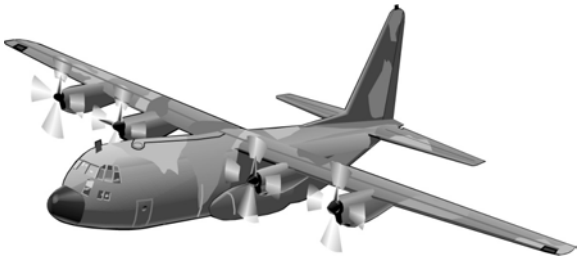
Woodruff AFB



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WOODRUFF AB IGESP

SECURITY INSTRUCTIONS

1. The long title of this plan is 125 Air Expeditionary Wing, Woodruff AB, Afghanistan, Expeditionary Site Plan Part 1. The short title is Woodruff ESP Part 1.

2. The Woodruff ESP Part 1 is "UNCLASSIFIED"; however, the information contained within this document is "FOR OFFICIAL USE ONLY" and is handled in accordance with the applicable document and publication directives.

3. Portions of this plan may be extracted as required for preparing contingency checklists. Reproduction of this document in whole or in part is authorized.

CHANGES RECORD

Change #	Date	Date Posted	Posted By	Remarks

REVIEW RECORD

Date Reviewed	Rank and Name	Organization	Signature

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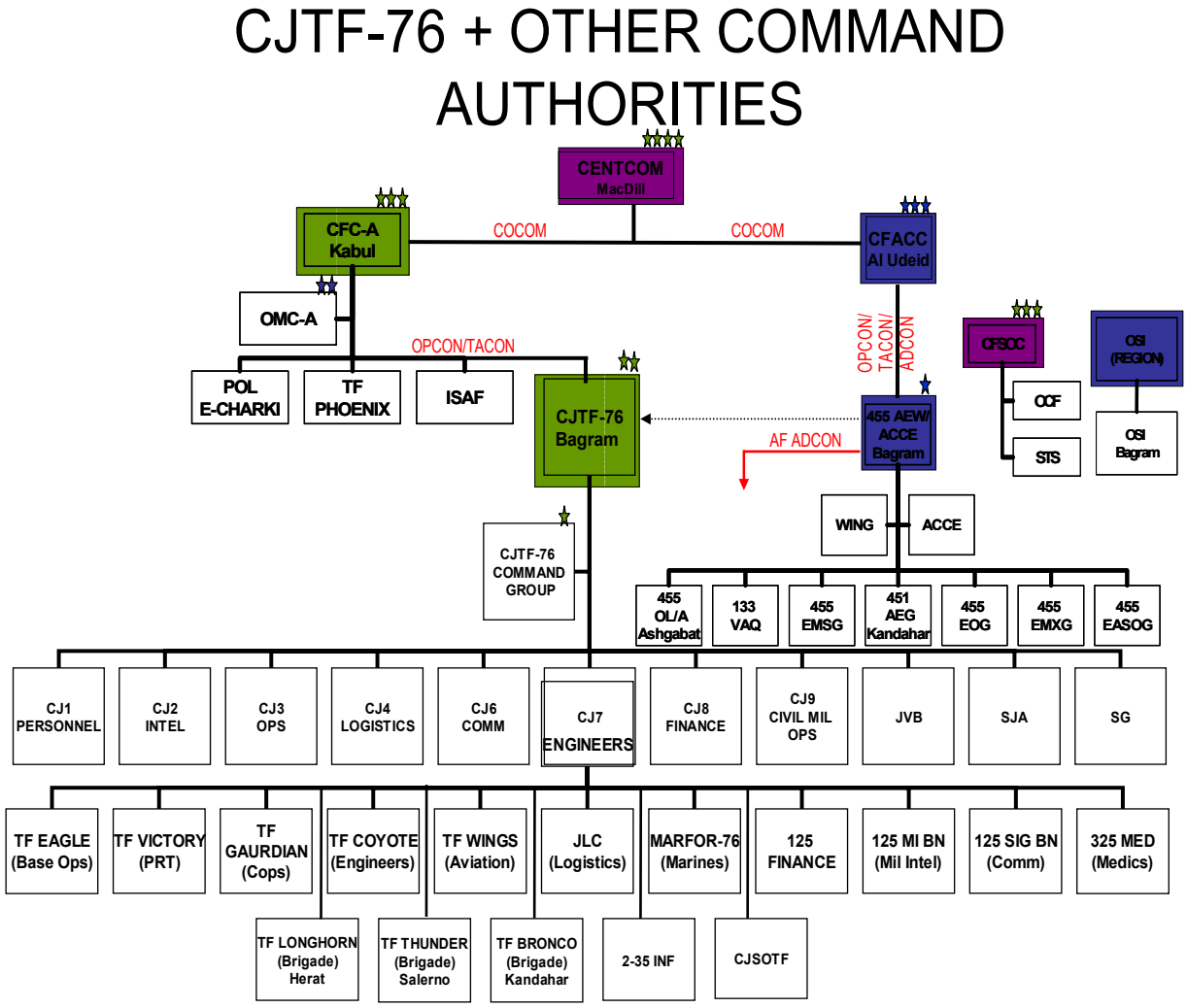

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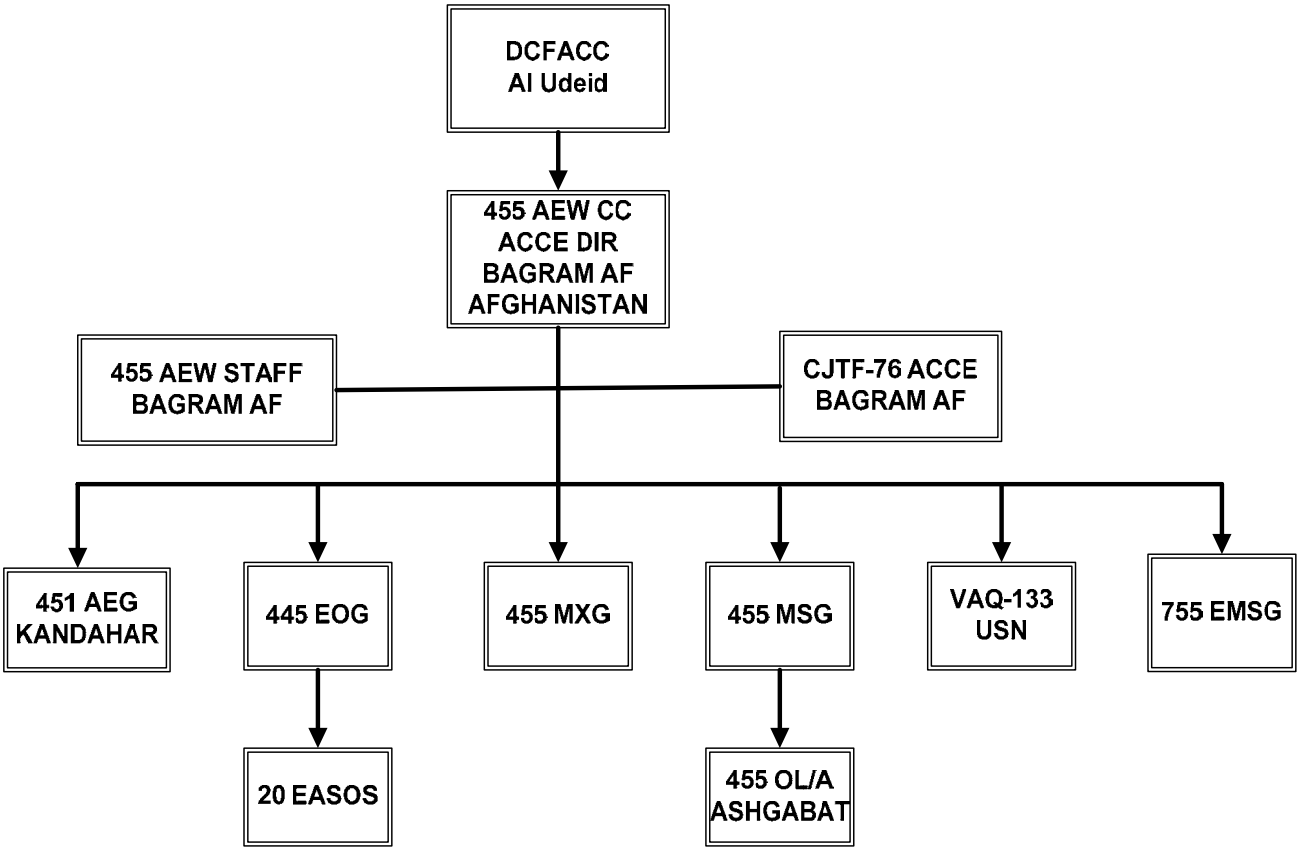
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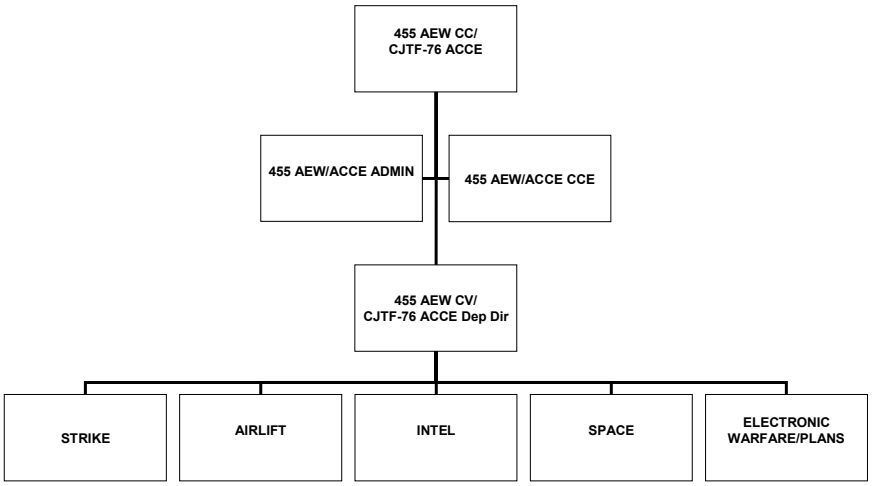
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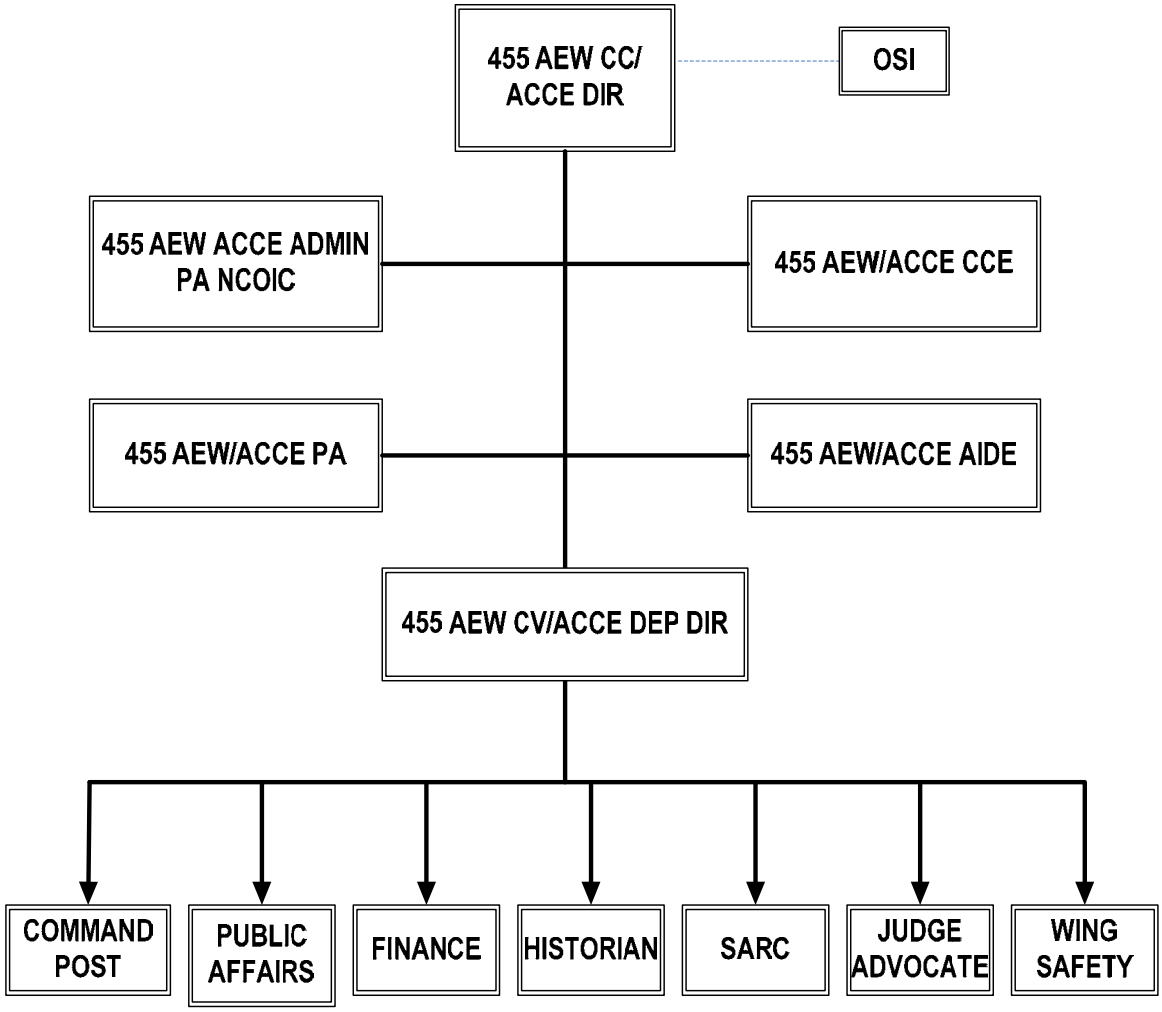

