 200,000 and greater
YELLOW - 75,000 to 199,999
RED - less than 75,000 |
| 1.E Percent of unit personnel who have been in the unit less than 5 years | GREEN - 49% or less
YELLOW - 50% to 74%
RED - Greater than 74% |
| 1.F Number of other ARC units in local area | GREEN - Less than or equal to 2
YELLOW - 3 to 10
RED - Greater than 10 |
| 1.G Total population per number of local ARC units. | GREEN - Greater than 200,000 per unit
YELLOW - 75,000 to 199,999 per unit
RED - Less than 75,000 per unit |

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

ARC CRITERIA SUBELEMENTS (crit.1)

	RESPONSE TIME (.1a)	% POPULATION RECRUITABLE (.1b)	TOTAL POPULATION (.1c)	% AUTH PERS ASGN 5 YEARS (.1e)
BERGSTROM	G	G	G	G
CARSWELL	G	G	G	G
CHICAGO	G	G	G	Y
DOBBINS	G	G	G	G
MITCHELL	G	G	G	Y
GREATER PITTSBURGH	G	Y	G	G
GRISSOM	G	G	G	G
MINNEAPOLIS-ST PAUL	G	G	G	G
NIAGARA FALLS	G	G	G	G
WESTOVER	G	G	G	G
YOUNGSTOWN	G	G	G	G

<u>RESPONSE</u>	<u>% POPULATION</u>	<u>TOTAL POP</u>	<u>% AUTH PERS</u>
GREEN - 90% ≥24 HRS	GREEN - ≥20%	GREEN - ≥200,000	GREEN - <50%
YELLOW - >24 HRS but ≤48 HRS	YELLOW - 10% to 19%	YELLOW - 75,000 to 199,999	YELLOW - 50% to 74%
RED - >48 HRS	RED - >10%	RED - <75,000	RED - >74%

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

ARC CRITERIA SUBELEMENTS (crlt.1)

	OTHER ARC UNITS (.10)	TOTAL POPULATION PER # ARC UNITS (.1c/.10)
BERGSTROM	Y	G
CARSWELL	Y	G
CHICAGO	Y	G
DOBBINS	Y	G
MITCHELL	Y	G
<u>GREATER PITTSBURGH</u>	<u>Y</u>	<u>G</u>
GRISSOM	G	G
MINNEAPOLIS-ST PAUL	Y	G
NIAGARA FALLS	Y	G
WESTOVER	Y	G
YOUNGSTOWN	Y	G

<u>OTHER ARC</u>	<u>ARC AS TOTAL OF POPULATION</u>
GREEN - ≤ 2	GREEN - Pop/# of ARC Units $\geq 200,00$
YELLOW - 3 to 10	YELLOW - Pop/# of ARC Units is 75,000 to 199,999
RED - >10	RED - Pop/# of ARC Units $<75,000$

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

TAB 14 ATCH G

VIII. THE ENVIRONMENTAL IMPACT.

(Assessment of existing conditions for decision making)

1. **Air Quality**
 - GREEN - Base is in attainment area for all pollutants
 - YELLOW - Base is in a non-attainment area. Classification of pollutants is moderate or marginal
 - RED - Base is in a non-attainment area. Classification of pollutants is \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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

4. Biological

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

B. Threatened and Endangered Species (T&E)
GREEN - Resources not present
YELLOW - Resources present which do not currently constrain construction/operations
RED - Resources present which constrain current construction/operations or require "work around" to support current operation

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

- 5. Cultural**
- GREEN - No existing cultural resources
 - YELLOW - Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete
 - RED - Cultural resources are present and constrain current construction/operations
- 6. Geology and Soils**
- A. Prime and unique farmlands**
 - GREEN - No prime and unique farmlands exist
 - YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations
 - RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations
 - B. Mineral/Energy Resources**
 - GREEN - No known resources
 - YELLOW - Resources currently exist; no known constraint on current construction/operations
 - RED - Resources currently exist and constrain on current construction/operations
 - C. Soil Contamination**
 - GREEN - No soil contaminants present
 - YELLOW - Soil contaminants present which do not currently constrain construction/operations
 - RED - Soil contaminants present which constrain current construction/operations

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

AIR QUALITY (crit. 1)

BERGSTROM	G
CARSWELL	Y
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	G
MINN/ST PAUL	Y
NIAGARA	Y
WESTOVER	R
YOUNGSTOWN	Y

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

WATER (crit. 2)

BERGSTROM	G
CARSWELL	Y
CHICAGO	Y
DOBBINS	Y
GEN MITCHELL	Y
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	Y
WESTOVER	Y
YOUNGSTOWN	G

