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A Survey of the Air Facilities Available to Support a Rapidly Deploying Force from the CONUS to NATO

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This paper examines departure airfields (CONUS) and reception airfields (Europe) to determine if shortfalls exist in handling a large augmentation force for NATO in a relatively short period of time.

A brief analysis of CONUS troop locations vis-a-vis USAF installations leads to the conclusion that the ability exists to support a massive augmentation airlift without using civilian air facilities in CONUS.

The analysis of usable airfields in Europe which could be available for U3 use leads to the conclusion that dispersal of prepositioned equipment to more northern parts of Germany or adjacent countries is very feasible, considering only reception airfield capabilities.

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Introduction

A. The need to deploy and employ CONUS-based combat forces rapidly and decisively in the mid 1970-1980 time period will require massive airlift and sealift.

B. The problem facing the planner is the choice of a combination of transport systems and the peacetime basing of combat units, their equipment and their support. In particular, the planner must concentrate on ways of bringing force to bear rapidly at the desired location¹

Purpose

This segment of the DLOG Nato Study effort was conducted to determine the shortfalls, if any, in the capability of departure airfields (CONUS) and reception airfields(Europe) to handle a large augmentation force in a relatively short period of time.

Assumptions

A. The commitment of forces will be made from a peacetime posture and a CONUS base.

B. The requirement to be able to respond quickly and effectively to any level of deployment to any location in the world will not only continue but will intensify.

C. The trend toward concentrating the military forces in the CONUS will continue:

¹Mobility-Airlift, Sealift and Prepositioning.
R. B. Rainey Jr., Rand, pg 1.

D. US troop strengths within NATO to include Combat Service Support troops and facilities will remain at current levels.

Discussion

A. A study of the current locations of Tactical troop units within CONUS and their proximity to major active Air Force installations was conducted to determine the sufficiency of DOD installations to support the contingency effort without creating a significant burden on civil air facilities.

The following criteria was established as acceptable based on the planning factor data developed by Hq, MTMC and published in Appendix G, MTMC Pam 700-1, Logistics Handbook for Strategic Planning. Using a worst case analysis, a surface mode military motor convoy, with an average speed of 32.5 mph and a 10 hour travel day a limit of 325 miles from the troop location to the active Air Force installation was deemed acceptable. All units listed in Incl.1 meet the established criteria. These findings remain significant in that all troop locations are no more than a days travel, using the slowest mode from an available air facility. A detailed break-out by state and major troop area is provided in Incl.1a. A complete listing of CONUS installations, their cargo and troop handling capability, and travel time to air and surface ports is contained in MTMC Pam 700-1, Logistics Handbook for Strategic Mobility Planning, dated February, 1971.

B. A survey of the air facilities within the Federal Republic of Germany and the NATO nations that share a common border with the FRG was conducted to determine the number of facilities that could be utilized to handle a large build-up in a short period of time. The survey sample included 1,027 air facilities in the FRG and in those nations sharing a common border, and 401 facilities in the United Kingdom. The United Kingdom was included because of its proximity to the FRG and its possible use as a staging area.

A detailed listing of all airfields that met the criteria for C5A/141 and C130 aircraft is provided in Enclosure 2a. Listings are by country, airfield name, type airfield, capacity by aircraft type, number of aprons, and square footage of apron space. Three charts are also provided in enclosure 2 which break-out the data in the following manner; Chart 2 is a recapitulation of air facilities by country and aircraft acceptance capability; Chart 3 lists airfields by country and operational status. The airfield status is coded A through E for ease of display. A legend for airfield status codes is provided at note 2, enclosure 2a; Chart 1 displays total airfields surveyed by country, shows the number which meet the 8,000 feet runway criteria, and divides this latter figure into quantities by type (e.g. civilian, military, etc.). These are categorized as A, B, C, D, and E.

An analysis of the raw data revealed that 81% of the

airfields that met the 8,000 feet runway criteria fall into operational categories A,B, and C, or civil, joint military/civil and military facilities currently open for normal operations. It is assumed that these assets could be made available through coordination with the current airfield operators. Of the 81% currently operational, 44% (66 facilities) are category C, military airfields operated by NATO forces, 9% (14 facilities) are category B, Joint civil/military facilities and 28% (42 facilities) are category A, civil airfields. Nineteen percent(27 facilities) are category D or E airfields; having limited or no facilities or airfields that are abandoned/closed, but useable. These facilities must be supported by USAF personnel and equipment under the USAF Bare-Base concept. The Bare-Base concept employs modular, airtransportable facilities which provide navigational, air freight/pax terminal service, aircraft maintenance and troop services to a contingency airfield. The bare-base airfield package; troops and equipment, can convert a type D or E airfield into an operational base ready to accept its first mission aircraft load; mission cargo, within 18 to 24 hours. Figure 1 provides a display of the general locations of airfiels in NATO countries sharing a common border with the FRG. The United Kingdom is depicted as a point of reference only. France is not shown due to the current French position of inactive participation in NATO.