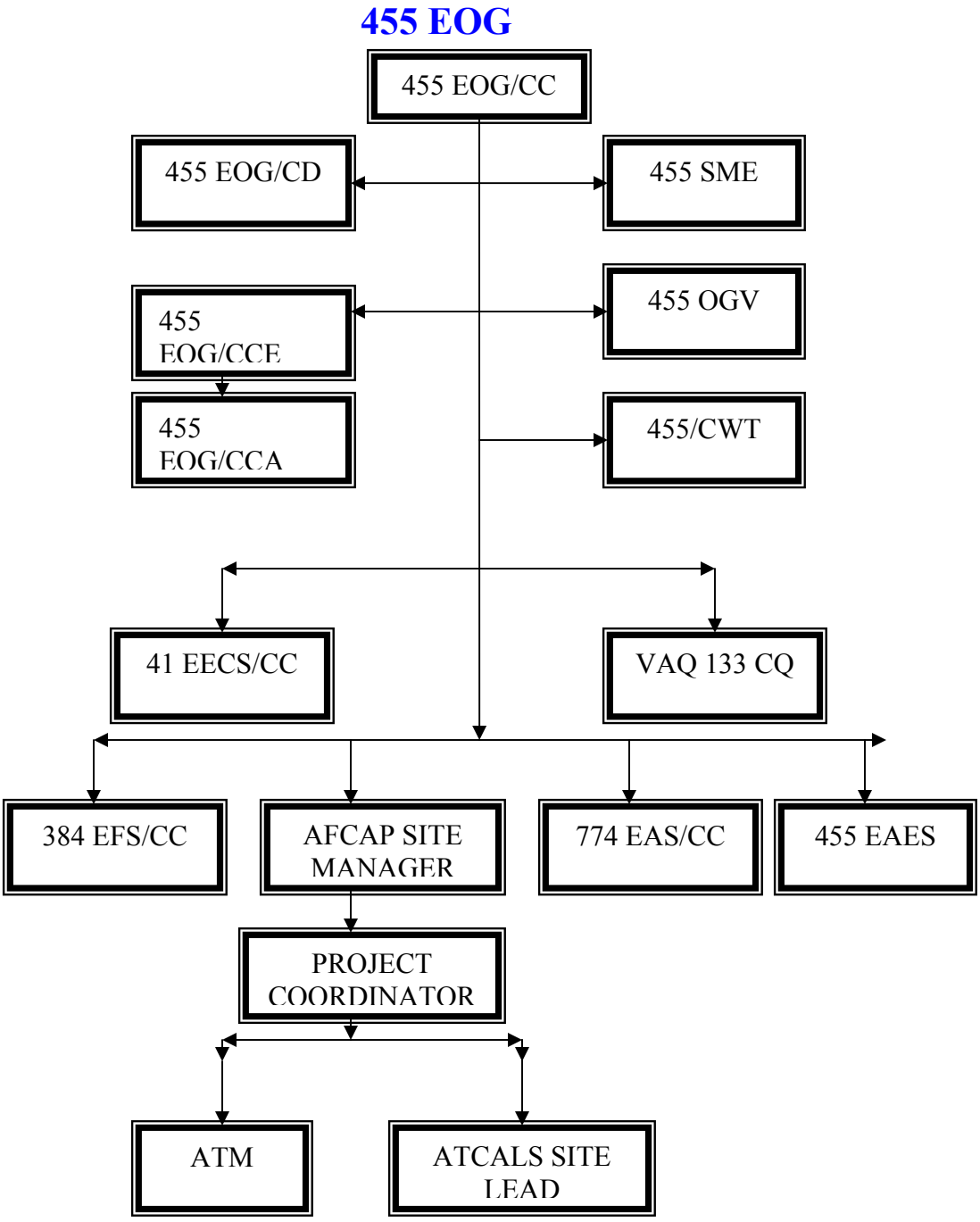
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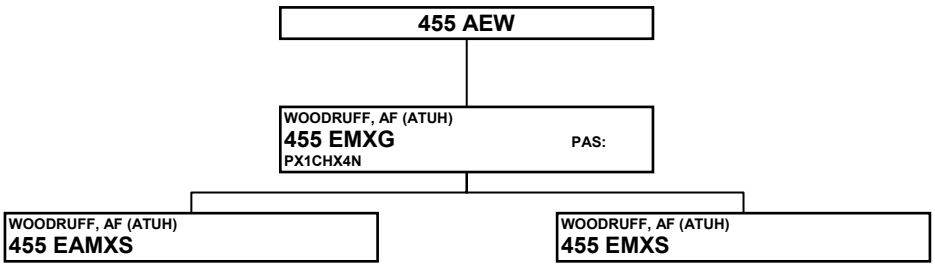

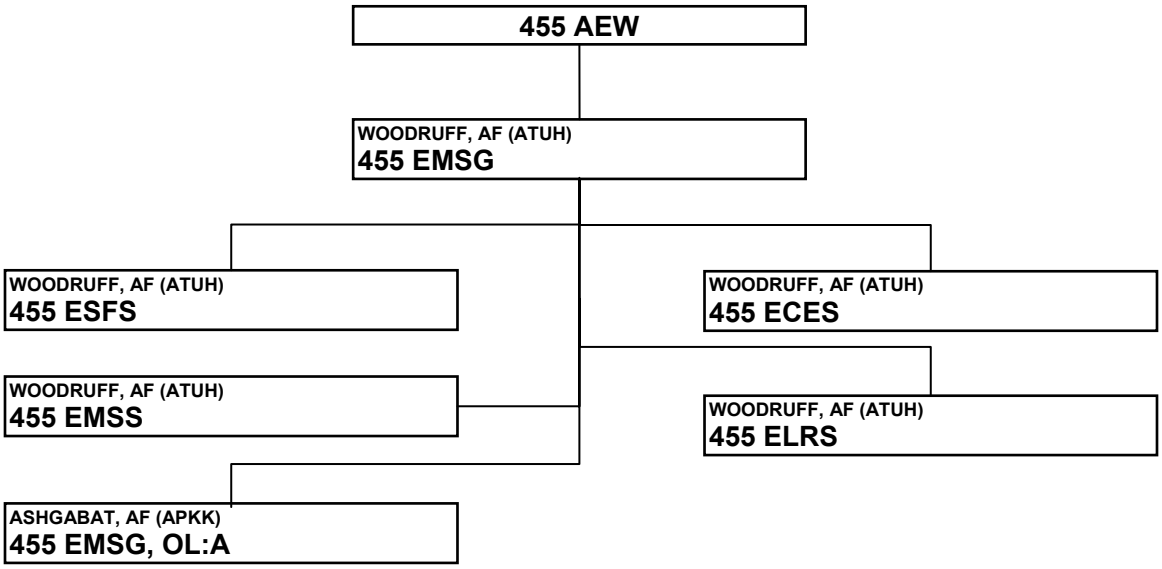
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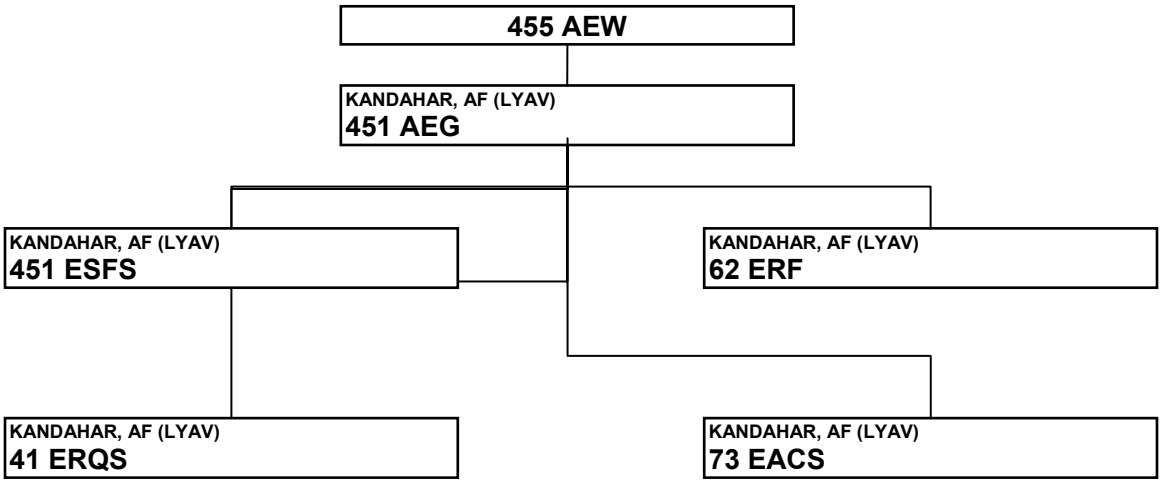
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CHAPTER 2
IN PLACE FORCES

2.1. REFERENCES:
2.1.1. AFI 38-201 Manpower and Organization
2.1.2. AFI 10-404 Base Support Planning

2.2. Supporting Military Forces. Supporting military forces will provide support IAW current joint operating procedures, memorandums of agreement/understanding, or Inter-service support agreements. Support beyond this will be provided IAW Department of Defense Instruction (DoDI) 4000.19, Inter-service and Intra-governmental Support.

2.2.1. Supporting Non-DoD Agencies. Support for non-DoD agencies will be IAW DoDI 4000.19, Inter-service and Intra-governmental Support.

2.3. AUTHORIZATIONS: 125 AEW is a tenant unit on Woodruff Air Field Afghanistan. 111 Area Support Group (ASG) CJTF-76 is the host command and has BAF Base Operating Support-Integration (BOS-I) responsibilities.

2.3.1. Assigned Organizations:

	TOTAL PERSONNEL
UNIT	
125 AEW	30
125 EOG	243
125 EMSG	284
125 EMXG	212
755 EMSG	629
451 AEG	430
125 OL-A	14
TOTAL	1842

2.3.2. Tenant & Associate Organizations:

UNIT	TOTAL PERSONNEL
CJTF76	100
CJSOTF	24
376 OL-Woodruff	24
WOODRUFF CSTC-A	127
WOODRUFF CFC-A	58
Provincial Reconstruction Team (PRT)	48
Special Tactics Squadron (STS)	27
Other Coalition Forces / In lieu of Forces (OCF/ILO)	23
Office Special Investigations (OSI)	6
TOTAL	**538**

Note: The personnel numbers are approximate due to constant fluctuations.

2.4. 125 AEW is a tenant unit on Woodruff Air Field Afghanistan. 111 Area Support Group (ASG) CJTF-76 is the host command and have BAF Base Operating Support-Integration (BOS-I) responsibilities.

2.5. GENERAL. Refer to Chapter One for organizational layout of the 125 AEW assigned forces.

CHAPTER 3
TRANSITING/EMPLOYING FORCES

Chapter 3 will be covered in the Woodruff AB Base Support Plan, Part II.

CHAPTER 4
PRECONFLICT MEASURES

Chapter 4 will be covered in the Woodruff ABB Base Support Plan, Part II.

CHAPTER 5
EXECUTION CHECKLIST

Chapter 5 will be covered in the Woodruff AB Base Support Plan, Part II.

CHAPTER 6
RECEPTION

6.1. REFERENCES:
6.1.1. AFI 10-404, Instruction for Base Support Planning
6.1.2. 332 AEWI 10-403, Reception and Redeployment Plan
6.1.3. AFP 10-417, USAF Deployment Management

6.2. CONCEPTS OF OPERATIONS. This instruction standardizes reception procedures for all Aerospace Expeditionary Force (AEF) personnel and cargo movement into, through and out of Woodruff Air Base, Afghanistan. It captures the similarities and differences between AEF aviation unit rotations and passenger moves fulfilling Expeditionary Combat Support (ECS) roles. This ECS instruction is not intended for unit moves or rotations where the unit provides organic airlift or in normal permanent change-of-station (PCS), temporary duty (TDY), emergency leave and/or permanent party mid-tour leave moves; however, some procedures do apply. Units using organic airlift will follow the guidelines of all applicable Memorandums of Agreement concerning the reception process.

6.3. WORK CENTER DESCRIPTIONS:

6.3.1. 445 Air Expeditionary Wing (AEW) Commander. Responsible for the wing/unit reception of AF personnel arriving or transitioning through BAF. Oversees staff activities in support of reception planning as defined in this and other applicable instructions.

6.3.2. 125 Expeditionary Mission Support Group (EMSG). Ensure all subordinate units meet all requirements for reception commitments.

6.3.3. 125 Expeditionary Logistics Readiness Squadron (ELRS). Assume the responsibility for organizing and leading reception activities. Ensure each subordinate function is sufficiently staffed to meet these activities.

6.3.3.1. 125 Aerial Port Flight (ELRS/APF). Responsible for administration and management of the aerial port function. Serves as the focal point and control center for all air transportation related activities.

6.3.3.2. Logistics Plans (ELRS/Logistics Plans). Responsible for the planning, coordinating and executing all unit reception activities for the 125 AEW. Responsible for the administration, management and compliance of this instruction.

6.3.3.3. Vehicle Operations Flight (ELRS/Vehicle Maintenance). Responsible for ground transportation functions and operations.

6.3.3.4. 125 Supply (ELRS/Supply). Responsible for issue of Personal Protective Equipment (PPE). NOTE: Security Forces may store their own weapons.

6.3.4. 125 Expeditionary Maintenance Squadron (EMXS). Responsible for the issue of small arms munitions.

6.3.5. 125 Personnel Support for Contingency Operations (PERSCO). Responsible for personnel policies, procedures and accountability of all inbound and transient personnel.

6.3.6. 125 Expeditionary Security Forces Squadron (ESFS). Responsible for providing security for Protection Level resources IAW established guidance. (See Installation Security Instruction (ISI)).

6.3.7. Air Force Office of Special Investigations Expeditionary Detachment 2405. Responsible for obtaining and disseminating tactical threat information relevant to force protection activities ultimately employed by both Air Force and Army personnel assigned to Woodruff Air Base. AFOSI Expeditionary Detachment 2405 works to identify, neutralize, and exploit potential threats to Air Force and Army assets in the Woodruff AB area of operations, in conjunction with Security Forces and Intelligence.

6.3.8. Commanders, First Sergeants and/or Unit Representatives. Coordinate with Lodging Office to arrange bed space for inbound personnel.

6.4. Reception Process

6.4.1. Upon arrival, 125 ELRS/APF will greet the airplane and a Passenger Services representative will escort all passengers from the airplane to the Passenger Terminal by the Pat Tillman USO Center.

6.4.2. 125 EMSS will take control of all Air Force personnel at the Passenger Terminal.

6.4.2.1. JRPC will collect all AF ID cards to update the Tactical Personnel System. Once done, JRPC will forward all AF ID cards to 125 EMSS PERSCO who will return IDs to Air Force personnel once in-processing actions are completed.

6.4.2.2. 125 ELRS Passenger Services will make arrangements for all personnel transient to Woodruff for the next leg of their mission.

6.4.2.3. If transient AF personnel are required to stay over night, they must report to 125 EMSS PERSCO and 125 EMSS Services for accountability and temporary lodging.

6.4.2.4. 125 EMSS PERSCO will escort all AF personnel assigned to Woodruff to Camp Cunningham for in-processing.

6.4.2.5. 125 EMSS PERSCO will collect two copies of each member's Contingency/Exercise/Deployment (CED) orders, one copy of AF Form 245, Employment

Locator and Processing Checklist and medical records along with all other required accountability documentation. An in-processing briefing consisting of billeting assignments, Force Protection Conditions, local policies, and a Woodruff Right Start briefing date and time will be assigned each member.

6.4.2.6. Upon completion of the in-processing briefing, personnel will be released to claim their personal bags and settle into their billets. Personnel should be assisted by their squadron sponsor.

6.4.2.7. Gaining Units: Meet inbound personnel at the Lodging Office.
NOTE: Units should NOT pick-up passengers or baggage at the passenger terminal.

6.5. Cargo Reception Process

6.5.1. Upon arrival, 125 ELRS/APF will download all cargo from the airplane. Download all palletized baggage and transport them to the baggage drop-off location.

6.6. Functional Area Procedures and Responsibilities. Work centers will develop operating instructions or checklists specific to their functional areas.

6.6.1. Logistics Plans: Will be the focal point for planning information on reception. Responsible for disseminating planning data and information to wing agencies having a reception responsibility. Provide tools and assessments needed to properly plan reception.

6.6.2. 125 EMSS/Lodging Office. Assign quarters. If available, personnel should be placed in quarters assigned to their unit to maintain unit integrity.

CHAPTER 7
AIRFIELD OPERATIONAL DATA

7.1. Airfield Infrastructure:

7.1.1. Woodruff Airfield is a multi-national coalition force airport located approximately twenty-five miles north of Woodruff (Latitude 345646.55N, Longitude 691554.11E). The Runway is orientated 030/210 and the magnetic variation is 2.60 degrees E.

7.1.2. The current runway is 9,852 feet long and 180 feet wide and constructed of concrete. The overruns are gravel and extend 300 feet at each end. The runway has a strength rating to accommodate C-17 aircraft. A new runway is currently under construction with an estimated completion date of Dec 06. The new runway will be 12,300 feet long and 150 feet wide. The new runway has a strength rating to accommodate a C-5 aircraft. An estimated 150 feet separate the two runways which run North to South. The new runway will be connected by taxi ways Alpha, Charlie, Echo, and Golf. Taxiway Alpha is 220 feet wide, Taxiway Bravo is 135 feet wide, Taxiway Charlie is 90 feet wide, Taxiway Delta is 90 feet wide, Taxiway Echo is 90 feet wide, Taxiway Foxtrot is 44 feet wide, Taxiway Golf is 135 feet wide. Taxiway Hotel (Parallel Taxiway) is 90 ft wide from Alpha to Bravo and 44 feet from Bravo to Echo, 75 ft wide from Echo to Golf. The official field elevation for Woodruff Airfield is 4,895 feet. Explosive Ordnance Disposal teams have not completely cleared areas of Woodruff Airfield of mines or unexploded ordnance (UXO). If an aircraft departs the prepared surface, aircrew should remain on or near the aircraft if possible until Crash Recovery/ (Explosive Ordinance Disposal) EOD personnel pick them up or communicate a safe route to a clear area.

