

### Appendix C. DoD Base Realignment and Closure (BRAC)

Fiscal Years 1988, 1991, 1993, 1995

Status of Transition of Military Airfields to Civil Airports

#### Military Airport Property Transferred to Civil Sponsor by Deed

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
1	Fritzsche AAF	Marina, CA	91	95	1	Marina Municipal	GA	OAR
2	Norton AFB	San Bernardino, CA	88	94	1	San Bernardino Intl	R	SBD
3	Williams AFB	Phoenix, AZ	91	93	3	Williams Gateway	R	IWA
4	Cecil Field NAS	Jacksonville, FL	93	98	4	Cecil Field	R	VQQ
5	K.I. Sawyer AFB	Gwinn, MI	93	95	1	Sawyer Airport	PR	SAW
6	Memphis NAS	Millington, TN	93	95	1	Millington Municipal	GA	NQA
7	England AFB (50%)	Alexandria, LA	91	92	2	Alexandria International	PR	AEX
8	Bergstrom AFB (37%)	Austin, TX	91	93	2	Austin-Bergstrom International	PR	AUS
9	Barbers Point NAS	Oahu, HI	93	97	3	Kalaeloa	GA	JRF
10	Agana NAS	Agana, GU	93	98	2	Guam International	PR	GUM

### Military Airport Property Transferred to Civil Sponsor by Long Term Lease

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
11	Chanute AFB,	Rantoul, IL	88	93	2	Rantoul National Aviation Center	GA	2I5
12	George AFB	Victorville, CA	88	92	2	Southern California Logistics	R	VCV
13	Mather AFB	Sacramento, CA	88	93	2	Sacramento Mather	R	MHR
14	Pease AFB	Portsmouth, NH	88	91	1	Pease International Tradeport	CM	PSM
15	Castle AFB	Merced, CA	91	95	1	Castle Airport	GA	MER
16	Eaker AFB	Blytheville, AR	91	92	1	Arkansas International	GA	BYH
17	Myrtle Beach AFB	Myrtle Beach, SC	91	93	1	Myrtle Beach International	PR	MYR
18	Rickenbacker AFB	Columbus, OH	91	94	2	Rickenbacker International	R	LCK
19	Wurtsmith AFB	Oscoda, MI	91	93	1	Oscoda-Wurtsmith	GA	OSC
20	Tipton AAF	Odenton, MD	88	95	1	Tipton Airport	R	FME
21	Plattsburgh AFB	Plattsburgh, NY	93	95	1	Plattsburgh International	GA	PBG

### Military Airport Property Transferred to Civil Sponsor Joint Use Agreement

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
22	Grissom AFB	Peru, IN	91	94	1	Grissom ARB (Grissom Aeroplex)	GA	GUS
23	March AFB	Riverside, CA	93	96	1	March ARB (March Inland Port)	R	RIV
24	Blackstone AAF	Blackstone, VA	95	97	2	Allen C. Parkinson / BAAF	GA	BKT

### Military Airport Property Expected to be Transferred to Civil Sponsor

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
25	Griffiss AFB	Rome, NY	93	95	1	Griffiss International	GA	RME

### Military Airport Property That Could be Transferred to Civil Sponsor Planning Underway

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
26	El Toro MCAS	Santa Ana, CA	93	98	5	Surplused	R	OCX
27	Dallas NAS	Ft. Worth, TX	93	95	1	Transferred to City of Dallas	R	NBE
28	Warminster NADC	Philadelphia, PA	91	94	1	Surplused	GA	NJP
29	Adak NAS	Adak Island, AK	95	98	2		CM	ADK
30	Allen AAF	Fort Greely, AK	95		1	Realigned Airfield	GA	BIG

### Military Airfields With Potential for Joint Civil/Military Use

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
31	Gray AAF (Ft Hood)	Killeen, TX	Not	BRAC	1	Killeen Municipal	PR	BIF
32	Phillips AAF	Aberdeen Prov. MD	Not	BRAC	1	Harford County	GA	APG
33	Malmstrom AFB	Great Falls, MT	95		1	Realigned airfield	GA	GFA

### Military Airfields Converting to Civil Use – Not Open for Public Use

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	Airport Role	LOCID
34	McClellan AFB	Sacramento, CA	95	00	1	(Private Use)	GA	MCC
35	Kelly AFB	San Antonio, TX	95	99	1	(Private Use Airport)	GA	SKF
36	Moffett NAS	San Jose, CA	91	94	2	Transferred to NASA	NA	NUQ
37	Loring AFB	Loring, Maine	91	94	1	Loring International (Private use)	GA	LIZ
38	Reese AFB	Lubbock, TX	95	97	3		GA	REE
39	Calverton NWIRP	Calverton, NY	N/A		2	Surplused by Special Legislation	GA	CTO

### Excess Military Assets With Minimal Conversion Potential for Civil Airport Use

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	LOCID
40	Hamilton AAF	San Francisco, CA	88	93	1	No local airport sponsor	SRF
41	Alameda NAS	Alameda, CA	91	97	2	No local airport sponsor	NGZ
42	Chase NAS	Beeville, TX	91	92	3	No local airport sponsor	NIR
43	Moore AAF (Ft. Devens)	Boston, MA	91	95	1	No local airport sponsor	AYE
44	Richards-Gebaur ARB	Kansas City, MO	91	94	1	Richards-Gebaur Memorial (Closed Jan2000)	GVW
45	Tustin MCAS	Tustin, CA	91	99	1	No local airport sponsor	NTK
46	Glenview NAS	Glenview, IL	93	97	2	No local airport sponsor	NBU
47	So. Weymouth NAS	So. Weymouth, MA	95	97	2	No local airport sponsor	NZW
48	Seneca AAF	Romulus, NY	95	00	1	No local airport sponsor	SSN
49	Homestead AFB	Homestead, FL	93	94	1	Homestead Regional	HST