C. A second area of interest that was addressed during this study was the feasibility of dispersing the current locations of war reserve stocks within the FRG to include Prepositioned Equipments Configured to Unit Sets(POMCUS); The Reforger and 2+10 Projects. The Reforger Project consist of a Mechanized Infantry Division, stored in Controlled Humidity Warehouses(CH). Each CH warehouse is designed to accommodate one mechanized infantry battalion slice of equipment. The type and model of equipment stored as part of the Reforger Project is maintained to reflect the authorizations described in current Modified Table of Organization Equipment (MTOE) for the type battalion within the Mechanized Infantry Division. All elements of the division; combat, combat support, and combat service support units are stored in battalion set configurations and include all equipment listed on the authorization document(MTOE) except equipment designated to accompany troops(TAT). TAT equipment includes the soldiers individual weapon, load bearing equipment, and individual clothing. Selected items within the MTOE have not been authorized for storage under the provisions of Chapter 3, AR740-1 which sets forth and defines the regulatory policies which apply to the storage and maintenance of POMCUS stocks. These items include individual weapons, aircraft, and Communications Security Equipment(COMSEC).

The 2+10 Project consist of two armored divisions an

armored cavalry regiment and ten non-divisional combat support and combat service support units of battalion size. The storage techniques are the same as those discussed previously under the Reforger Project except in areas where CH warehouses are not available, equipment is stored in outside storage areas.

The approximate dollar value of all items stored is in excess of \$577 million. This figure does not include the cost of facility construction and maintenance of facilities or equipment.

Equipment on hand for maintenance and storage is equal to 96 battalions or approximately three and one half divisions. A tabulated version of the equipment by general category is provided below:

Equipment Density (2-73 TAADS)

| | |
|--------------------------|--------------|
| Track Vehicles | 4,112 |
| Wheel Vehicles | 12,765 |
| Trailer, 2 Wheels | 8,482 |
| Engineer Equipment | 7,956 |
| COMMEL | 11,785 |
| Non-Mechanical Equipment | 93,174 |
| Crew-Served Weapons | <u>1,704</u> |
| Total End Items | 193,978 |

In addition to the end items listed above, inventory control of more than .5 million individual components of sets, kits, and outfits(e.g. field ranges, lanterns, etc.) which accompany mechanical equipment is maintained. Two Authorized Stockage Lists(ASL) and all the Prescribe Load

Lists(PLL, Class IX repair parts for direct support units and individual combat units) are maintained for the units in storage.

Currently the prepositioning of material configured to unit sets(POMCUS) units and war reserve stocks are confined to an 80 KM circle in the vicinity of Frankfurt, FRG. In the face of the current Soviet-bloc threat to the area this arrangement could be improved. An analysis of the air facilities within the FRG indicates that a network of widely dispersed storage areas for war reserve stocks and equipment could be supported. Figure 2 depicts the general location of stock and equipment as they currently exist within the FRG; area #4, coordinates points E6, F6(Frankfurt, Darmstadt, and Mannheim Area).

Additionally, general locations of other notional areas are indicated in the shaded blue areas with a forecast of probable units and stocks that it could support. Area #1, coordinates points D2,D3,E2,E3 located in the northern sector in the vicinity of Hamburg, Hannover and Braunschweig. Hamburg and Hannover have type A(civil) airfields with 2.1 and 1.3 million square feet of apron space respectively and could support a two division force arriving with TAT equipment only. Aircraft requirements to transport troops carrying personal equipment(TAT) based on an armored division end strength of 16,970 amounts to 47 C5A sorties or 110 C141 sorties.

These aircraft requirements were computed based on the planning factor method using an available cabin load(ACL)of 366 pax for the C5A/747 and 154 pax for C141/707². Area #2 coordinate points C5,B5 located in the Dortmund, Cologne, and Solingen area, could support a two brigade slice arriving with TAT equipment at an end strength of 11,853 using 77 C141/707 sorties or 33 C5A/747 sorties. Area #3 coordinate points C4,D4, (Paderborn and Kassel Area) could support an armored cavalry regiment arriving TAT equipment only based on an end strength of 3,349 using 22 C141/707 sorties or 9 C5A/747 sorties.