7.1.3. Woodruff Operations:

7.1.3.1. **Aircraft Arresting System or Barrier.** Installed 1,925 feet from approach end of RWY 3 and 1,950 feet from the approach end of RWY 21. Gear is a Mobile Aircraft Arresting System Barrier Arresting Kit (BAK 12).

7.1.3.2. Control Tower and Radar Approach Control (RAPCON)

7.1.3.2.1. Operates 24/7.

7.1.3.2.2. The Woodruff Tower operational airspace is Class-D, encompassing a 5NM radius from the center of the airport, up to and including 2,500 feet AGL (7,400 feet Mean Sea Level (MSL)).

7.1.3.2.3. The Woodruff operational Class “C” airspace lies within a 10NM radius of the Woodruff TACAN (BGM), from 1,000 feet AGL up to but not including Flight Level (FL) 290 and excluding the Class “D” surface area and BGM 160 radial to the 235 radial, FL 280-290.

7.1.3.2.4. The Woodruff operational Class "E" airspace extends from 10 to 50NM of BGM from 1,000 feet AGL up to but not including FL 290 and excluding Woodruff Class Delta airspace in a 6 nautical mile (nm) radium from the geographical center of Woodruff International Airport from the surface to 9,500' MSL (3,400 AGL). Woodruff approach airspace lies within the Woodruff Approach Control Airspace from surface to FL 160 east of the 360/180 degree radial and FL 150 west of the 360/180 degree radial with an eastern boundary that is 40 nm east sloping southwest at 235 degrees for 20 nm. The southern boundary extends northwestward at 300 degrees for 15 miles; then westward at 265 degrees for 7 nm and then west-north-west at 275 degrees for 18 nm. The western boundary extends northwest at a 340 degrees for 14 nm, then northeast at 010 degrees for 8 nm and then northeast at 020 degrees for 4 nm. The northern boundary extends from the west to east at 110 degrees connecting east and west boundaries. NOTE: Excluding the Woodruff Tower class D airspace. BGM 160 radial to the 235 radial FL 280- FL 290, and The Poseidon refueling area FL 260 – FL 280 (Coordinates…N34-33 E068-57, N34-18 E069-29, N33-40 E069-04, N33-54 E068-33).

7.1.3.3. **Airfield Lighting System:** The runway is equipped with Emergency Airfield Lighting System (EALS). The EALS provide Runway edge, threshold and Precision Approach Path Indicator Lights (PAPIs). The runway edge also has non-adjustable solar powered (White) Carmanah lights at 300-foot intervals. Blue Carmanah 601 Smart Lights (solar powered) mark taxiways and ramps edges. These lights come on automatically and cannot turn on/off or be adjusted. A MK8MOD0 Fresnel Lens Optical Landing System (FLOLS) is being installed 1,000' from the approach end of Runway03 on the port (left) side.

7.1.3.4. Instrument Approach Procedures:

7.1.3.4.1. **Precision Approach Radar (PAR)**

7.1.3.4.1.1. **Hi-TACAN Approach to PAR Pick-up (RADAR):** Arriving aircraft anticipate flying the Hi-TACAN approach to Runway 03 and expect a PAR pick-up by the final controller. At approximately 12-15NM, Air Traffic Control, (ATC) will instruct the pilot to maintain an assigned altitude and to fly a specific heading that will place the aircraft within PAR lateral and vertical coverage.

7.1.3.4.1.2. **Hi-TACAN Approach to PAR Pick-up (Non-RADAR):** Arriving aircraft may fly the Hi-TACAN approach to Runway 03 and expect a PAR pick-up by the final controller. At approximately 12-15NM, ATC will instruct the pilot to maintain an assigned altitude and to intercept the 030 radial inbound. The heading will place the aircraft within PAR lateral and vertical coverage.

7.1.3.4.2. **GPS Runway 03 Approach:** As approved by the 125 EOG/CC, the Global Positioning Satellite System **(**GPS). Runway 03 Approach is for Operation ENDURING FREEDOM aircraft only.

7.1.3.5. **NAVAIDS:** Woodruff TACAN is located on the field north of Taxiway Echo, approximately 3,600 feet from the approach end of Runway 03. Channel 105, Frequency 115.5, IDENT: BGM.

7.1.3.6. Local Flying Procedures:

7.1.3.6.1. **Diverse Vector Area (DVA):** Allows aircraft unable to meet the 7,500-foot crossing restriction (Herky 1 Departure) or the 10,000-foot crossing restriction (Woodruff 1 Departure) to depart during instrument flight rules (IFR) weather. The DVA encompasses all areas inside of 5.5NM from the departure end of Runway 03 and is a free vectoring area. Departing aircraft can expect vectors below the minimum vectoring altitude (MVA) provided ATC ensures aircraft are kept inside the DVA and are initially assigned an altitude at or above the MVA. Tower will instruct departing aircraft to maintain an altitude at or below 1,000 feet above ground level (AGL) until past the departure end of the Runway to ensure separation from aircraft when the overhead pattern is in use.

7.1.3.6.2. **Visual Flight Rules (VFR) Traffic Patterns:** Normal VFR entry to Woodruff will be via a VFR straight-in, spiral down to downwind, or initial. Woodruff Tower must approve all other "tactical" approaches. Local traffic pattern altitudes are as follows: overhead pattern 6,500 feet Mean Sea Level (MSL) 1,500 feet Above Ground Level (AGL), rectangular pattern 6,000 feet MSL (1,000 feet AGL) and the helicopter rectangular pattern is 5,500 feet MSL (500 feet AGL). Practice approaches are available on a workload-permitting basis. Initial point is located 3-5NM from the Runway end.

7.1.3.6.3. Fighter Aircraft VFR Departure Procedures:

7.1.3.6.3.1. Departing fighter aircraft may fly established VFR departure procedures to de-conflict with aircraft arriving Runway 03/21.

7.1.3.6.3.2. VFR East Departure (Shark-1): Proceed to BAF 325 Radial @ 3 DME. Then proceed to BAF 099 Radial @ 20 DME. Then to BAF 128 Radial @ 28 DME.

7.1.3.7. VFR West Departure (Tiger-1): Proceed to BAF 324 Radial @ 6 DME. Then to BAF 306 Radial @ 11 DME. Then to BAF 259 Radial @ 33 DME.

7.1.4. Additional Considerations:

7.1.4.1. **Minimum Aircraft Operating Surface:** The minimum essential airfield surface to include aircraft dispersal areas, minimum operating strip and taxiways is as follows:

7.1.4.1.1. A minimum of two taxiways are needed for departing and arriving traffic flow.

7.1.4.1.2. Aircraft Parking Ramps must be accessible for the transient aircraft operations and mission operations. At peak traffic times, all Woodruff ramp space is used, transient aircraft must coordinate well in advance to ensure parking availability.

7.1.4.1.3. A minimum of 6,000'' of available runway surface is required to keep Woodruff cargo missions operational. For A-10 and EA6B missions it is essential to have the full 9,852'' available with a minimum of 90'' wide for takeoff.

7.1.4.2. **Snow/Ice Control:** Kellogg, Brown & Root (KBR) is responsible for snow removal on Woodruff Airfield. Conduct Snow Removal IAW AFI 32-1002.

7.1.4.3. Combat (Quick) Turns: For aircraft quick turns, capabilities exist for one hot pit refueling area. Personnel are required to be certified for local hot pit operations upon arrival, procedures are in locally developed instruction 125 AEW INSTRUCTION 21-15. Engine run over 85% Ng are conducted by air crew.

7.1.4.4. **Bird Activity:** Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines: Woodruff Airfield lies in a mountainous valley and is a flyway/migratory route for many types of large birds such as gulls, parrots, and a variety of ducks. Aircrews must be vigilant to identify, report and avoid bird activity.

7.1.4.5. **Rapid Runway Repair (RRR):** Equipment not available for RRR.

CHAPTER 8
AIRFIELD LOADING/PARKING

Chapter 8 will be covered in the Woodruff Base Support Plan, Part II.

CHAPTER 9
NON-COMBATANT EVACUATION (NEO)/REPATRIATION OPERATIONS

9.1. General: There are no civilian military dependents assigned to Woodruff Air Base. All civilians are either DoD employees or civilian contractors. The U.S Embassy in Woodruff is the executive agent in declaring and implementing NEO (Noncombatant Evacuation Operations).

9.1.1. Safe Haven Operations are not expected and no Safe Haven plans exist at BAF.

9.2.1. Repatriation Operations could possibly be performed. These operations could include returning a downed aircrew member, civilian hostage, or prisoner of war.

9.2.1.1. First and foremost is insuring the health and well being of any individuals being repatriated. Medical personnel will conduct an examination and perform any treatment within their existing capabilities. Medical personnel determine when the individual(s) can proceed to the next destination.

9.2.1.2. Military intelligence will debrief military individuals. If available, Army intelligence personnel will debrief Army members. However, under no circumstance will debriefing be delayed if the individual(s) has critical information. Initial debriefing reports will be forwarded via secure voice TACREP with follow-up via secure record traffic. Civilian personnel will be asked if they consent to an initial debriefing.

9.2.1.3. Public affairs will not issue any release without local U.S. military commander approval

9.2.1.4. Escort(s) will be assigned to individual(s) awaiting repatriation. Every effort, without compromising on-going operations, will be made to allow communication between the individual(s) and their next of kin.

CHAPTER 10
FLYING OPERATIONS

10.1. The 125th Air Expeditionary Wing (AEW) provides lethal airpower, mobility Operations, and aero medical evacuation services in support of Operation Enduring Freedom (OEF). Local operating procedures for subordinate units may be referenced at the following SIPRNET website (currently under revision as of 15 July 06): www.bgab.aorcentaf.af.smil.mil.

10.2. The 125 AEW operates as a tenant unit at Woodruff Air Field under the administration of the U.S. Army's Combined Joint Task Force 76 (CJTF-76). Subordinate flying units report directly to the 125 EOG/CC who reports to the 125 AEW/CC. The 125 AEW/CC reports to the Combined Forces Air Component Commander (CFACC). 125 AEW/CC provides daily Situation Reports (SITREPs) and Mission Reports (MISREPs) through appropriate channels to the Deputy CFACC (DCFACC).

10.3. 125 AEW flying operations are conducted from Camp Cunningham on Woodruff AF. The 125th Expeditionary Operations Group (EOG), assigned Expeditionary Fighter Squadron (EFS), and 125th Combat Weather Team (CWT) are located within the main tower building. The 774th Expeditionary Airlift Squadron (EAS) is located in BLDG 728.

10.4. The EFS is located on the first floor with space for an operations desk, mission planning cell, intelligence, an Army ground liaison officer (GLO), two flight briefing rooms with whiteboards, life support, commander's office, and break area. The EFS is equipped with four NIPRNET and six SIPRNET computers, one FALCONVIEW server, two Secure Transmission Equipment (STE)s, four SIPR CENTAF VOIPs, a four Land Mobile Radio (LMR) base station, UHF and Satellite Communication (SATCOM) radios, a copier, video projector, two VHS/DVD players, and two video monitors for the briefing rooms. Of note, there are two Secure Transmission Equipment (STE)s, an Land Mobile Radio (LMR) base station, UHF and Satellite Communication (SATCOM) radios, a copier, video projector, two VHS/DVD players, and two video monitors for the briefing rooms. Of note, there are two permanent 8mm video tape players in the EFS. Units requiring 8mm video playback must deploy with their own tape players. The EFS is also equipped with two vehicles. A Chevrolet crew cab pick-up truck is used for alert duties and a Metro truck is available for crew transportation and life support.

10.5. The 774 EAS is located adjacent to the tower towards the southeast. It consists of two soft structures. The main structure houses the operations desk, tactics, intelligence, a briefing room, commander's office, DO/ADO/scheduling office, 1st sergeant/admin office, ARMS office and a break area. The second structure houses life support. The squadron is equipped with eleven NIPRNET and six SIPRNET computers, two FALCONVIEW servers, a copier, two color printers, four Secure Transmission Equipment (STE) phones, four Voice Over Internet Protocol (VOIP) phones and two UHF radios.

CHAPTER 11
NUCLEAR, BIOLOGICAL, CHEMICAL, & CONVENTIONAL (NBCC)

Chapter 11 will be covered in the Woodruff Base Support Plan, Part II.

CHAPTER 12
FIRE PROTECTION

Chapter 12 will be covered in the Woodruff Base Support Plan, Part II.

12.1. Fire and emergency services are provided by the Army and contracted out through Kellogg, Brown and Root. Services provided include Aircraft Rescue and Fire Fighting (ARFF), structural fire fighting, specialized rescues, hazardous materials response, first responder medical services, and other emergencies services as required**.**

CHAPTER 13
EXPLOSIVE ORDINANCE DISPOSAL

13.1. The 755th EMSG/EOD currently has the capability for the identification, safety precautions and procedures to deal with explosive ordnance using AEODPS (60 series) technical orders. Neutralization is performed by explosives, power actuated tools, common household bleach, petroleum oils, and wait times. Disposing of hazardous US/foreign conventional munitions, Improvised Explosive Devices (IED) and Nuclear Biological and Chemical (NBC) munitions is completed by various means mentioned above and dictated by exact situation. At present 15 teams consisting of 2 personnel are assigned to 755th EMSG/EOD at Woodruff AB. Contact for EOD is building 734, phone # 231-2858. EOD currently holds dud/safe munitions in the vicinity of tower six. Conventional items can be disposed of at the East River Range. Chemical/biological items will be held for later disposal or burial by direction of higher headquarters. Emergency Destruction of Munitions (EDM) assistance can be accomplished by EOD or any group trained in disposal operations.

13.2. The requirements for secure storage of demolition explosives are currently met by the Army's Ammunition Supply Point (ASP) at grid coordinate of, 42S WD 2491 6777. The requirement for storage of EOD specialized tools and classified equipment is met by in-door climate controlled building with cipher locks on the doors. Weapons will be carried or stored in the EOD facility. Work space is needed for eight personnel currently assigned, Flight Chief, Superintendent, Operations, and Resources.

CHAPTER 14
CIVIL ENGINEERING

14.1. REFERENCES:
14.1.1. AFPD 32-30 – Civil Engineer Explosive Ordinance Explosive Program
14.1.2. AFJI 32-3002 – Inter-Service Responsibilities for Explosive Ordinance Disposal
14.1.3. AFI 32-3001 – Air Force Explosive Ordinance Disposal Program
14.1.4. AFI 10-404 – Base Support Planning and Expeditionary Site Planning

14.2. The 125 Expeditionary Civil Engineer squadron at Woodruff Airfield is responsible for maintaining the airfield to a level that adequately supports the wartime mission. This encompasses maintenance of airfield pavements, markings, lighting, and aircraft arresting barriers. Additionally, CE oversees the Operational and Maintenance (O&M) construction and maintenance of air base infrastructure to facilitate mission execution.

14.3. CE will identify, plan, and execute necessary actions to maintain the base at an acceptable level. Additionally, other base agencies can submit work requests (AF form 332) to initiate work construction and maintenance work around the base. CE will validate the requests, prioritize valid work requests, and execute based on mission needs and available resources.