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

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

ASBESTOS (crit. 3a)

BERGSTROM	Y
CARSWELL	R
CHICAGO	R
DOBBINS	R
GEN MITCHELL	R
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	R
WESTOVER	R
YOUNGSTOWN	R

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

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

RED - > 25% facilities containing ACM

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

RADON (crit. 3b)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	Y
MINN/ST PAUL	G
NIAGARA	G
WESTOVER	G
YOUNGSTOWN	G

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

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

RED - Radon present; detection > 20 pic/l

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

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

HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE

SOLID WASTE (crit. 3c)

BERGSTROM	Y
CARSWELL	G
CHICAGO	Y
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	R
MINNEAPOLIS	G
NIAGARA	Y
WESTOVER	G
YOUNGSTOWN	G

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

BIOLOGICAL

	HABITAT (crit. 4a)	THREATENED AND ENDANGERED SPECIES (crit. 4b)	WETLANDS (crit. 4c)
BERGSTROM	Y	G	G
CARSWELL	G	G	Y
CHICAGO	G	G	G
DOBBINS	G	G	Y
GEN MITCHELL	G	G	Y
GREATER PITTSBURGH	G	G	Y
GRISSOM	G	G	G
MINN/ST PAUL	G	G	G
NIAGARA	G	G	Y
WESTOVER	Y	Y	Y
YOUNGSTOWN	G	Y	G

GREEN - Resources not present.

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

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

GREEN - (Same as for Habitat)

YELLOW - (Same as for Habitat)

RED - (Same as for Habitat)

GREEN - (Same as for Habitat)

YELLOW - (Same as for Habitat)

RED - (Same as for Habitat)

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

CULTURAL RESOURCES (crit. 5)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
GREATER PITTSBURGH	G
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	G
WESTOVER	Y
YOUNGSTOWN	G

GREEN - No existing resources.

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS

PRIME AND UNIQUE FARMLANDS (crit. 6a)

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	G
CHICAGO	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - No prime and unique farmlands exist.

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS

MINERAL/ENERGY RESOURCES (crit. 6b)

BERGSTROM	G
CARSWELL	G
CHICAGO	G
DOBBINS	G
GEN MITCHELL	G
<u>GREATER PITTSBURGH</u>	<u>G</u>
GRISSOM	G
MINN/ST PAUL	G
NIAGARA	G
WESTOVER	G
YOUNGSTOWN	G

GREEN - No known resources.

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

(assessment of existing conditions for decision making)

GEOLOGY AND SOILS

SOIL CONTAMINATION (crit. 6c)

BERGSTROM	Y
CARSWELL	Y
CHICAGO	Y
DOBBINS	Y
GEN MITCHELL	Y
<u>GREATER PITTSBURGH</u>	<u>Y</u>
GRISSOM	Y
MINN/ST PAUL	R
NIAGARA	Y
WESTOVER	Y
YOUNGSTOWN	Y

GREEN - No soil contaminants present.

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

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

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AIR RESERVE COMPONENT CATEGORY - AIR FORCE RESERVE SUBCATEGORY

VIII. THE ENVIRONMENTAL IMPACT

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL	OVRL
BERGSTROM	G	G	Y	Y	Y	Y	G	G	Y	G	G	Y	G-
CARSWELL	Y	Y	R	Y	G	G	G	Y	Y	G	G	Y	Y+
CHICAGO	R	Y	R	G	Y	G	G	G	G	G	G	Y	Y-
DOBBINS	R	Y	R	G	G	G	G	Y	G	G	G	Y	Y
GEN MITCHELL	R	Y	R	G	G	G	G	Y	G	G	G	Y	Y
GREATER PITTSBURGH	Y	Y	Y	G	G	G	G	Y	G	G	G	Y	Y
GRISSOM	G	Y	Y	Y	R	G	G	G	G	G	G	Y	Y+
MINN/ST PAUL	Y	R	R	G	G	G	G	G	G	G	G	R	Y-
NIAGARA	Y	Y	R	G	Y	G	G	Y	G	G	G	Y	Y
WESTOVER	R	Y	R	G	G	Y	Y	Y	Y	G	G	Y	Y-
YOUNGSTOWN	Y	G	R	G	G	G	Y	G	G	G	G	Y	Y

AQ - Air Quality CUL - Cultural Ra - Radon T&E - Threatened and Endangered Species
As - Asbestos M/E - Mineral/Energy SL - Soil W - Wetlands

CH - Critical Habitat P&U - Prime and Unique Farmlands SW - Solid Waste Wa - Water