Area #4 coordinate points E6,F6(Frankfurt, Mannheim and Darmstadt Area) could be left to support the one brigade slice of Reforger elements, combat service support units and remaining war reserve stocks. This element could arrive TAT equipment only based on an end strength of 5,926 using 39 C141/707 sorties or 16 C5A/747 sorties. The Frankfurt area could then be free to accept units arriving with TOE equipment and troops, follow-on elements consisting of non-divisional units, daily supply and build up supply requirements.

The airfields and proposed prepositioning locations are notional but do indicate that an alternate solution to the present locations of stocks and equipment is feasible. If

²Appendix D, pg d-8, MTMC Pam 700-1, February, 1971.

all NATO countries sharing a common border with the FRG to include France are considered when relocation alternatives are generated, many additional combinations exist. These additional combinations were not examined during this study because an indepth study of the political barriers to such a move was deemed beyond the scope of this study.

Conclusions

A. The analysis of the CONUS based troop locations and their proximity to active USAF installations within a one day motor march or less indicates that a sufficient number of air facilities do exist within the CONUS to support a rapid deployment of a contingency force in a relatively short period of time. If it became necessary to augment this effort with civilian air facilities in the vicinity of troop concentrations it would be reasonable to assume that all facilities currently servicing 747 and 707 type aircraft would meet the 8000 feet runway criteria used in this study for the C5A/141 aircraft.

B. The analysis of NATO based air facilities indicates that a significant pool of assets; the airfield infrastructure, does exist within NATO. A close analysis however reveals significant shortfalls depending on which geographical area the need to deploy exists. Ninety eight of the one hundred forty nine airfields available in NATO (66%) are located

within the United Kingdom (36%) or France (30%). If France maintains its current status within NATO; inactive participation, it is not very likely that they would cooperate by allowing NATO forces to operate in and out of French airfields in support of a localized conflict within the FRG. If not, the available airfield infrastructure is reduced significantly. Although the United Kingdom would probably support a localized contingency in the FRG, the value of their available airfields is reduced inasmuch as they would provide staging locations and not final destination points for depolying troop units. The remaining assets on the continent of Europe considered in this study do represent viable assets to be utilized as a final destination for deploying forces. The fact that 44% of these assets are presently operated by NATO military forces provides a time buffer during the initial deployment period allowing some time to complete negotiations that would allow the use of civil and joint civil/military assets. Realizing that a number of these bases are currently supporting tactical fighter and tactical reconnaissance type aircraft, it is felt that they could in most instances be based at alternate locations (i.e. The United Kingdom) during the initial deployment period with the ability to continue their assigned mission.

C. The actions indicated in this study with respect to the relocation of war reserve stocks and POMCUS materials is contingent on the ability of the United States to convince other NATO Countries that it would be in the best interest of all nations if these valuable assets were dispersed through out all the geographical regions of the NATO; NORTHAG, CENTAG, and SOUTHAG, additionally this action would necessitate the establishment of a Line of Communications Command(LOC Command) with the authority and ability to coordinate and allocate logistical assets; reserve stocks and equipment to any nation party to the organization. This area of the DLOG study effort was addressed by Major Pope. His indepth analysis of a proposed NATO LOC Command is on file within DLOG, CGSC, Ft. Leavenworth, KS.

Recommendations

A. The findings of this study with respect to the number of airfields available for use within the NATO Countries sharing a common border with the FRG be incorporated in the tactical and logistical section of Lesson 3161, European Scenario for student consideration during CGSC school year 75/76. The location of these airfields would add a significant degree of flexibility to the tactical and logistical support plan. It appears to be feasible to suggest that a significant reduction in the over the road, line haul

requirements that currently exist within the logistical support plan could be achieved for all classes of supply with the possible exception of Class III, POL. The current inventory of "bladder birds"; POL carrying aircraft of the C-130 type, will not support a major portion of the POL requirement. The USAF has indicated that only 2% of the tactical Class III requirement can be moved with Air Force assets. This 2% figure was also used as a planning figure in the USAF Mobility Support Force Study; Study 10, Contingency Air Terminal, 1975.

B. The feasibility of a NATO LOC Command should be investigated and the results made known to those individuals who could most influence the establishment of such a command. Although the major opposition to such a system would come from within the political/economic sector of the countries party to the organization, it should be made clear that steps taken to reduce the ability of the Soviet-bloc to target these assets; stocks and equipment should take precedence over a nationalistic approach to logistics management.