14.4. Woodruff Airfield is an expeditionary base that is jointly occupied by the US Army and other coalition forces. The airfield was built by Russian forces approximately 50 years ago. The airfield is constructed of concrete slabs that are typically 12'x12' and 8 to 12 inches thick. Due to the extreme winter the area experiences and the large aircraft that are flown into the base, the airfield pavements deteriorated significantly, producing large amounts of Foreign Object Debris (FOD). Recent repairs have improved the active runway pavements from a failed condition to a fair condition. Because the base is an expeditionary base, most facilities are only semi-permanent. However, over time more permanent methods of construction are being used. The base is located in a region of Afghanistan allows ground transport of goods to the base in the summer and fall. However, the mountainous region around the base and the extreme winters restrict ground traffic into the base during the winter and early spring.

14.5. KBR provides all base fire support via a LOGCAP contract with KBR. KBR provides airfield and structural fire protection for the base. Six military firefighters and two P-19 fire trucks are deployed to BAF to support Crash, Fire, Rescue (CFR) missions at forward operating bases around the Area of Responsibility (AOR). These CFR missions take place at multiple locations around Afghanistan and typically last from one to three weeks. The six military firefighters are part of the 755th EMSG.

14.6. FOD and snow removal operations are the responsibility of KBR. Snow removal is completed by contractor personnel using Air Force vehicles. FOD removal (airfield sweeping) is performed by contractors using contractor-owned vehicles.

14.7. Utilities are a Base Operating Support – Integrator (BOS-I) responsibility. The Army has BOS-I for Woodruff. KBR is the agent that is utilized to execute most utility functions. They provide electrical distribution, water and wastewater service, and refuse collection services. Water for is provided to each area of BAF by truck. Drinking water is provided via bottled water. Wastewater is also removed via truck. There are FY06 Army MILCON projects planned to provide water and wastewater treatment facilities on base. Inglett and Stubbs is the power production contractor, and power is produced by multiple large diesel generators. Individual camps on BAF have smaller generators to provide back up power to critical facilities.

14.8. RED HORSE has excellent horizontal and vertical capabilities. The unit has been utilized to execute pavement work as well as vertical construction.

14.9. Air Force facilities are located in Camp Cunningham and around the flight line. The current control tower houses air traffic control functions and multiple administrative functions to include the Operations group, Weather, Security Forces, Legal, and AFCAP administration. Camp Cunningham contains all of the Air Force billeting for BAF as well as the squadrons not requiring direct flight line access. Flying and Maintenance functions are housed in facilities with direct access to the flight line.

CHAPTER 15
SERVICES

15.1. The Army has overall responsibility for Base Operating Support (BOS) at Woodruff Air Field. Food Service and Laundry services are provided by Kellogg, Brown and Root (KBR) Contractors. The Army is responsible for Mortuary Affairs at Woodruff Air Field.

15.2. REFRENCES:

AFI 10-214 Air Force Prime RIBS Program
AFI 34-401 Food Service Management
AFI 34-501 Mortuary Affairs
AFI 34-601 Air Force Lodging Program Management

5 Tabs:
A. Food Service
B. Lodging
C. Mortuary Affairs
D. Laundry
E. Recreation

TAB A
FOOD SERVICE

15.1. Food services oversight and quality assurance are provided by the Army via contract with KBR. There are four (4) Dining Facilities (DFAC) located on Woodruff Airfield. The Dragon DFAC is the primary dining facility used by Camp Cunningham personnel although personnel are authorized to eat in all DFACs.
Army Food Service (DFAC QAEs): 231-2356.

15.2. Normal Seating Capacity per meal period:
Koele DFAC – (provided by KBR) Capable of serving over 3000 personnel per meal with a seating capacity of 500.
Viper DFAC – (provided by KBR) Capable of serving over 5000 personnel per meal with a seating capacity of 800 personnel.
Dragon DFAC– (provided by KBR) Capable of serving over 4000 personnel per meal with a seating capacity of 600.
Aviation DFAC – (provided by Army) Capable of serving over 1300 personnel per meal with a one time seating capacity of 208.

15.3. Emergency Capacity Computations should be coordinated through the Army.

15.4. MEALS READY TO EAT (MREs): Air Force units currently stationed at Camp Cunningham draw MRE's on Tuesdays, and water on Tuesdays, Thursdays, and Saturdays from Army Class I (Direct Support). Units assigned to Camp Cunningham may coordinate with EMSG First Sergant to request MRE's.

15.4.1. ARMY OPERATIONAL RATIONS (MREs): Located in Bldg. 231 on Woodruff AB.

15.5. Flight Meals are currently not provided on Woodruff. Flight crews are instructed to bring MREs. Personnel departing Woodruff Air Field are responsible to hand carry MREs with them when they depart.

15.6. Hospital Patient feeding is provided by KBR. For specific requirements, coordinate through Army Food Service.

TAB B
LODGING

15.1. Camp Cunningham Lodging is operated by the EMSS/ ESVS Squadron. Quality assurance is overseen by the EMSS/CC and the ESVS squadron.
Phone: 231-4360

15.2. All personnel deployed to Camp Cunningham reside in B-huts on Camp Cunningham, Camp Cherry Beasley and Re-locatable Billets (RLBs) located immediately outside Camp Cunningham. The following paragraph lists all lodging facilities and respective capacities that currently exist at Camp Cunningham.

Total Capability:

15.3. Camp Cunningham B-Huts/Tents:
Permanent B-hut bedspaces:
86 Huts x 8 rooms each = 688 rooms (688 bed spaces + 29 bed spaces for surge capacity)
7 Huts x 7 rooms each= 49 rooms (49 bed spaces)
2 Hut x 4 rooms each= 8 rooms (8 bed spaces)
2 Hut x 6 rooms each=12 rooms (12 bed spaces)
(Sub total 757 bed spaces)

RLB 1, 2 and 3=26 Rooms
4 rooms x 5 bed spaces each= 20 bed spaces
7 rooms x 6 bed spaces each= 42 bed spaces
7 rooms x 7 bed spaces each= 49 bed spaces
7 rooms x 8 bed spaces each= 56 bed spaces
1 room x 9 bed spaces each= 9 bed spaces

(Sub Total: 176 bed spaces)

Transient bed spaces = Cunningham (Male: 8/Female: 4) + Bhut 76: 10 + RLB 2/1A, 2/2A, 3/1E, 3/2B: 80 = 102 bed spaces

Note: Each room accommodates 1 person. During surge, some rooms will be able to accommodate 2 personnel

15.4. TRANSIENT PERSONNEL: All transient personnel are lodged in either B-huts or Temper tents. Transient personnel reporting to Camp Cunningham Lodging are assigned temporary quarters within Camp Cunningham or designated huts at Camp Cherry Beasley.

Camp Cherry Beasley:
1 Huts x 8 rooms each = 8 rooms + 10 Bhuts x 6 rooms apiece + 2 Bhuts x 16 bedspaces each (100 bed spaces + potential surge cap. (To Be Determined)

Note: 3 of the 13 huts are actual transient quarters

Total Lodging availability = 979

TAB C
MORTUARY AFFAIRS

15.1. The U.S. ARMY is responsible for Mortuary Affairs on Woodruff AB. The Army will coordinate disposition of personal effects with the unit of all deceased Air Force personnel.

15.2. CAPABILITY: The Army currently has a receiving and processing tent.

15.3. Mortuary Phone Number: 231-3036

15.4. NORMAL OPERATING PROCEDURES: Information provided by Army Mortuary Affairs

15.5. STORAGE OF REMAINS: Information provided by Army Mortuary Affairs

15.6. Contaminated Remains will be handled by the Army.

TAB D
LAUNDRY SUPPORT

15.1. Contract laundry service is provided via KBR, with oversight and quality assurance provided by the Army. There is one large laundry plant on Woodruff Airfield.

15.2. The KBR laundry facility operates 24 hours per day, 7 days a week. The Air Force has a pick up point at Camp Cunningham Lodging Office. Each person may drop off personal laundry (linen and personal laundry) every Monday, Wednesday, and Friday. Lodging personnel deliver and pick up laundry from the laundry plant. Individuals may also utilize the personal laundry service by going directly to the plant. New requirements must be coordinated through KBR at 231-5733. Below are the capacities for contract laundry.

83 Washers - (Load Capacity and additional info. provided by KBR.)
83 Dryers - (Load Capacity and additional info. provided by KBR.)
-Information on capacity of bags per day is provided by KBR.
-Information on surge capacity of bags per day is provided by KBR.

15.3. SELF HELP LAUNDRY: There is no self-help laundry capability on Camp Cunningham.

TAB E
RECREATION

15.1. Camp Cunningham's Fitness and Recreation program is operated by the ESVS squadron and is overseen by the EMSS/CC.

15.2. FITNESS, RECREATION, AND EDUCATION GENERAL INFORMAITON: The Camp Cunningham Fitness and Recreation program is designed to enhance morale, esprit de corps, and fitness through various programs. Camp Cunningham currently has a cardio tent, weight tent, recreation tent, and morale hut (phones/computers/movies). Fitness Incentive programs are currently being offered on camp. Various competitions (i.e. weight-lifting, 3-on-3 basketball, etc…) are also offered. There are currently 7 morale phones, and 6 computers with Internet connectivity offered in the Morale Hut. The library is currently self serve. There are also fitness and recreation opportunities on the Army side of Woodruff AB.

15.3. EDUCATION: Education services are provided through the Army, DSN 231-3129.

15.4. AAFES OPERATIONS. AAFES operates a main PX store and a mini PX store. Additionally, they operate a pizza parlor, Burger King, Dairy Queen, Subway, Korean restaurant and sponsors several host nation vendors.
Phone Number: 231-2636

CHAPTER 16
MEDICAL

16.1. Applies only to Camp Cunningham and not Woodruff Air Field

16.2. REFERENCES:
16.2.1. AFI 10-404 – Base Support and Expeditionary Site Planning
16.2.2. AFI 41-106 – Medical Readiness Planning and Training
16.2.3. AFI 44-103 – Medical Support for Mobile Medical Units/Remote Sites

16.3. MTF Summary. Aviation unit flight surgeon and two medical technicians provide Air Force personnel assigned to Camp Cunningham initial medical care with priority given to aircrew personnel. Non-flying personnel are seen on a space available basis.

16.3.1. Facility Name: Camp Cunningham Clinic
16.3.2. Operating bed capability: Zero
16.3.3. Expansion bed capability without augmentation: Zero
16.3.4. Operating Rooms/Tables: Zero
16.3.5. Casualty Collection Points if applicable, as directed by local policies and procedures. Two – A10 hangar, Morale tent

Aero medical Evacuation (AE) Assets. ALTHOUGH THE AE PERSONNEL ARE HOUSED AT CAMP CUNNINGHAM, THEIR MOVEMENTS ARE CONTROLLED BY THE AEROMEDICAL EVACUATON CONTROL TEAM (AECT) at Abbass AB. Qatar.

16.3.6. AE Aircraft and personnel: No AE Aircraft on alert at Woodruff. There are 23 personnel assigned to AE.

16.3.7. Helicopter Support available: AE at this site fly only fixed wing aircraft; no official support available.

16.3.8. Aero medical Staging Capability: No aero medical staging capabilities.

16.4. Blood Support. Summarize base blood support capability to include:

16.4.1. Blood Transshipment Centers (BTC): None

16.4.2. Blood Donor Center (BDC): None

16.4.3. Blood Supply Units (BSU): None

16.4.4. Blood Product storage locations: N/A

16.5. Other Medical Assets. Summarize additional medical assets available to include:

16.5.1. Air Force Theater Hospitals (AFTH) (e.g. Expeditionary Medical Support System (EMEDS): None. Army has Combat Surgical Hospital nearby.

16.5.2. Medical Augmentation UTCs (e.g. Hospital Surgical Expansion Package, Surgical Augmentation Team): None

16.5.3. Air Transportable Clinics (ATC): None

16.5.4. Transportation assets. One Ford F150 pick-up truck.

16.5.5. Communications.

16.5.5.1. Identify in-place communication capability available at the MTF. Radio net, land line, emails, giant voice.

16.5.5.2. Intra-Base Radio Nets. Base-level communications; i.e., LMR and Scope Shield II assets with assigned frequencies. Yes.

16.5.5.3. Pacer Bounce Radios (URC-119). None

16.5.5.4. STU III availability and their respective numbers. No.

16.5.5.5. DATAFAX capability with numbers. No.

16.5.5.6. Units should consider deploying with International Maritime Satellite

16.5.5.7. Communications (IN MAR SAT). No Information Systems capability.

16.5.5.8. List computer systems available (i.e., AQCESS, CHCS, Personal Computers, etc.). 2 NIPR desktops. 1 SIPR laptop. AFCITA, GEMS, TCAMS, Identify DDN/E-mail and Internet access capability with key functional addressees (Commander, Medical Control Center, etc.). OIC – baf-125eog-fltdoc@baf.afgn.army.smil.mil. DSN 318-231-4413.

4 SAT Phones	SMS
4 SIPR Computers	6DSS
11 NIPR Computers	FEDLOG
TCAMS	

CHAPTER 17
INTELLIGENCE

17.1**.** Intelligence Mission and Concept of Operations: Intelligence personnel are responsible for pre-mission briefings, mission reports, and escape and evasion for A-10 pilots and the Medevac squadron. C-130 Intelligence personnel provide equivalent capabilities to C-130 aircrews.

17.2. Situation Analysis (characteristics of the area, weather and terrain, etc.): Woodruff is surrounded by mountains which gives the enemy concealed areas for rocket and mortar attacks. Most of Afghanistan is mountainous especially near the Kalamazoo/Afghanistan border. Ambushes and rocket attacks are hard to prevent and place U.S. forces at Forward Operating Bases in a dangerous position.

17.3. Intelligence Activities: (staff support and assigned personnel):
C-130 and A-10 intelligence daily conducts permission briefs and mission reports for each flight. ISOPREPs and Evasion and Escape (E&E) kits are issued to all A-10 pilots, C-130 aircrews and Medevac personnel. Normally, Medevac personnel will schedule a time prior to their flight for an intelligence briefing.

17.4. Existing Base Capabilities:

Currently all communications equipment is owned by the 125EOG. Fighter squadron intelligence should bring their own supplies but there are 4 NIPRNET computers, 7 SIPRNET computers, and 2 color duplex printers, and 3 STEs, a shredder, plotter, safe and a copier in house. The issue with this equipment is getting it replaced after it is broken. Squadrons should still bring some of their own equipment because it can sometimes take 2-3 weeks to replace equipment or computers. Supply should be able to order printer cartridges for printers but need to be given approximately a month advanced notice to order supplies. Any other perishable supplies such as pens and grease pencils need to be supplied by the fighter squadron. Supply does not have many replacements for perishable items. The A-10 EFS area is not cleared for Top Secret material.

17.5**.** Describe procedures and restrictions for releasing classified information to foreign nationals. All weapons system video should be classified SECRET. All MISREPS are classified Secret/Rel US, Can, Aus, UK. MISREPS containing radar warning indications (RWR) should be classified Secret/Noforn. For any information that needs to be made releasable contact CAOC Unit Support and they will pass the document to the foreign disclosure officer.

CHAPTER 18
SUPPLY

18.1. REFERENCES:

18.1.1. AFI 10-404, Base Support and Expeditionary Site Planning
18.1.2. AFMAN 23-110, Vol II, Part Two, USAF Standard Base Supply System
18.1.3. AFR 20-14, Management of Government Property in the Possession of the Air Force

18.2. **Supply support procedures, requirements and capabilities:** The ELRS/Supply section is located in Bldg. 735 DSN 231-4362. All supply procedures and requirements are outlined in AFMAN 23-110. 125th ELRS/Supply has the capability for the following:

18.2.1. Reject monitor (D818)

18.2.2. Reports & Listings (Daily, monthly, quarterly, semiannual, annual, and as required)

18.2.3. MASS (MISCAPS)

18.2.4. SBSS (process due-outs, RECs, DIFM Turn-Ins, upgrade/downgrade MISCAPS, DOCs, 1GPs, process ISUs, etc…

18.2.5. Local Purchase (Purchasing done at ACCRSS/CENTAF level)
18.2.6. Equipment Management
18.2.7. Receiving
18.2.8. Storage and Issue
18.2.9. Individual Equipment
18.2.10. Flight Service Center (DIFM turn-ins)
18.2.11. Procedures and Accountability (Document Control)
18.2.12. Customer Service (order parts requests for customers)
18.2.13. Individual Body Armor
18.2.14. Water Run, MREs (Additional duty)
18.2.15. Ammunition Issue (Additional duty)

18.3. **Procedures for initial and follow-on aircraft support:** Maintenance supply liaisons accompanied the deploying fighter/special operations squadrons. The MSLs have SBSS and MASS capabilities and can process and track their own MICAP requisitions. ACCRSS does all lateral support requisitioning for MICAPs. Main supply tracks all MICAPs for local area and gives access to MASS board printouts which are located on the shared drive. Main supply does issue of individual body armor, and individual equipment to airmen going down range on convoy duty or staying in the local area of responsibility.