**Former Military Airfields Receiving Military Airport Program Funding (Non-BRAC) and  
Hence Obligated by Grant Assurances**

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	LOCID
1	Stewart Int'l	Newburgh, N.Y.	05-30-91	1995	2	Stewart International	SWF
2	Ellington Field	Houston, TX	07-03-91	1995	3	Ellington Field	EFD
3	Albuquerque	Albuquerque, NM	09-20-91	1995	3	Albuquerque Int'l Sunport	ABQ
4	Manchester	Manchester, NH	09-24-91	1995	2	Manchester-Boston Regional	MHT
5	Lincoln	Lincoln, NE	09-26-92	1996	2	Lincoln Airport	LNK
6	Laredo AFB	Laredo, TX	09-20-93	1997	3	Laredo International	LRD
7	Smyrna AFB	Smyrna, TN	09-20-93	1997	2	Smyrna Airport	MQY
8	Kincheloe AFB	Kincheloe, MI	09-30-98	2002	2	Chippewa County Int'l	CIU

**Joint Use Military Airfields Receiving Military Airport Program Funding and  
Hence Obligated by Grant Assurances**

#	Military Airfield Name (% deeded)	Location	Closure Approve	Mission Move	No. Runways	Civilian Airport Name	LOCID
1	Scott AFB	Belleville, IL	09-19-91	1995	1	MidAmerica St. Louis	BLV
2	Gray AAF	Killeen, TX			1	Killeen Regional	GRK

## **How Can Base Realignment and Closure (BRAC) Property be Used for a Public Airport?**

One of the most common and effective reuses of an Air Force installation is as a public airport. This reuse extensively uses existing facilities and can be obtained at no cost through a public airport conveyance, subject to support by the Federal Aviation Administration (FAA).

### **Who can receive a public airport conveyance?**

The appropriate public agency that will operate the airport (*e.g.*, an airport authority) will generally be the recipient. If a local redevelopment authority (LRA) has such powers, it may receive the airport property.

### **What's the process for obtaining property as a public airport?**

An LRA should consult with the Air Force Real Property Agency (AFRPA) and the FAA as soon as a public airport is identified as a likely reuse. AFRPA provides the FAA with a description of the installation property and facilities. FAA reviews the regional and national air traffic patterns, plans, and projections and considers the effects (beneficial and adverse) of converting the installation to a public airport. Based on these considerations, the FAA determines whether the installation airfield is suitable for conversion to public use. FAA then informs AFRPA and the LRA of its findings.

If the FAA finds that the installation is suitable for use as a public airport, the LRA may request FAA funding of an Airport Master Plan. Funding of plans is provided through the Airport Improvement Program (AIP), from the Aviation Trust Fund. If funding is granted, the LRA (or other local airport authority) may proceed with development of its Airport Master Plan, including an Airport Layout Plan, in cooperation with the FAA.

The Master Plan will include the property and facilities specifically required for aviation operations, as well as additional property needed to develop sources of revenue from nonaviation businesses (nonaviation revenue-generating property) in order to support aviation operations. The plan should be coordinated with other ongoing redevelopment planning to ensure that all proposed land uses are compatible. The authority submits the completed plan and application for public airport conveyance to AFRPA for review, and AFRPA forwards the application to FAA. The application must demonstrate a financial need for the nonaviation revenue-generating property, *i.e.*, the cost of supporting aviation operations requires the income that would be created on the additional real estate. AFRPA, if necessary, can help facilitate resolution of any conflicts among the two parties (FAA and LRA) regarding property boundaries, particularly with respect to the amount of nonaviation revenue-generating property.

**Who decides whether to grant a public airport conveyance?**

Upon request from AFRPA, the FAA formally recommends to AFRPA, in writing, whether the property should be conveyed for public airport purposes, with the use conditions it deems appropriate. If the FAA accepts the authority's application, it will recommend that AFRPA transfer the property at no cost to the appropriate local authority. The accepted application and Airport Master Plan should be incorporated into the community's redevelopment plan. AFRPA will issue a formal Record of Decision (ROD) if it decides to grant a public airport conveyance. FAA issues its own ROD to indicate that the property is essential, suitable, or desirable for airport purposes. AFRPA is then responsible for ultimate transfer of the airport property directly to the recipient airport authority, although FAA may request an opportunity to review the proposed deed of conveyance.

**What conditions apply to public airports?**

Property conveyed for use as a public airport will be subject to restrictions imposed by the FAA. Standard provisions include that the property may not be used for other purposes without FAA consent, and that the airport must be for use by the general public. Failure to comply with the FAA's use restrictions will result in the property reverting to the federal government. In addition, FAA will only recommend for transfer those parcels that are directly necessary for aviation operations or for those nonaviation revenue-generating activities that are required to offset the costs of the aviation operations. Disputes concerning appropriate property boundaries should be resolved among FAA, AFRPA, and the airport sponsor. Funds from the Aviation Trust Fund can be used for Airport Improvement Program (AIP) eligible construction projects at public airports included in the National Plan of Integrated Airport Systems.

**What if FAA doesn't approve the public airport?**

If FAA initially determines the airfield to be unsuitable for public use, FAA will not consider the property further for public airport use and will not make a positive recommendation to the Air Force. Without the FAA's recommendation, the Air Force cannot convey property by a public airport conveyance. The LRA may wish to seek alternate disposal mechanisms for the airfield, including sale for private use.