Military Airfields (CONUS) Less than One Days Travel
of Major Troop Concentrations by State

| State | Troop Location | Travel Distance(mi) | Airfield | Runway Length |
|----------------|----------------|---------------------|---------------------|---------------|
| California | Fort Ord | 222 | Alameda NAS | 8,000 |
| | | 182 | McClellan AFB | 10,600 |
| Colorado | Fort Carson | 25 | Peterson Field | 11,013 |
| Georgia | Fort Benning | 1 | Lawson AAF | 8,200 |
| | | 210 | Eglin AFB | 12,000 |
| | | 225 | Hurlburt Field | 9,600 |
| | | 100 | Dobbins AFB | 10,000 |
| | | 42 | Hunter AAF | 11,375 |
| Kansas | Fort Riley | 73 | Forbes AFB | 12,800 |
| | | 150 | Ofutt AFB | 11,700 |
| North Carolina | Fort Bragg | 1 | Pope AFB | 7,500 |
| New Jersey | Fort Dix | 1 | McGuire AFB | 10,000 |
| Washington | Fort Lewis | 1 | McChord AFB | 9,600 |
| South Carolina | Fort Jackson | 100 | Charleston AFB | 9,000 |
| | | 125 | Myrtle Beach | 9,500 |
| | | .40 | Shaw AFB | 10,000 |
| | | 130 | Seymour Johnson AFB | 11,755 |
| | | | | |

Analysis of European Airfield Survey

The Data Base provided by DMAAC(ADA), St. Louis AFS, listing all air facilities in Western Europe by airfield name, location, runway length and parking apron surface available was matched against the operational needs of C5A/141 and C130 aircraft. The total size of the Data Base(1,428) facilities was reduced to 149 when the C5A/141 aircraft runway length criteria was applied. An eight thousand (8,000) feet runway is necessary to meet the operational needs of the C5A/141 aircraft loaded to maximum Allowable Cabin Load(ACL); 56.3 Ston for the C5A and 20.5 Ston for the C141 (Note 1) under normal conditions. Inasmuch as the C5A/141 aircraft can transport oversized and outsized cargo, the facilities that meet the operational requirements of these aircraft represent a significant asset. The fact that a facility will support C5A/141 aircraft implies that C130 aircraft can also be supported.

The results of the Data Base Survey are listed below:

| Country | Total Airfields | 8000 ft. Runway | Airfield Category (Note 2) | | | | |
|-------------|-----------------|-----------------|----------------------------|----|----|----|----|
| | | | A | B | C | D* | E* |
| BE | 38 | 12 | 1 | 1 | 7 | 1 | 2 |
| DA | 115 | 5 | 3 | 0 | 1 | 1 | 0 |
| FR (Note 3) | 441 | 44 | 10 | 8 | 16 | 7 | 3 |
| GE | 358 | 29 | 7 | 1 | 18 | 1 | 2 |
| NO | 75 | 5 | 2 | 1 | 2 | 0 | 0 |
| UK | 401 | 54 | 19 | 3 | 22 | 7 | 3 |
| Total | 1428 | 149 | 42 | 14 | 66 | 17 | 10 |

Percentage of Available Airfields(149) - 28% 9% 44% 11% 8%

The following Data Display indicates the number of available airfields and the type aircraft it will support.

| | | | |
|----------------|--|----------------|-------------|
| <u>Country</u> | | <u>C5A/141</u> | <u>C130</u> |
| BE | | 3 | 9 |
| DA | | 0 | 5 |
| FR (Note 3) | | 12 | 32 |
| GE | | 13 | 16 |
| NO | | 3 | 2 |
| UK | | 29 | 25 |
| Total | | 60 | 89 |
| | | 40% | 60% |

Data Display indicates the number and type of airfields available by country and airfield type. Definitions for coded airfield types are provided in Note 2, this inclosure.

| | | | | | | |
|----------------|--|------------------------|---|----|-----|----|
| <u>Country</u> | | <u>Airfield Status</u> | | | | |
| BE | | A | B | C | D | E |
| DA | | 1 | 1 | 7 | 1 | 2 |
| FR (Note 3) | | 3 | 0 | 1 | 1 | 0 |
| GE | | 10 | 8 | 16 | 7 | 3* |
| NO | | 7 | 1 | 18 | 1 | 2 |
| UK | | 2 | 1 | 2 | 0 | 0 |
| | | 19 | 3 | 22 | 7** | 3 |

(Chart 3)

Note 2
 * 2 airfields in France (Montmedy/Marville, Epinal/Wirecourt) that must be augmented with USAF personnel and equipment to support C5A/141 traffic.
 ** 2 airfields in UK (Bovingsdon, Gaydon) that must be augmented with USAF personnel and equipment to support C5A/141 traffic.