18.4. **Other Service, contractor or host nation support:** None available.

18.5. **Computer Support:** No Computer Operations (2S0X2) support available in local area of operations. Computer Operations personnel are sent TDY from Abbass AB, Qatar to give support for a short period of time. Procedures on computer outage are as follows: MICAP requisitions forwarded to ACCRSS for processing. Paperwork pulled from MICAP shipments, property given to customer, updates in MASS showing customer has property, paperwork processed once computer comes online. Alternate terminals located in the following areas:

18.5.1. Civil Engineering, Bldg. 740, DSN 231-4410A-10 MSL, Bldg. 751, DSN 231-2250

18.5.2. OCFAC-130 MSL, Bldg. (Alpha taxiway), DSN 318-241-3004 Vehicle Maintenance, Bldg. 753, DSN 231-5310 **Supply support when computer support is not available:** ACCRSS will take over all requisitioning aspects of supply.

18.6. **Computer terminals requiring connection to SBSS:** The number of computer workstations which require SBSS is nine(9) Supply – 4

18.6.1. Civil Engineering - 1
18.6.2. Vehicle Maintenance - 1
18.6.3. A-10s - 1
18.6.4. C-130s - 2

18.7. **Nearest property disposal unit:** Spangdalem, Germany is the responsible Defense Reutilization Marketing Office (DRMO). Obtain TCN from Traffic Management Office (TMO), fill out DD Form 1149 and send documentation and property to TMO to be shipped.

18.8**. Storage capability and requirements by facility:** Supply has two California Shelters; one is the base service store and individual equipment including offices. The second is storage for body armor, gortex jackets and trousers.

18.9. **Applicable stock record accounts:** Nothing on the item record.

18.10. **Procedures for turn-in and rapid evacuation of reparable assets:** Unserviceable parts would be brought to main supply, processed as unserviceable, all paperwork and property to TMO, shipped back to the depot or responsible home unit. All reparable assets would evacuate with the A-10 fighter squadron and the AC-130 special operations squadron in their respective Mobility Readiness Spares Package (MRSP) kits. Supply does not have an on-hand balance of reparables.

18.11. **Projected availability of Chemical Biological (CB) Individual Protective Equipment:** CB ensembles are not stored in main supply. Every individual should arrive with two sets of CB gear issued from home stations IAW CENTAF guidance. During contingency operations Army NBC Cell and US Army Logistics 231-2819 will re-supply BAF personnel with replacement CB suits.

CHAPTER 19
PETROLEUM, OILS, AND LUBRICANTS (POL)

19.1. General. The locations, facility numbers, and phone numbers for all fuels facilities are listed below. Major construction projects for any facility are also listed.

19.1.1. Fuels Management, Operations and Resource Control Center, DSN: 123-456-7890, is located between the A-10 Maintenance bldg. and A-10 Clamshell, in B-hut 752. Woodruff AB, (BAF) has joint operation with Kellogg, Brown and Root (KBR) in the issuing, de-fueling and storing of jet fuel. At this current time KBR only responsible for defueling, issuing to AGE equipment, generators and the storing of fuel for BAF. Air Force fuel personnel are responsible for the servicing of most fixed wing aircraft and the NFARP fill-stand operations. Future planning has KBR taking responsibility of all servicing and storing of fuel for BAF.

19.1.2. Fuels Bladder Storages areas, NFARP and SFARP are manned by Kellogg Brown & Root (KBR), DSN; 312-231-4644, KBR Base Operations.

19.1.3. Military Service Station (KBR Retail Store), DSN: 312-231-9174, is located on Disney Drive next to the KBR wash rack.

19.1.4. Cryogenics Storage is located by Q36 Radar Site.

19.2. Petroleum and cryogenics products are provided by the agencies listed below.

19.2.1. JP-8 and TS-1 Jet Fuel is supplied by KBR Operations.

19.2.2. JP-8 is shipped in by tanker truck from Kalamazoo by CALTEX Trading and Transportation Corporation.

19.2.3. TS-1 is shipped in by tanker truck from Disney World by Red Star Enterprise.

19.2.4. Ground fuels are managed by KBR Operations.

19.2.5. DL-2 is trucked in by CALTEX Trading and Transportation Corporation.

19.2.6. MOGAS is trucked in by CALTEX Trading and Transportation Corporation.

19.2.7. Liquid Oxygen (LOX) is flown in by cargo airlift from Abbass AB, Qatar, managed by A4/Forward CAOC, Abbass AB, DSN: 318-436-2612.

19.3. Re-supply for all products is available year-round.

19.4. Army CJTF76 JLC III controls the number of bags and stock objective for Woodruff AB.

19.5. Fuels and Cryogenics Storage/Dispensing Facilities

19.5.1. There are fifteen 210,000 gallons bladders of JP-8 at the NFARP/SFARP areas used to fill refueling units and aircraft. The maximum inventory possible 3,150,000 gallons. Total usable capacity is 2,835,000 gallons, based on a safe fill of 189,000 gallons per bladder, and loss of suction at approximately 5,000 gallon. There are 13, 210,000 gallon bladders of TS-1 jet fuel at the NFARP/SFARP areas used to fill units, generators and power plant. The maximum inventory possible is 2,730,000 gallons. Total usable capacity is 2,457,000 gallons, based on a safe fill of 189,000 gallons per bladder, and loss of suction at approximately 5,000 gallons. There are thirteen 210,000 gallon tanks unused for future capacity increases. There are two 20,000 gallons diesel bladders at the KBR Retail Service Store and one 210,000 gallons diesel bladder at NFARP storage area. The two 20,000 galloon bladders are to fill government own vehicles and the 210,000 is to bulk drop to the Retail Service Store. Total usable capacity for diesel fuel is 250,000 gallons. Maximum inventory is 250,000 gallons. There is two 20,000 gallons MOGAS at the KBR Retail Service Store and is the only unleaded storage available on base.

1.2 Product	Usable	Maximum	Stock Objective
JP-8:	2,835,000	3,150,000	2,625,000
TS-1:	2,457,000	2,730,000	2,100,000
Diesel Fuel:	247,000	250,000	247,000
MOGAS Fuel:	34,000	40,000	37,800
Liquid Oxygen:	1,500	2,000	1,500

19.5.2. There are three jet fuel fill stands at the SFARP and two at the NFARP bladder areas. SFARP fill stands utilize three Army Gorman Rupp 350 GPM. Each fill stand dispenses approximately 280 GPM with additional Gorman Rupp pump inline between the pump and bladders. The average refilling time is 30 minutes with a turn around time of an hour between dispatched to fill and return. The NFARP utilizes one R14 with two hoses for refilling the trucks averaging 280 GPM. The average refilling time is about 30 minutes with 40 minutes turn around time from dispatched to fill to return. Ground products are issued by KBR Retail Service Store by one each 350 GPM Gorman Rupp pump average 10 to 12 GPM.

19.6. Receiving Data

19.6.1. The primary modes of receipt for JP-8 and TS-1 jet fuel are via tanker trucks. JP-8 is truck in from Kalamazoo and TS-1 is truck in from Disney World. CALTEX Trading and Transportation Corporation bring in JP-8 and Red Star Enterprises brings in TS-1. The primary source of jet fuel changes based on political, weather and the mountain pass road conditions. Currently there is two download points with 350 GPM Gorman Rupp pumps with inline meter. Receipts via tanker truck are rated at approximately 350 GPM. There are projected eight download points with eight R22 or eight Gorman Rupp pump or combination of both with an in line meter. Receipts rate not rated for this configuration currently. Average offload time of two tank trucks simultaneously is 45 minutes. All TS-1 fuel is blended with FSII, SDA and CI using

a Hammonds Additive Injector and is filtered through a 350 filter separators. DL-2 Tank truck receipts are accomplished using a 350 GPM pump with one offloading header. Receipts via tank truck are rated approximately 280 GPM. Average offload of one tank truck is 45 minutes. MUR is received via tank truck. Receipts are off-loaded with 350 GPM pump, with approximately 290 download rate.

Product	Supplier	Mode of Receipt	24 hr Maximum
TS-1	Red Star Enterprises	Tanker Truck	350,000
JP-8	Shell Aviation LTD	Tanker Truck	350,000
JP-8	Air BP Limited	Tanker Truck	350,000
DL-2	CALTEX	Tanker Truck	40,000
MUR	Air BP	Tanker Truck	40,000

Note: Jet fuel can be delivered by all sources or one source, primary objective is 35 trucks a day.

19.6.2. 400 gallon Liquid oxygen tanks are airlifted from Abbass, Qatar, tanks are coordinated through the CAOC, A4/Forward.

19.6.3. Currently CJTF76 JLC III has Amphibious Assault Fuel System (AAFS), installed to transfer fuel from the SFARP area to the NFARP area.

19.7. POL Hydrant Data: There is no hydrant fueling capabilities at this location.

19.8. Refueling and Cryogenic Equipment

JP-8 jet fuel
R-11 refueler 8

Ground products
KBR handles all ground issues with 3K Trucks

TS-1 refueler none
JP-8 refueler 6 (2-5000 gallons truck, 4-3000 gallons truck)
MOGAS 1 (3,000 gallons truck)

Cryogenics
Liquid oxygen Four 400 gallon tanks (varies on even given day)

19.9. Procedures

19.9.1. The Resource Control Center controls all equipment and operations base on requests from Command Post, A-10 MOCC, OCF MOCC and MEDIVAC MOCC. BAF aircraft are caught base on established priority list. The priority list goes as followed; A-10, AE Aircraft, A-6, C-130, C-17 and transient.

19.10. There are eight (8) R-11s refuelers assigned. Other special purpose vehicles are listed in Para. 19.8. There is one general-purpose vehicle assigned (Toyota Hilux 4X4 PU).

19.11. The number of servicing that can be accomplished depends on the number of refuelers in service. Theoretically, each refueler can perform one servicing per hour, which includes travel, connect, disconnect, refill and return times (8 X 12= 96) servicing in a 24-hr period, 96 X 5,800=556,800 gallons in a 24-hr period). USAF mobile refuelers are currently the only refueling mode for supporting all assigned and transient coalition aircraft. This service will transition to contractor responsibility some time in 2007. For fuel servicing greater more than 30,000 lbs, hot-refueling can be accomplished by KBR at the SFARP.

19.12. All ground fuel servicing will be done by calling KBR work order desk at 231-4644. Refuelers will be filled with JP-8 from one of the eight assigned.

19.13. 24-hour primary and alternate receiving and issue capabilities.

19.13.1. There is currently two download points at south receiving point. The two download points are the primary receiving point with no alternate. When the projected eight download point's come on line they will be the primary and the two download points now will be the alternate.

19.13.2. The primary source of issue is the R-11 refueling units. The alternate sources of issue are two R-14 Aerial Transportable Hydrant System (ATHRS) and two Gorman Rupp Army pumps. There is one each located at the NFARP and SFARP, with the SFARP having additional two Gorman Rupp pumps.

19.14. Cryogenic equipment is listed in para 19.8. Requirements for LOX are approximately 3,000 gallons a month. LIN requirements have not been established; due to non-use by currently assigned airframes Servicing of carts from tanks is by routine transfer means. Transfer of product to serving carts will be during 0900-1100, 1500-1700 and 0001-0100 hrs. Emergency fill will be done on request. There is no requirement for emergency power; however, if night operations must be accomplished during a power outage, portable light carts will be required or vehicle lighting outside the area can be used.

19.15. Ordering and receipt procedures for fuel products are accomplished IAW established directives. Applicable documentation such as contract bulletins, BPA Emergency Distribution Plan, if applicable, is located at CJTF76 JLCIII. Projections for aviation fuel requisitions are accomplished by JLCIII. Accountability of DESC owned products (Aviation fuel) is accomplished in IAW AFI 23-201, AFMAN 23-110 and DOD 4140.25M. All Blanket Purchases Order items if any are accounted for by CJTF76 JLC III.

19.16. The Fuels Operations Facility (Management, Operations and RCC) only source of power is commercial power. There is no future plan to have and outlet for generator power. In the event

of a power outage, RCC will establish radio communication with Command Post and OCF MOCC will relay fuel request through Command Post. A-10 maintenance personnel will continue requesting fuel by radio communication.

19.17. In the Fuels Operations Facility B-Hut there is on Class "A" line. The number to Refueling Maintenance is x-5308 and is located in located in B-Hut 753.

19.17.1. Alternate communications are accomplished by multi-channel radios between aircraft maintenance functions and the Resource Control Center. Telephone and radio outages will require establishing a runner system. The Resource Control Center will established a fuels expediter and the expediter will notify aircraft maintenance supervisors (flight line trucks) that normal communications are not functional, and emergency requests may be coordinated through the mobile Resource Center or expediter. Remaining vehicles (general purpose) will be used as runner vehicles for contacting support agencies.

19.18 Fuels REPOL reporting procedures are IAW JTF/SWA and CENTAF instructions. Currently they are submitted daily over SIPR NLT 0700 hours local.

19.19.1. There are three fill stands at the SFARP area utilizing five Gorman Rupp pumps and two fill stands at NFARP area utilizing one R-14 modules with two hoses. AT 280 GPM figuring the 6,000-gallon truck is empty and factoring in hook up and departure, it takes 30 minutes to fill two refuelers. In 30 minutes we could fill two refuelers (12,000 gallons) so that would be 24,000 gallons per hour using the NFARP area. Factor 1: With the R-11s pumping at 550 GPM and factoring in setup and shut down times, it will take 30 minutes to empty all eight R-11s if they all began pumping at the same time It would take another 30 minutes to empty all eight R-11s if they all began pumping at the same time. It would then take another 30 minutes to fill two refuelers and get them back on the line servicing. After the initial 48,000 gallons per hour issued in the first hour, dispensing would then drop to 12,000 gallons per hour due to fill stand turn times and refuel turn times.
Based on these assumptions: 23 X 24,000 = 552,000 + 12,000 = **564,000 maximum dispensing rate for 24 hours at the NFARP area**.

19.19.2. In the SFARP area three refuelers (18,000) so that would be 54,000 gallons per hour. With the same Factor 1 scenario above, after the initial 108,000 gallons per hour issued in the first hour, dispensing would then drop to 18,000 gallons per hour due to fill stand turn times and refuel turn times.
Based on these assumptions: 23 X 54,000 = 1,242,000 + 18,000 = **1,260,000 maximum dispensing rate for 24 hours at the SFARP area**.

19.19.3. When combining the NFARP and SFARP dispensing capabilities with Factor 1 scenario from above you get in five refuelers (30,000 gallons) filled in 30 minutes, so that would be 60,000 per hour. After the initial of 120,000 per hour issued in the first hour, dispensing would then drop to 30,000 gallons per hour due to fill stand turn times and refuel turn times.

Based on these assumptions: 23 X 60,000 = 1,380,000 + 30,000 = **1,410,000 maximum dispensing rate for 24 hours at the NFARP and SFARP.** At the maximum rate fuel stocks would be depleted in less in two day's without re-supply. The sustained JP-8 dispensing rate in 24 hours is 140,000 gallons.