The Data Base Provided by DMAAC (ADA),
St. Louis AFS

GERMANY

| Airfield Name | System/ Capacity | Number of Aprons | Square Feet Apron Space |
|------------------|---------------------|---------------------|----------------------------|
| Hamburg | A C141 | 4 | 2,139,700 |
| Reinmain | A C141 | * | * |
| Hannover | A C141 | 5 | 1,361,000 |
| Dusseldorf | A C141 | 6 | 4,743,400 |
| Bitburg AB | C C141 | 11 | 906,800 |
| Spangdahlem AB | C C141 | * | * |
| Koln/Bonn | A C141 | 8 | 2,689,000 |
| Stuttgart | B C141 | 4 | 1,403,900 |
| Ramstein AB | C C141 | * | * |
| Hahn AB | C C141 | 17 | 887,400 |
| Sembach AB | C C141 | 9 | 484,500 |
| Nurnberg | A C141 | 3 | 456,000 |
| Kaufbeuren | C C141 | * | * |
| Schleswig | C C130 | 13 | 735,100 |
| Bremen | A C130 | * | * |
| Munster | C C130 | 17 | 3,707,100 |
| Norvenich | C C130 | * | * |
| Saarbrucken | D C130 | 3 | 260,000 |
| Ensheim | C C130 | * | * |
| Furstenfeldbruck | C C130 | * | * |
| Giebelstadt | E C130 | * | * |
| Kitzingen AAF | C C130 | 6 | * |
| Lahr | C C130 | 7 | 284,100 |
| Neubiberg | C C130 | * | * |
| Pferdsfeld | C C130 | 5 | 637,500 |
| Sollingen | C C130 | * | * |
| Zweibrucken | C C130 | 9 | 140,700 |
| Ingoustadt | C C130 | 11 | 351,100 |
| Friedrichshafen | C C130 | 11 | 1,303,400 |
| Lowental | C C130 | 10 | 511,000 |

FRANCE

| Airfield Name | System/ Capacity | Number of Aprons | Square Feet Apron Space |
|------------------------|---------------------|---------------------|----------------------------|
| Dinard/St. Malo | A C130 | 5 | 644,200 |
| Landi-Visiau | C C130 | 5 | 1,408,500 |
| Juvincoourt | D C130 | 7 | 225,000 |
| Cambrai/Epinoy | C C141 | * | * |
| Cambrai/Wiergnies | C C141 | 6 | 213,800 |
| Chaumont | D C130 | 6 | 481,000 |
| Cherbourg | D C130 | 2 | 2,196 |
| St. Simon | A E C130 | 2 | 87,800 |
| Laon/Couvron | D C130 | 3 | * |
| Paris/Le Bourget | B B C141 | 15 | 3,756,600 |
| Le Touquet/Paris Place | A B C130 | 2 | 309,600 |
| Lille/Lesquin | A B C141 | 10 | 325,000 |
| Metz/Frescaty | B C C130 | 12 | 719,700 |
| Reims/Champagne | C B C141 | 11 | 1,315,600 |
| Rennes | B B C130 | 6 | 428,800 |
| Villacoublay | C C C130 | 10 | 1,734,300 |
| Chalons/Vatry | C C C130 | 6 | 241,200 |
| Roerol | C C C130 | 3 | 158,100 |
| Vouziers | D D C130 | 7 | 258,500 |
| Epinal/Mirecourt | D D C141 | 5 | 180,000 |
| Montmedy/Marville | D D C141 | * | * |
| Calais/Marck | A A C130 | 1 | 254,600 |
| Strasbourg | B B C130 | 5 | 508,500 |
| Clermont Ferrand | B B C130 | 5 | 204,500 |
| Di Jon/Lonvic | C C C130 | 10 | * |
| Luxeuil/St. Sauveur | C C A C130 | 10 | * |
| St. Geoirs | A A C130 | 2 | 391,000 |
| Lure | E E C130 | 4 | * |
| Belfort | E E C130 | 4 | 88,500 |
| Cognac | C C C141 | 5 | 1,243,100 |
| Cazaux | C C C130 | 15 | 1,361,900 |
| | | 8 | |