19.19.4. **RATIONALE**: Realistically for the SFARP you have to add 20 to 30 minutes travel time depend where you're at on the ramp. This would make turn around time for fill and ready to service approximately 1 hour. NFARP travel time is not significant enough to effect turn around time. Receipt capabilities for the NFARP is limited to 70,000 gallons a night, numbers are based on the limited KBR tank truck and manpower. For receipt capabilities at the SFARP area, figure 45 minutes to download two tank trucks that have an average inventory 10,000 gallons each. Then add another 15 minutes for hook-up, setup-up, and departure that will be 20,000 gallons per hour. Based on pumping times that would give us a sustained figure of 480,000. Based on historical data from CJTF76 JLCIII, shows that current sustained rate is 140,000 gallons each per 24 hours, with this information taken into consideration, Woodruff AB **sustained dispensing rate is 280,000 gallons per day.**

19.20. Currently there is no TAB G-8.

19.21. Personnel. The Fuels Management Flight is part of the 125th Expeditionary Logistics Readiness Squadron (125 ELRS) and is authorized fourteen 2F0X1 USAF personnel. Management requires one person in the rank of MSgt. Operations requires eight personnel, two junior NCOs (day's and night's), one 036 SEI qualified, one 040 SEI qualified, one 039 SEI and four 387 SEI.

CHAPTER 20
TRANSPORTATION

20.1. **General:** 125th Expeditionary Logistics Readiness Squadron (125 ELRS) provides vehicle management, traffic management and logistics plans support to the 125th Air Expeditionary Wing (125 AEW) and associate agencies at Woodruff Airfield (BAF).

20.2. References:

DODR 4500.9R, Defense Transportation Regulation, Part II, Cargo Movement
DODR 4500.9R, Defense Transportation Regulation, Part III, Mobility
TO 36-1-191, Technical and Managerial Reference for Motor Vehicle Maintenance
AFOSH 91 Series, Safety
AFI 10-403, Deployment Planning
AFI 10-404, Instruction for Base Support Planning
AFPAM 10-1403, Air Mobility Planning Factors
AFMAN 23-110, USAF Supply Manual
AFJI 24-113, Department of Defense Common User Airlift Transportation.
AFI 24-101, Passenger Movement.
AFI 24-201, Cargo Movement
AFI 24-202, Preservation and Packing
AFJAM 24-204, Preparing Hazardous Materials for Air Shipment
AFI 24-230, Maintaining the DOD Activity Address Directory
AF Handbook 24-230, Expeditionary Vehicle Maintenance
AFI 24-301, Vehicle Operations
AFI 24-302, Vehicle Maintenance Management
AFJMAN 24-306, Manual Wheeled Vehicle Driver
AFPAM 24-317, Vehicle Control
AFI 25-10, War Reserve Materiel (WRM) Program Guidance and Procedures
AFCSM 24-1, Online Vehicle Integrated Management System Users Manual

20.3. Support Capabilities:

20.3.1. Vehicle management uses economical, reliable and up-to-date procedures (primarily TO 36-1-191 and AFI 24-302, AF Handbook 24-230 and referenced applicable guidance within) to authorize, acquire, account for and maintain vehicles in a safe and serviceable condition throughout their life cycle. Vehicle management consists of a multipurpose vehicle maintenance shop (to even include a tire shop, mobile vehicle maintenance, vehicle and vehicular equipment, refueling equipment and material handling equipment) vehicle management and analysis, materiel control and supervision. Vehicle management maintains a diverse fleet of approximately 200 vehicles at BAF. Each area is minimally equipped with personnel, supplies, materials, tools, equipment... to perform their normal mission. Vehicle management and analysis is responsible for the efficient and economical operation and maintenance of the base vehicle fleet, accountability of the vehicle fleet, analysis and scheduling of maintenance requirements,

base vehicle buy submissions, establishing and management of the vehicle control program, and analysis. Vehicle management and analysis also coordinates vehicle rentals and leases as needed, responds to command directives for vehicle shipments and takes action IAW appropriate directives to secure approval for WRM vehicle release through Central Air Force Forward, A4. As the wing single manager for 125 AEW registered USAF vehicles, only those assets reflected in the transportation chapter are considered true vehicle requirements. Vehicle requirements will not be reflected in any other IGESP chapter. If a reference to a vehicle is deemed essential, a statement to refer to the transportation chapter will suffice. There are no vehicle operations functions except for transportation coordination through Kellogg Brown & Root (KBR). KBR dispatch provides very limited U-Drive-It (UDI) functions, and we-drive-it tractor/trailer, bus, baggage truck, forklift, wrecker and crane support on a limited basis under host Army contract for the entire joint services community.

20.3.2. Traffic management consists of two sections performing operations related to the movement of cargo and passengers. Cargo movement section handles packaging, packing, crating and marking/labeling of outbound cargo, arranges movement of outbound cargo by air, sea or surface modes via the Defense Transportation System or commercial carriers. The airlift clearance authority element clears outbound freight for movement on AMC aircraft, provides notice of inbound cargo arrival and traces shipments in the pipeline. The ACA, clears outbound cargo for movement via sealift, coordinates inland movement of arriving cargo, and functions as liaison with Surface Deployment and Distribution Command and Military Sealift Command on matters relating to sealift and port handling of AF cargo. Passenger section schedules and tickets passengers for movement on AMC-contract and commercial airlift.

20.3.3. Logistics plans serves as the focal point for consolidating OPLAN planning and all planning issues affecting the utilization of any and all logistics readiness resources. It performs capability analysis to ensure sufficient resources to meet ExPlan/OPLAN and resulting IGESP taskings. It also ensures logistics readiness inputs that impact upon airlift requests are fully coordinated and takes action to resolve logistics readiness deficiencies. Manage base support agreements and war readiness material, capability information, SORTS reporting, Full Spectrum Threat Response and security programs. During deployment operations, this flight becomes the Unit Control Center (UCC) support staff as situations and personal expertise permit, and as directed by the logistics readiness function.

20.4. **Functional Assumptions**:

20.4.1. The available manpower will be available for duty and will normally work 7-days per week.

20.4.2. Purchases, services and contracts from/with commercial local and non-local venders will be honored.

20.4.3. Existing transportation related facilities will remain available and operational.

20.4.4. Conduct normal day-to-day duties within normal duty hours until mission requires changes.

20.4.5. BAF contractors will be available to provided their required support (i.e., provide and maintain all base fire fighting support equipment, maintain to include parts on their assigned Air Force sweepers and snow removal equipment, U-Drive-It (UDI) and we-drive-it vehicle support…).

20.5. Resources:

20.5.1. Agreements and procedures to provide or obtain support.

20.5.1.1. U.S. Army Transportation Motor Pool (TMP) is under contracted out to KBR. KBR dispatch provides very limited UDI functions, and we-drive-it tractor/trailer, bus, baggage truck, forklift, wrecker and crane support on a limited basis under host Army contract for the entire joint services community. This transportation services can be arranged through TMP with normally at least 2 days notification to TMP from 125 ELRS commander or appointed unit transportation coordinator. Completed signature cards (DA Form 1687) and assumption of command letter is required with Army and contractors at various points for different classes of supply and support.

20.5.1.2. Aircraft generation mobility: All vehicles assigned IAW Vehicle Authorizations Listing (VAL) approved by CENTAF and ACC.

20.5.1.3. Deployment: Vehicles required to support mission are assigned IAW VAL

20.5.1.4. Reception: Vehicles required to support mission are assigned IAW VAL

20.5.1.5. WRM availability: Required vehicles come from WRM at Abbass.
Normal Passenger/Cargo movements on/off base: Vehicles required to support mission are assigned IAW VAL.

20.5.1.6. Base operability support: Vehicles required to support mission are assigned IAW VAL.

20.5.1.7. Scheduled airlift: Vehicles required to support mission are assigned IAW VAL.

20.5.1.8. Aircraft on a 24 hour basis: Vehicles required to support mission are assigned IAW VAL.

20.5.1.9. Vehicle/equipment leasing support: KBR/US Army provides limited support; VAL shortfalls can also be supplemented by CENTAF approved leasing, if required. Although the process must start with the 125 ELRS fleet manager in vehicle management.

20.5.1.10. Mobile maintenance capability: Vehicle management currently has the capability to support mobile maintenance requirements.

20.5.1.11. Sub-motor pool locations: KBR/US Army TMP, also various US Army organizational motor pools exist to support their own missions; requests may or may not be honored.

20.5.1.12. Remote site vehicle repair requirements: Upon special request and proper approval.

20.5.2. **Identification of authorized personnel and area of assignment:**

20.5.2.1. Vehicle management is authorized one 2T370, Vehicle and Vehicular Equipment Maintenance Craftsman; 12 2T351, Vehicle and Vehicular Equipment Maintenance Journeymen; one 2T352B, Refueling Mechanic; two 2T352C, Materiel Handling Equipment Mechanics; two 2T357, Vehicle Management and Analysis Journeymen; and one Supply Journeyman (Materiel Controller).

20.5.2.2. Traffic management is authorized 6.

20.5.2.3. Logistics plans is authorized 2.

20.5.3. **Identification of available equipment:**

20.5.3.1. Vehicle management is equipped with four computers, two printers, four individual toolkits, assorted shop equipment, specialized tools and working stock to maintain the assigned vehicle fleet.

20.5.3.2. Traffic management is equipped with 5 desktop computers (1 for CMOS, 2 for GATES), 1 printer, banding machine, and light packing/crating material.

20.5.3.3. Logistics plans is equipped with one desktop computer and one printer for NIPR and one laptop for SIPR.

20.5.4. **Peacetime vehicle authorizations/assignments**.

20.5.4.1. Vehicle management has one 6-passenger vehicle.

20.5.4.2. Traffic management has 1 pickup truck.

20.5.4.3. Logistics plans has zero vehicles.

20.5.5. **Identification and location of all transportation facilities**:
Vehicle Management:
Office/bldg 753/tel # 318-231-5310

Shop/bldg 751
Traffic Management:
Cargo Movement/bldg 729/tel # 318-231-2104
Passenger Travel/bldg 728/tel # 318-231-4684
Logistics plans/bldg 728/tel # 318-231-3459
US Army TMP is located near BAF government vehicle fuel pumps
Transportation Movement Request/tel # 318-231-5008
TMP Dispatch/tel # 318-231-5606
TMP Maintenance/tel # 318-231-5522/5010
KBR Fleet Maintenance (Non-Tactical KBR Vehicles)/tel # 318-231-2649
KBR Direct Support Shop Office (Ground Support Equipment)/tel # 318-231-2710
KBR Direct Support Organizational Maintenance (Tactical Vehicles)/tel # 318-231-3429
KBR Wrecker Service (General Purpose Vehicles)/tel # 318-231-3415
KBR/Army Supply (SSA) Issue/tel # 318-231-3425
KBR/Army Supply (SSA) Turn-in (DRMO Vehicles)/tel # 318-231-2736
KBR Fire Truck Maintenance/tel # 318-231-4618/3201
KBR Flight Line Maintenance/tel # 318-231-5517
KBR Service Operations (Facility W/O's and Vehicle Tow-ins/tel # 318-231-4644

20.5.6. **Vehicle recall procedures**: We currently have only enough vehicles to support the local mission. There are limited assets to pull without significantly affecting other unit's missions.

CHAPTER 21

AIR MOBILITY OPERATIONS

21.1. Concept of Aerial Port Procedures and Capabilities. The primary concept of all Aerial Port procedures are to safely receive cargo aircraft into port, download and up load all cargo and passengers on AMC and multi-national aircraft in a safe and timely manner, and J/I (Joint Inspect) all redeploying and deploying forces. Contract civilian aircraft will be done in the same manner but require minimum support from Air Terminal Operations Center (ATOC). Each station manager contract representative will notify requirements to ATOC prior to their aircraft arriving.

21.2**.** Woodruff Air Field (BAF) is located in the Parvan Province of Afghanistan, approximately 11 kilometers southeast of the city of Charikar and 47 kilometers north of Woodruff. The airfield is served by a 10,000-foot runway built in 1976 and is capable of accommodating large cargo and bomber aircraft.

21.2.1. There are 8 main aircraft parking spots located on Delta ramp designated for quick-turn aircraft. There are 2 parking spots on Charlie ramp used as alternate loading areas when Delta Ramp is full. The South Flightline Area Refueling Point (FARP) may be used as a loading area also when deemed necessary (Note* K-loader's will not be used when loading/unloading aircraft on the FARP because of the lack of unpaved surfaces to reach the area). Contracted Short Takeoff and Landing (STOL) aircraft will be handled mostly on the alpha ramp by designated STOL personnel.

21.2.2. Alpha Taxiway is designated as the hot spot on the airfield, but deviations from this will occur on occasion. Airfield Management bldg # 749 (318-231-4411) will answer all questions pertaining to what parking spots to use when handling certain hazard classes.

21.2.3. Cargo marshalling will be done on the Rapid Repair Runway (RRR) yard. All pallets will be capped using the Global Air Transportation Execution System (GATES) program and will be assigned grid locations. We have approximately 90 grid locations (60 for general cargo and 30 for ULN). There are also three 463L highline docks, which have the capacity for 6 pallets on each. Inventories of the grid will be done at the beginning of each shift change for accountability and backlog reports. In addition to the 463L pallet grids a common grid location is used to accommodate all rolling stock.

21.2.4. Cargo will be in checked and processed by the Cargo Documentation Team (CDT), contracted Kellogg, Brown and ROOT (KBR) in the inbound yard. After reception of all cargo, rolling stock, pieces and pallets will be trucked out to the final destination or ultimate consignee. The Arrival/Departure Airfield Control Group (A/DACG) controls the call forward area. They receive, inventory and control aircraft loads. In this area the J/I is conducted, a final briefing is provided to the deploying troops, and manifests are reviewed for accuracy. The Movement Control Team (MCT)

coordinates and monitors all cargo and passenger movements throughout the Area of Responsibility (AOR). They are responsible for submitting Joint Movement Requests (JMR) requests

21.2.5. Passenger reception and processing will be done at the Passenger (PAX) terminal. The PAX terminal has the ability to hold approximately 54 outbound passengers comfortably. They have 3 sign up counters that are manned 24 hours a day, 7 days a week. The PAX terminal is capable of processing up to 2,800 passengers on a weekly basis. They are located next to the USO in building #594 (318-231-4683).

21.2.6. ATOC is located on the flight line parallel to Delta Ramp, perpendicular to spot 1. Building # 700 (318-231-2115), manned with 44 people on two 12-hour shifts, seven days a week, 24 hours a day. Inside the ATOC office is the ATOC information controller, cargo/JI personnel, Air Terminal Manager, Operations Officer and Squadron Commander. One ISU 90 used for all classified cargo, registered and ordinary mail, signature service cargo, and as a storage area for weapons. An ISU-96RC (20ft x 8'w x 8'6ht) is used for any items that might require refrigeration. Refrigeration capabilities are limited due to the fact that neither wet nor dry ice is readily available at BAF for use by ELRS personnel. Medical personnel will re-ice materials that have not been load planned for air movement prior to their re-icing date. Load planning personnel will make medical shipments a top priority for airlift. ATOC also has the use of a 20ft corten steel container for the sorting and segregation of general and hazardous material awaiting airlift.

21.2.7**.** The Primary spot for loading/unloading of aero medical evacuation personnel will be on spot 4, secondary loading/unloading areas will either be on spots 3 or 5. Aero medical personnel will approve/disapprove engine running on load/offload (ERO) of patients on aircraft. The primary location for AMC mobile aero medical staging facilities will be located on spot 4.

21.3. Our working Maximum on Ground (MOG) here at Woodruff is 3 aircraft at one time. This can be broken down even further into which types of aircraft can be serviced:

3 C-130
2 C-17
1 C-17 and 2 C-130

21.3.1. 125 ELRS can handle 23-26 aircraft in one 24hour period (receiving, offloading/on loading and launching). The average ground time for C-130's are 2 hours whereas C-17's have an average of 3.+15 hours. Ground times will vary according to the scheduling of aircraft.

21.3.2. ATOC is designated as the aerial port-coordinating agency for ERO's. These operations are used to expedite the flow of aircraft through an airfield during operations where the reduction of ground time warrants a departure from normal operating procedures. All ERO requests will be routed to the ramp supervisor on shift. Ramp supervisors will

approve/disapprove requests after taking into consideration the operational risks and the type of load being on or offloaded, visibility, qualified personnel availability, MHE support, weather conditions and overall operational mission impact. Mandatory checklists for ERO operations are located in AMCI 24-101, volume 11, Checklist 1-4. Any disputes with aircraft commanders should be elevated to AMD, C-17 cell at 318-436-4126 and C-130 cell at 318-436-4127.

21.3.3. IAW DIRMOBFOR airlift waivers, ERO of hazard class 1.1 thru 1.3 are authorized, but not recommended at BAF.

21.3.4. Port to port and Diplomatic (DIP) clearances are required to ensure aerial ports can project the explosives based on parking, storage and capability. Clearance is required for all explosive movements without exception to destination.

21.3.5. Aerial port flight commanders, superintendents and team chiefs will take necessary actions to ensure that personnel receive refresher training prior to performing ERO operations in the AOR.

21.4.1. ATOC has the following vehicles/ Material Handling Equipment (MHE) authorized and assigned:

8 ea. John Deere 10K A/T forklifts
1 ea. Catapillar 10K A/T forklift
3 ea. 25K NGSL K-Loader
1 ea. 40K K-Loader
4 ea. 60K K-Loader
1 ea. Mid size PU
2 ea. 28 passenger buses
1 ea. Metro Van
2 ea. 6 passenger PU
1 ea. Gator

21.4.2. Nighttime operations are conducted with minimal lighting on the flight line and airfield. The use of reflective belts is mandatory during hours of darkness. The inbound yard has one gas powered light cart and various electrically powered lights along the fences. Dunnage and chalks can be procured from KBR contracting personnel by requesting the amount of required pieces.

CHAPTER 22
WAR RESERVE MATERIEL

Chapter 22 will be covered in the Woodruff Base Support Plan, Part II.

22.1. REFERENCES:
22.1.1. AFI 10-404, Base Support Planning
22.1.2. AFI 25-101, War Reserve Materiel (WRM) Program Guidance and Procedures
22.1.3. HQ CENTCOM Supplement 1 to AFI 25-101, Draft, WRM Program Guidance and Procedures

22.2. WRM Points of Contacts:

USCENTAF AUAB AFFOR LRC (LGX) DSN 318-436-2603/2605
C4.lgx@auab.centaf.af.mil

USCENTAF A4/LGXR WRMO DSN 314-965-4478/4362/4444
A4.lgxwrm@shaw.af.mil

USCENTAF ECA/CC Commercial (Oman) 968-698-989
cc@eca-oman.com

CHAPTER 23
SUPPORT AGREEMENTS

23.1 **EXISTING SUPPORT AGREEMENTS:** There are currently no Support Agreements in place between the 125 AEW and any other organization.

CHAPTER 24
MAINTENANCE

24.1. Maintenance of aircraft and associated support equipment will be performed IAW Air Force Instructions, MAJCOM Supplements, CENTAF Supplements and 125 AEW supplements. The following are the capabilities of the EMXG to support A-10A aircraft. At this time Woodruff does not have a trim pad, wash rack, gun berm or X-ray capabilities.

24.1.1. **Airfield/Aircraft Parking.** Aircraft with hung ordinance will park on taxiway Alpha and face out into the open countryside in a northeasterly direction until safe. Aircraft parking spots provide adequate space to perform full SGO/CSO operations. All aircraft parking ramp lighting is supplied by light carts. For aircraft quick turns, capabilities exist for one hot pit refueling area. Personnel are required to be certified for local hot pit operations upon arrival, procedures are in locally developed instruction 125 AEW INSTRUCTION 21-15. Engine run over 85% Ng are conducted by air crew.

24.1.2. **TMDE Program.** Abbass AB, Qatar provides type III TMDE service and is the primary calibration center, DSN 318-437-5557 or Fax 318-437-5017. TMDE account ID AFA10. Woodruff Air Field has a TMDE facility for Army support and available for immediate calibration. Will need to setup Unit account (DSN 231-3407) Account ID FVS600

24.1.3. **Hazardous Waste Program.** We have an Initial Accumulation Point (IAP) collection site at build 751. It stores solid and liquid waste. Unit must transport Hazardous Waste to base collection point weekly. Base Collection Point operating hours is 0730L 1800L

24.1.4. Key Telephone Numbers:

OFFICE	NUMBER	OFFICE	NUMBER
WGM/Analysis	318-231-2158	MOC	318-231-2116
AGE/Weapons Flight	318-231-2155	NDI	318-231-2156
APG/Specs Flight	318-231-2160	P&S/Production	318-231-2159
Commander Group	318-231-2160	QA/AFETS	318-231-2157
Commander Squadron	318-231-4667	A/R	318-231-4687
Maintenance Supervision	318-231-4668	Supply	318-231-3014
Maintenance Break Area	318-231-2250		

24.2. Sections Information

24.2.1. EMXG.

24.2.1.1. **Group Commander.** Office is equipped with SPIR/NPIR access, three computers, a printer and cable TV. The office shares a class A telephone with APG/Specialist section chiefs. Commander shares office with Executive Officer and Information Manager. The office is located in building 751, 2nd floor, approximately 252

sq ft (12'x21'). The Commander is assigned a 3 PAX truck.

24.2.1.2. **Quality Assurance.** Office is equipped with NIPR access, computer, printer and class C telephone with and cable TV. Shares office with AFETS, located in building 751 1st floor, approximately 144 sq ft (12'x12'). There's an area set aside for CEMS/TEMS ground station in the office.

24.2.1.3. **Air Force Engineering and Technical Services (AFETS).** Office is equipped with a NIPR drops, shares class C telephone with Quality Assurance, and cable TV. Shares office with QA and located in building 751 1st floor, approximately 144 sq ft (12'x12').

24.2.1.4. **Transient Alert.** Has an open floor plan**,** shares office with ATOC and Command Post. The office is equipped with NIPR access, computer and class C telephone. Transient Alert provides NATO and coalition support. Aircraft Maintenance Squadron (Supply, Support and AGE) provide limited support. Vehicles used to perform T/A duties:

Trans Alert Vehicles

Qty	Noun
1	Chevy 3500 (Follow Me)
1	Bobtail
1	MB-2
1	Condor
2	De-Icer's Truck
1	Air Stair Step Truck

24.2.2. EAMXS.

24.2.2.1. **Squadron Commander and First Sergeant.** Office is equipped with SPIR/NPIR access, two computers, printer, Class A telephone, and cable TV. Commander shares office with First Sergeant. The office is located in building 751, 2nd floor, approximately 144 sq ft (12'x12'). The Commander/First Sergeant shares a 3 PAX truck with AMU maintenance supervision.

24.2.2.2. **AMU Supervision.** Office is equipped with SPIR/NIPR access, three computers, printer, class A telephone, STE, and cable TV. OIC and Superintendent work out of building 751 1st floor office, approximately 144 sq ft (12'x12'). Shares 3 PAX truck with Squadron Commander.

24.2.2.3. **Production Supervisor.** This office is equipped with NIPR access, a computer, shares a class C telephone with P&S and cable TV. Production office is located in building 751 2nd floor, approximately 144 sq ft (12'x12'). Shares office with P&S. Production is assigned a 3 PAX pickup truck.

24.2.2.4. **Plans and Scheduling (P&S).** This office is equipped with NIPR access, a computer, shares class C telephone with production supervision. Shares office with Production.

24.2.2.5. **WGM/Analysis.** This office is equipped with NIPR access, two computers, color printer and class C telephone. Office located in building 751, 2nd floor between Squadron Commander and Production. The office has approximately 144 sq ft (12'x12').

24.2.2.6. **Maintenance Operation Center (MOC).** MOC shares the office with Debrief. The office is equipped with computer, printer, Class A telephone shared with Debrief, LMR base station and cable TV. The office is shared with debrief and has approximately 120 sq ft (12'x10'). Alert notifications are broadcast across the A-10 LMR net by Operations Squadron. There is a local policy that that states what the MOC is responsible for with regards to Hot Pits. The MOC must notify Air Field Management no later than 30min prior to beginning hot pit operations. The MOC must also contact the Fire Department. When needed the MOC serve as a relay for all LMR communication. The MOC is responsible for notifying all flight line radios of all weather watches and/or warnings and in-flight emergencies and initiates an emergency action checklist. Any classified materials that are no longer needed, are placed into a box that is to be burned at a later time. The MOC is responsible for updating the daily CENTAF spread sheet for ACFT status.

24.2.2.7. **Debrief.** Office is shared with MOC. This office is equipped with NIPR access, computer, printer, class A telephone shared with MOC, and cable TV. Debrief office is approximately 120 sq ft (12'x10').

24.2.2.8. On Equipment Maintenance.

24.2.2.8.1. **Crew Chief Section (APG).** This office is equipped with NIPR access, computer, shared class A telephone with the group commander. APG shares an office with Specialist section on the 2nd floor of building 751. APG also has a break area centrally located with wall lockers/cubbies for storage. APG/Specs share two NIPR computers in the break area. APG has two step-van assigned with pintle-hook towing capabilities and two aircraft tow vehicle. The office is approximately 240 sq ft (12'x20').

24.2.2.8.2. **Specialist Section.** This office is equipped with NIPR access, computer, shared class A telephone with the group commander. Specialist Section shares the office with APG Section. Specs also have a break area centrally located with wall lockers/cubbies for storage. Spec/APG shares two NIPR computers in the break area. Specialist has one step-van assigned with pintle-hook towing capabilities. A sea land trailer is use to secure spare mission Pave Penny and LITENING Pods accessories. The office is approximately 240 sq ft (12'x20').

24.2.2.8.2.1. **LITENING Pods.** Unit supports on-equipment maintenance for the LITENING pod, however all parts are shipped back to Northrop Grumman for repair. Average turn around time for parts is 3 weeks.

24.2.2.8.3. **Support Section.** This office is equipped with a stand alone computer for tool/equipment check in/out. Support is located at Keyhole 1. The support tent has approx 200

sq ft, two, three level open shelves, 20 feet long unit, two work desk and one large Technical Order shelve (holds over 45 manuals). There's additional room available for storage of three ISU 90s (next to tent). Support storage consists of seven Sea-Land Storage Trailers containers and 10 drums storage units on concrete base for consumable storage located at building 751. Support/Supply shares a step-van with pintle-hook towing capabilities and 10K forklift.

24.2.2.8.4. **Weapons Section.** This office is equipped with NIPR access, computer, a class C telephone. The Weapons section is in building 751, shared office space (12'X15') with AGE on 1st floor, approximately 180 sq ft (12'x15') office space. Weapons also have a large break area centrally located with wall lockers/cubbies for storage. There is a NIPR computer in the break area. Weapons have one step-van assigned with pintle-hook towing capability. To ensure extra attention is paid to aircraft configurations, weapons post-load inspections are documented as Red-Xs in the forms (See 125 EOG OI 21-1001). CENTAF provides rocket/flare dispenser for aircraft configurations and impulse cartridges. The unit provides the aircraft with Dual Rail Adapters (DRA) to support the Fighter Aircraft Command/Control Enhancement (FACE) pod program plus any other AME (Rails/TERs) for additional standard conventional loads. Unit personnel will be trained on FACE pod installation/removal procedures. Initial FACE pod load training will be provided by the contractors. A locally developed checklist (LCL-125EMXG-FACE01) located in the flightline support section will be utilized during all installation/removal procedures. Special tools required for installation of FACE pod: snubbers (phallic block) and a 7/16" X ¼" deep well socket.

24.2.2.8.5. **Supply Section.** This office is equipped with NIPR access, computer, class C telephone. Supply is located in building 751, first floor approx 625 sq feet. Provide supply functions for both on and off equipment maintenance. Base supply is only open for 12 hours. During base supply closure unit supply will pickup MICAPS at TMO. Supply/Support shares a step-van with pintle-hook towing capabilities and 10K forklift.

24.2.2.9. Off Equipment Maintenance

24.2.2.9.1. **AGE Section.** The AGE Facility is in the back of building 754. The maintenance and inspection of all A-10, transient alert, and Munitions Storage Area supported AGE occurs in this facility. There is approximately 3036 sq/ft of inside workspace dedicated to AGE. There is an unsheltered concrete pad on the back of the facility that is approximately 3570 sq/ft. On west side of hanger has a sliding garage style door (15 ft wide by 12 ft high) that serves as primary entry and exit for equipment towing while aircraft is located in forward section of Clamshell. There is a standard non-locking personnel door at the rear of the facility. To access the concrete ramp, garage door, and the personnel door, there is a ramp from a non-paved, gravel filled road, and a paved driveway on the south side of the building. During aircraft fuel cell maintenance or anytime there are open fuel tanks in the hangar, all maintenance and inspections of AGE will occur outside. There is 1,836 sq/ft of storage space on the north side of the building. There is 1026 sq/ft of space on either side of the front of the fuel cell for ready line equipment. The AGE Flight has two sub located equipment storage lanes: South side of building 751 consisting of

approximately 2,385 sq/ft. Bravo taxiway (keyhole one) parking apron that's approximately 2,385 sq ft. They share an office space with flight line Weapons section chief with a phone and a computer with NIPR access. No CENTAF equipment is loaded in CAMS or G081 and all updates to inspection schedules, historical records, and supply parts tracking is performed through paper methods or computer spreadsheets. MHU-83C/E bomb lifts with fork adapters are used in lieu of a forklift as needed. Current contract exists with KBR to refuel all AGE on the flight line daily. AGE Flight toolboxes are well equipped to handle most maintenance activities in a typical AGE Shop. A small shop stock with common hardware, filters, and high use items is in place. Hazardous materials storage area includes common AGE related lubricants, sealants, spray paint, adhesives, etc. The AGE Flight drives solely to support A-10 aircraft. Transient Alert picks-up and delivers AGE (as needed) for Transient aircraft. The AGE Flight currently has the following types of USCENTAF/USCENTAF WRM owned equipment. AGE is equipped with two CENTAF bobtails for flight line delivery/pickup.

CENTAF A-10

Aerospace Ground Equipment (AGE)

QTY	NOUN		
2	2 Bottle Gaseous Nitrogen Cart	1	Hydraulic Cart
1	30 Ton Tripod Jack	1	Portable Jack Tester
2	35 Ton Axle Jack	5	LOX Cart
1	8 Bottle Gaseous Nitrogen Cart	1	MC-1A High Pressure Air Compressor
4	A/M32A-60A Generator	5	MC-2A Low Pressure Air Compressor
4	A/M32A-86, -86A, -86D Generator	12	MHU-83C/E Bomb Lift
2	A/M32A-95 Air Compressor	7	MJ-1B Bomb Lift
2	B-1 Maintenance Stand	1	MJ-2A-1 Hydraulic Test Stand
3	B-4 Maintenance Stand	11	NF-2D Light Cart
3	B-5 Maintenance Stand	1	Oil Cart
1	B-6 Tripod Jack	3	Pressure Washer, Portable
1	C-17 Tow bar	1	Pressure Washer, Stationary
1	MHU-104/E Disabled Wheel Dolly	3	Self Generating Nitrogen Cart
7	FL-1D Light Cart	8	TEREX Airfield Light Units
1	200 Gallon Fuel Bowser	2	MD-1 Universal Tow bar
9	H-1 Heater	1	Hydraulic Cart

24.2.2.9.2. **Electro-Environmental Section (E&E).** Electro/Environmental Back shop has the capability to charge both NiCad and lead acid batteries. They can perform repairs/purges of LOX, GOX and nitrogen carts, LOX bottles and PT converters. They can also repair relay boxes, circuit breaker panels, environmental control panels, landing gear control panels and throttle quadrants on the A-10. The work area has 220VAC for charging system.