| Airfield Name | System/Capacity | Number of Aprons | Area (sq ft) |
|----------------|-----------------|------------------|--------------|
| Chateauroux | A C141 | * | * |
| Lorient | C C130 | 16 | 577,500 |
| Orleans/Bricy | C C130 | * | * |
| Poitiers | A C130 | 4 | 135,800 |
| Tours | C C141 | * | * |
| Marcillac | D C130 | 2 | 22,500 |
| Tarbes | A C130 | 2 | 335,600 |
| Pau/Pont Long | B C130 | 2 | 537,300 |
| Perpiignan | A C130 | 7 | 476,800 |
| Mont De Marsan | C C141 | 3 | 476,800 |
| Marseille | C C141 | 10 | 2,285,000 |
| Salon | A C141 | 4 | 1,095,000 |
| Hyerès | C C130 | 8 | 1,107,500 |
| | | 9 | 658,000 |
| UNITED KINGDOM | | | |
| Nick | A C130 | 6 | 502,000 |
| Aberdeen/Dyce | A C130 | 5 | 758,100 |
| Alconbury | C C141 | 4 | 248,400 |
| Bassingbourn | E C130 | 2 | 266,700 |
| Bentwaters | C C130 | 11 | 82,000 |
| Cambridge | A C141 | 3 | 540,000 |
| East Midlands | A C130 | 3 | 321,000 |
| Chelveston | E C141 | 77 | 592,500 |
| Colti-Shall | C C130 | 2 | 700,000 |
| Coningsby | C C141 | 5 | 232,000 |
| Cottesmore | C C141 | 5 | 255,000 |
| Dishforth | C C130 | 5 | 1,870,000 |
| Elvington | C C141 | 1 | 153,200 |
| Fimringley | C C141 | 6 | 153,200 |
| Gaydon | D C141 | 5 | 43,400 |
| Hucknall | D C130 | 3 | 369,200 |
| Lakenheath | C C141 | * | * |
| Lindholme | E C130 | 4 | 202,500 |

| Airfield Name | System/ Capacity | Number of Aprons | Square Feet Apron Space |
|--------------------|---------------------|---------------------|----------------------------|
| Wildenhall | C C141 | 5 | 566,100 |
| Manchester | A A C141 | 6 | 2,610,000 |
| Scampton | C C141 | 2 | 174,000 |
| Sculthorpe | C C141 | * | * |
| Liverpool | A A C141 | 5 | 414,000 |
| Topculliffe | C C130 | A | 67,300 |
| Waddington | C C141 | 3 | 211,000 |
| Warton | A A C130 | * | * |
| Watton | D D C130 | 1 | 229,500 |
| Woodvale | C C130 | 1 | 40,000 |
| Wyton | C C141 | 2 | 100,000 |
| Leeds and Bradford | A A C130 | 2 | 707,200 |
| Nachrihanish | C C141 | 7 | 1,184,700 |
| Prestwick | C C141 | 6 | 4,427,500 |
| Hornington | C C141 | 2 | 217,700 |
| Bedford | A A C141 | 2 | 110,000 |
| Belfast/Aldergrove | A A C141 | 3 | 576,400 |
| Exter | A A C130 | 3 | 300,000 |
| Bristol/Fillton | A A C141 | 5 | 526,600 |
| Kemble | C C130 | 4 | 423,800 |
| Guernsey | A A C130 | 1 | 48,000 |
| Jersey | A A C130 | 5 | 89,200 |
| Blackbushe | D D C130 | 2 | * |
| Boscombe Down | C C141 | * | * |
| Bovingdon | D D C141 | * | * |
| Brize Norton | C C141 | * | * |
| Southampton | A A C130 | 1 | 605,000 |
| Hatfield | A A C130 | 8 | * |
| Las Ham | D D C130 | * | * |
| Luton | A A C5A | A | * |
| Lyme Ham | B B C141 | A | * |
| Manston | B B C141 | * | 2,443,8000 |
| Odham | C C130 | 9 | * |
| Stansted | A A C141 | * | * |
| Tangmere | D D C130 | * | 275,000 |
| Lydd | A A C130 | 2 | * |

BELGIUM

| Airfield Name | System/ Capacity | Number of Aprons | Square Feet Apron Space |
|---------------------|---------------------|---------------------|----------------------------|
| Brussels | B C141 | * | * |
| Charleroi/Gosselies | A C141 | 6 | 336,800 |
| Chievres | C C130 | * | * |
| Koksi-Joe | C C130 | * | * |
| Florhnes | C C130 | * | * |
| Beauvehain | C C130 | * | * |
| St. Truiden | C C130 | * | * |
| Kleine Broegel | C C130 | * | * |
| Jehonville | D C130 | * | * |
| Liège Bierset | C C141 | * | * |
| Weelde | E C130 | * | * |
| Zcerseel | E C130 | * | * |

DENMARK

| | | | |
|------------|--------|---|--------|
| Herning | D C130 | 1 | * |
| Thisted | A C130 | 1 | * |
| Ronne | A C130 | 1 | 36,000 |
| Copenhagen | A C130 | 1 | * |
| Vandel | C C130 | A | * |

NORWAY

| | | | |
|-----------|--------|---|-----------|
| Bardufoss | B C141 | 5 | 280,300 |
| Bodo | C C141 | * | * |
| Orland | C C130 | 8 | 385,000 |
| Vigra | A C130 | 1 | 102,700 |
| Fornebu | A C141 | 7 | 2,222,600 |

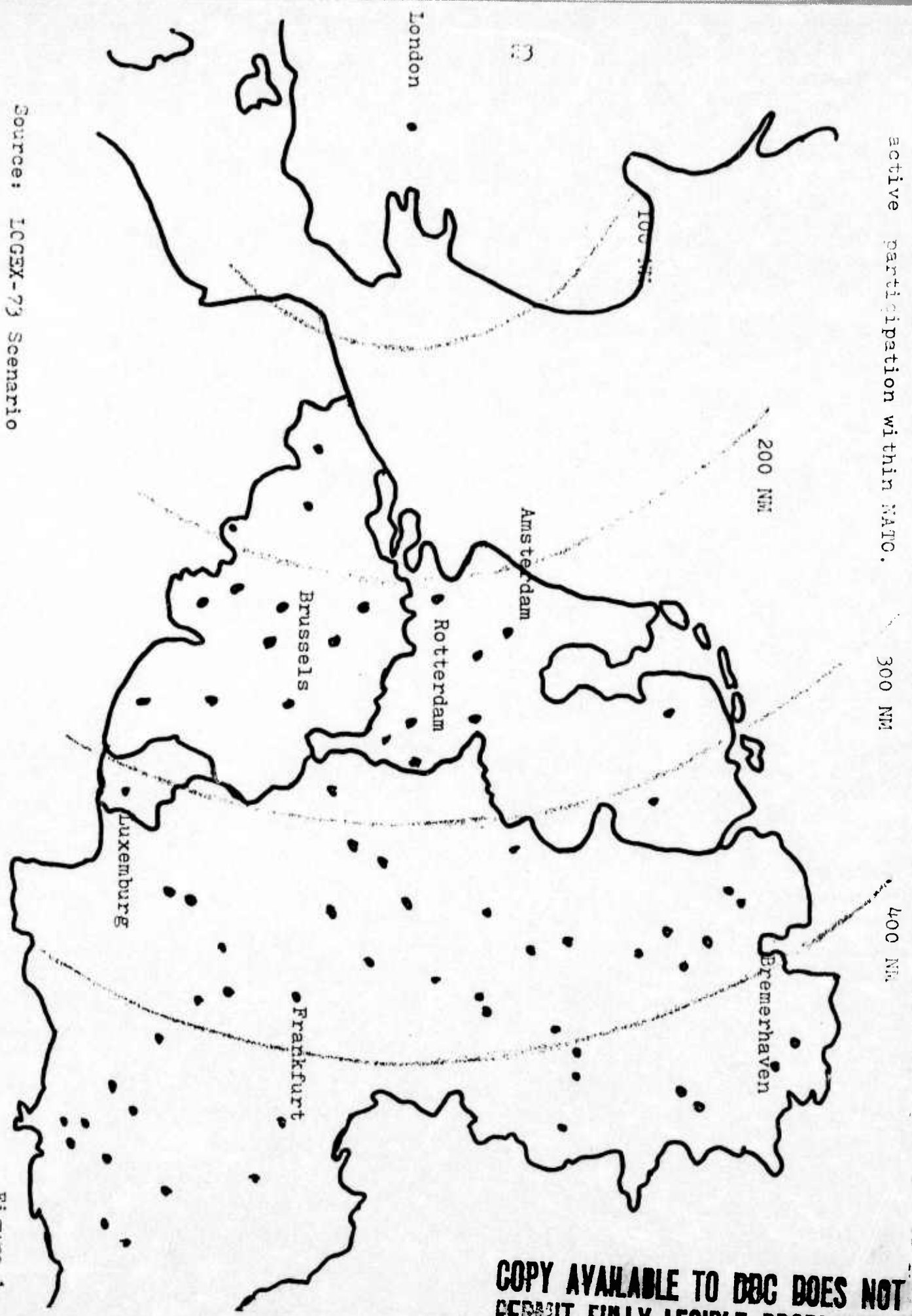
* Indicates either Data is classified or not available.
 Note 1 - Data extracted from MTMC Pam 700-1, Appendix D, page D-8., Available Cabin Load (ACL) data.
 Note 2 - Data extracted from Inclosure #2, DMAAC(ADA) Data Base; Selected Airfield Data.

Definition of Airfield Symbols

1. A - Civil airfields with adequate facilities.
2. B - Joint Military/Civil airfields with adequate facilities.
3. C - Military airfields with adequate facilities.
4. D - Airfields having limited or no facilities.
5. E - Airfields that are abandoned or closed, but useable.

Note 3 - If this information is used to support a peacetime move and the French maintain their position of inactive participation within NATO, these airfield assets must be discounted. It is assumed that in the event of hostilities, France will grant access to these facilities.

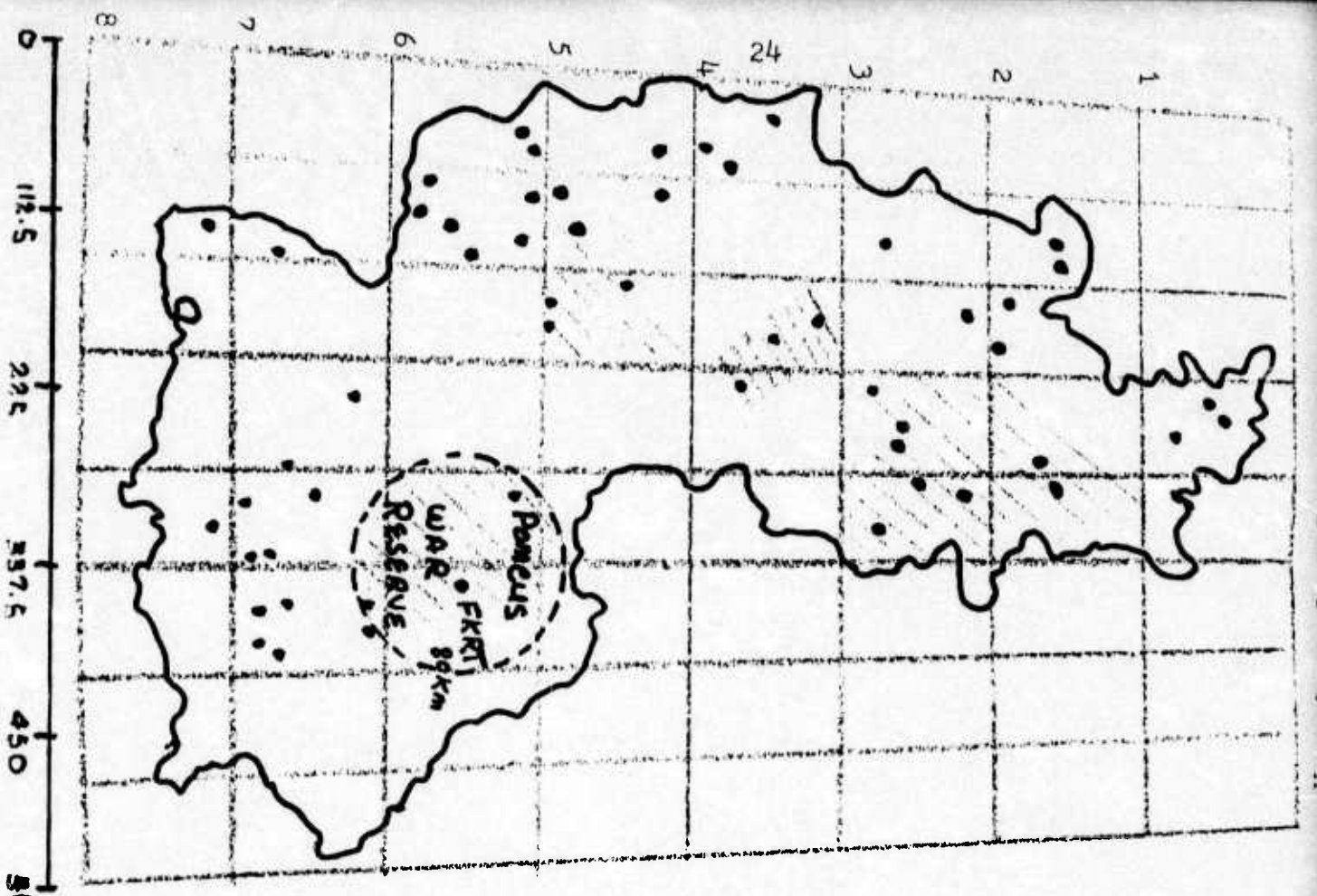
depicted as a point of reference only, France is not shown due to the French active participation within NATO.



Source: LCGEX-73 Scenario

Figure 1

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Area E6, F6= Current Stock Locations; POMCUS (Reforger and 2+10) and War Reserve Stocks

Options:

1. Area D2, D3 POMCUS Stock= 2 Armd Divisions and a portion of War Reserve Stocks
2. Area C5, B5 POMCUS Stock= 2 Bde Slic of Reforger and classes of War Reser
3. Area C4, D4 POMCUS Stock= ACR plus a portion of CSS units and War Reserve
4. Area E6, F6 POMCUS Stock= 1 Bde Slic of Reforger, CSS units, portion of War Reserve

COPY AVAILABLE TO DDC DOES NOT PERMIT FULLY LEGIBLE PRODUCTION

Figure 2

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