24.2.2.9.3. **Armaments Systems Section.** Share facilities with Phase, Metals Tech, Sheet Metal & Survival in building 750. Set up to support A-10 30mm gun systems, 30mm ALA's, LAU-117's, RA's/LAU-105's & LAU-131 rocket pods. There are 7 Sea-Land trailers outside the building; these are used to store our Sprams Gun system and all addition items. There is a bench stock. There are 3 work station CTK's here. Sign out an All Terrain Vehicle (ATV) from Phase for transportation to the flight line or call an expeditor for transportation. Armaments Flight currently has the following types of USCENTAF/USCENTAF WRM owned equipment.

CENTAF A-10 Woodruff Armament Equipment

Ammunition Loader Assy	1730-01-064-8482	Torque Wrench 40-200in.lb.		5120-01-374-1928
Ammunition Loader Assy	1730-01-064-8482	Pin Protrusion Gauge	7133059-10	5220-00-624-4998
Ammunition Loader Assy	1730-01-064-8482	Torque Wrench 10-50 in. lb.		5120-01-374-1926
Aux-Drive	1730-01-130-6700	Torque Wrench 10-50 in. lb.		5120-01-396-6067
Aux-Drive	1730-01-130-6700	Torque Wrench 100-750 in. lb.		5120-00-821-3441
Detent Tester	4935-00-021-9808	Torque Wrench 700-1600in.lb.		5120-01-396-6075
Snubber Gage	4935-00-894-7302	FLUKE METER		
Striker Point Gage	4935-00-944-6587	FLUKE METER		
Element Fixture Chkr	4920-01-176-2648	MICROMETER INSIDE/OUTSIDE		
Ent/Ext Unit Fixture Chkr	4920-00-536-9026	MICROMETER INSIDE/OUTSIDE		
Trnsfr/Turnarnd Fix Ckr	4920-00-536-9024	MICROMETER		5210-00-554-7135
Daniels Kit	5180-00-045-1821	DEPTH GUAGE		5210-00-826-5638
Proofload Tester	4920-01-011-3468	Pressure Gauge/Detent Tester	P-500	1X535 (LOCAL PUR)
MAU-40/50 Tester	4933-01-049-7584	Pressure Gauge		1X657 (LOCAL PUR)
Drum Helix removal Tool	4920-00-536-9022	Pressure Gage/Proof load gauge	45-1082PS-02L-5000	6685-00-810-7552
AN/DSM-157 Tester	4935-01-335-5060	AN/DSM-157 TESTER	55974-13A9710-4	4935-00-335-5060JB
Gun Stand				
rum Stand				
Hy-drive Stand				

24.2.2.9.4**. Aero Repair Section (A/R).** This office is equipped with NIPR access, computer, printer, class A telephone for crash net. They're number is 231-5245. Sign out an All Terrain Vehicle (ATV) from Phase for transportation to the flight line or call an expeditor for transportation. The tow vehicle (MB-2) is parked in front of building 750. A&R currently has the following types of USCENTAF/USCENTAF WRM owned equipment

Wheel and Tire Equipment Account 300WT

Qty	Noun	NSN
1	Tire Cage	4910-00025-0623RN
1	Aileron Neutral Board	4920-01-096-6640RN
2	Aileron Mush boards	4920-00-523-2592RN
2	Elevator / Rudder Boards	9200-05-263-3350RN
2	Knockers	1730-01-039-8857RN
	Elevator Sickle Boards	4920-00-525-3083RN
1	Rig Pin set	1730-01-087-9604
1	Wheel Skates	Not on the R14

24.2.2.9.5. **Aircraft Structural Maintenance Section**. This office shares a NIPR line and computer with Metals Technology. They share an office with Metals Technology section in building 750. Basic sheet metal capabilities are present. Currently tubing beyond manufacture capability is fabricated by sending personnel to Abbass. Corrosion control performs touch up of small areas. There is no storage location for materials that require refrigeration. Shrink/stretch machine capabilities are also not present. There's an All Terrain Vehicle (ATV) available for sign out at the Phase desk for on equipment repair transportation to the flight line. Structural Flight currently has the following types of USCENTAF/USCENTAF WRM owned equipment.

Structural Maintenance

Qty	Noun	Qty	Noun
2	Hazardous Storage Cabinets	5	Air Hoses
5	Shop Stock Cabinets	4	Dewalt Cordless Drills with batteries
1	Hand Slip Roller	4	Dewalt Cordless Flashlights with batteries
1	Rotex Punch	2	Digital Scales (Small for resins)
3	Felt Covered Work Tables with 2 attached vices	1	Weight and Balance Table with Accessories and single Beam Scale
1	Hole Saw Kit	1	Permaswage Kit up to 1.5"
1	Hand Crank Tubing Flaring Kit (Small)	1	Huck Gun 5/16" Hucks
1	Canopy Installation Fixture	1	Throat less Shear
1	Floor Scale (Large)	1	Box and Pan Brake
2	Hand Crank Tubing Flaring Kit	1	Band Saw

24.2.2.9.6. **Metals Technology Section.** This office shares a NIPR line and computer with Structural Maintenance. They share an office with Structural Maintenance section in building 750. Basic machining capabilities are present at Woodruff AB. Sign out an All Terrain Vehicle (ATV) from Phase for transportation to the keyhole (flight line) or call an expeditor for transportation

Woodruff AB
Metals Technology Equipment

1	13" Lathe	1	Cut-Off Saw
1	Belt Sander	2	Abrasive Cut Off Saw
1	Pedestal Grinder	1	Hydraulic Press
1	CTK Shop use (Off Equipment)	1	Arbor Press
1	CTK dispatch (On Equipment)	1	Scotchman Iron Worker
1	Slat Rib Repair fixture (A-10)	1	Drill Press
1	Bridgeport Series I Mill	1	Contour Saw

24.2.2.9.7. **Phase Inspection Section.** The office is an open floor plan and is equipped with NIPR access, and a computer. Phase shares building 750 with Fabrication, Metal tech, Aero Repair and Armament. They have approximately 11,241 sq ft (160'x75') of working area. The middle section is set aside for phase inspection and the forward section is used for short term, sheltered repairs.

24.2.2.9.8. **Survival Equipment Section.** Survival is fully capability of performing scheduled inspection and repack of the following equipment: LRU-16ps, LPU-9ps, ACES II parachute system, Drogue parachute system. Can perform minor repairs to the following equipment: G-suits, Flight suits, Survival vest, and Survival kits. ACES II parachute are packed between phase, when no aircraft are in the clamshell, and the clamshell is closed to cut down on wind, and dust. We also are working nights to meet temp/humidity conditions. Egress is located on the right side of the clam shell (facing flight line) behind Fuels; Egress has a table to accommodate the packing procedures for the drogue parachute. Sign out an All Terrain Vehicle (ATV) from Phase for transportation to the flight line or call an expeditor for transportation.

24.2.2.9.9. **Fuels Section**. No external fuel tank maintenance capability. Fuel tank yard is approx 2,400 sq ft (40'x 60'), located west side of building 751. Fuel shop is sub-located on the south side of building 750 with approx 130 sq ft (10'X13') of office space. On Equipment fuel cell repairs are performed in building 754 and the alternate is building 750. Sign out an All Terrain Vehicle (ATV) from Phase for transportation to the flight line or call an expeditor for transportation.

24.2.2.9.10. **Egress Section.** Egress supports both on/off-equipment, schedule/unscheduled maintenance. Located in a sea land trailer, to the right of clamshell 750 (facing the flight line). Sign out an All Terrain Vehicle (ATV) from Phase for transportation to the flightline or call an expeditor for transportation

24.2.2.9.11. **Avionics Section.** There are no avionics off equipment resources. Unit has no off-equipment repair capability for LANTIRN, PAVE PENNY or ECM pods.

24.2.2.9.11.1. **Fighter Aircraft Command/Control Enhancement Section (FACE).** The FACE pod is being support by DRS technologies. They're located in building 751.

24.2.2.9.12. **NDI Section.** This office is equipped with NIPR access and a computer. NDI office is located in building 751, back corner and has approx 195 sq. ft. JOAP units

are vented into the air into room. NDI Lab is air conditioned but currently is not controllable. Typical temp range of shop is between 68-82 degrees Fahrenheit. Lab has one flammable locker which is located outside of building. Must get access through WGM for JOAP AETC Program. Some e-mail and download sites are restricted due to bandwidth restrictions. These changes regularly, best option is to use the e-mail address here at Woodruff. One JOAP Unit is a Woodruff AB asset. Marines/Navy has a JOAP lab depending on which is deployed at that time. Army has a contracted lab as well. A NDI Woodruff equipment account has been established. JOAPS, calibration procedures could be lengthy due to dusty environment and lack of temperature control. Approximately 14-20 samples per day, Monthly Correlations on two units (assuming deployed unit brings a unit), Deployment/Recertification Samples as necessary. Dispatch Work, averaging only two per month, Most dispatch work for possible cracks. Averaging one Phase per week, and there is no X-Ray capability here.

24.3. Maintenance Facilities

24.3.1. Building 750:
Type Structure: Clamshell, approx 13,691 sq ft (190'x75'), with concrete flooring
Infrastructure: 110VAC, LAN, Swamp Cooler, Compressed air, Wilms heater (model BV-535), Port-a-potty, grounding points and bottled water
Purpose: Both On and Off Equipment maintenance
Residents:
Metal Tech floor space approx 2250 sq ft (30'x75'), operate from the back ¼ with a 15'x 20' enclosed office space.

Phase work in the middle and forward section
Alternate Fuel Cell maintenance
Fabrication Shop located front left side approx 375 sq ft (25'x 15')
Armament Shop located front right side approx 800 sq ft (40'x 20')
Aero Repair Shop located between Armament and Metal tech approx 500 sq ft (25'x20')

On the outside of this structure you have two wooden building and 8 sea land storage trailers all on concrete.

Residents:
Electrics/Environmental shop: wooden structure approx 140 sq ft (10'x14'), has both 110 and 220 VAC

Fuels Shop: wooden structure approx (20'x12') 240 sq ft
Egress Shop: Sea Land Trailer approx 160 sq ft (8'x20')

Storage: Outside front right of Clamshell: 7 Sea-Land Trailers
Armament storage: 6 Sea-Lands
Crew Chief storage: 1 Sea-Land (Travel Pods)
Storage Outside front left of Clamshell:
Approx 400 sq ft

24.3.2. Building 751:

Type Structure: Wooden Frame, approx 7,780 sq ft (102'x77'), with concrete flooring and 5 double bay garage doors.

Infrastructure: 110VAC, LAN, Wilms heater (model BV-535), and bottled water
Use: Off Equipment maintenance and support staff functions:

Residents:
Aircraft Supply: approx 625 sq ft (25'x25')
Sensor back shop: approx 300 sq ft (20'x15')
Production brief/Weapons break area: approx 500 sq ft (20'x25')
Specialist's break area: approx 500 sq ft (20'x25')
APG's break area: approx 500 sq ft (20'x25')
FACE Pod work area: approx 575 sq ft (23'x 25')
Five first floor offices
Weapons/AGE section chief: approx 180 sq ft (12'x15')
NDI work area: approx 144' sq ft (12'x12')
Superintendent/OIC: approx 144' sq ft (12'x12')
QA/AFET and Support section chief: approx 144' sq ft (12'x12')
MOC/Debrief: approx 120' sq ft (12'x10')
Five offices on 2nd floor
Group Commander: approx 252' sq ft (12'x21')
APG/Spec section chief: approx 240' sq ft (12'x20')
Production/Plans and Scheduling: approx 144' sq ft (12'x12')
Work Group Manager /Information Manager: approx 144' sq ft (12'x12')
1st Sergeant/Sq Commander: approx 144' sq ft (12'x12')

24.3.3. Building 754:
Type Structure: Clamshell, approx 8,996 sq ft (135'x69'), with concrete flooring
Infrastructure: 110VAC, Swamp Cooler, Wilms heater (model BV-535), Port-a-potty, grounding points and bottled water
Purpose: both On and Off Equipment maintenance is performed
Residents:
AGE floor space approx 3036 sq ft (44'x69'), operate from the back ½ of Clamshell.
Primary Fuel Cell maintenance area approx 6,279 sq ft (91'x69')

24.3.4. Building 978 (Joint use Clamshell):
Type Structure: Clam Shell, approx 8,525 sq ft (138'x68'), with concrete flooring
Infrastructure: 115VAC, LAN, Compressed air, Wilms heater (model BV-535), Port-a-potty grounding points and bottled water
Purpose: both On and Off Equipment maintenance is performed
Residents: Approved for A-6 aircraft fuel cell. Not approved for A-10 fuel cell maintenance.

24.3.5. Support Tent at Keyhole One:
Tent is on concrete flooring approx 200 sq ft. Equipment utilized for direct support of aircraft maintenance.

Portable 110VAC unit provide electricity for lighting, equipment and Air Conditioning
Alert/Maintenance Tent at Keyhole

24.3.6. Alert/Maintenance Tent at Keyhole One:
Tent is on concrete flooring approx 250 sq ft. Provide Alert/EOR/Maintenance crew rest area. Portable 110VAC unit provide electricity for lighting and Air Conditioning
Aircrafts are parked at the key hole (between bravo and Charlie taxi way) with 13 parking spots, but one is used as HAMS. Three parking spots (closet to Alert and Support tent) are set aside for Alert aircraft. Each parking spot is a flow through equipped with spot box, FOD can and ample fire extinguisher. EOR and alert crew monitor an LMR.

CENTAF AIRCRAFT SUPPORT EQUIPMENT
Account #300AE

Description	WWID	Serial Number	Location
Night Vision Goggles Model	PXMXBAB01		AB1
Night Vision Goggles Model	PXMXBAB02		AB2
Night Vision Goggles Model	PXMXBAB03		AB3
Night Vision Goggles Model	PXMXBAB04		AB4
Night Vision Goggles Model	PXMXBAB05		AB5
Night Vision Goggles Model	PXMXBAB06		AB6
Night Vision Goggles Model	PXMXBAB07		AB7
Night Vision Goggles Model	PXMXBAB08		AB8
TTU 205	PXMXBAB10	1315A	AB10

24.4. **Transportation:**

A-10 Vehicle Authorization List.

Noun/ID	Qty/Owner	Noun/ID	Qty/Owner
Metros	**6**	**Bobtails**	**6**
99B00737	LIFE SUPPORT	01C00224	AMMO
99B00778	APG	01C00225	AGE
01B01330	APG	97C00170	AMMO
01B01381	SPECIALIST	98C00103	AMMO
01B01661	WEAPONS	98C00241	AGE
02B00747	SUPPORT/SUPPLY	98C00247	AMMO
6 Pax	**3**	**Forklifts**	**3**
99B00373	OPS	95E00641 (4k)	AMMO
03X33130	AMMO	90E00456 (10k)	SUPPORT
03B03136	AMMO	92E1268 (10k)	AMMO
Pickups	**3**	**Tugs**	**4**
99B01131	PRO SUPER	84L00303 (MB-2)	T/A
99B00965	CC	85L00305 (MB-2)	A/R
99B00967	MOO	89L00523 (MB-4)	APG
		98L00197 (MB-4)	APG
		ATV'S	**2**
		00X 00932 (GATOR)	PHASE
		02X18955 (POLARUS)	AMMO

24.5. **Communication.** Due to the limited number of class A and C lines. BLD 750 has one class A line for Aero Repair crash net. BLD 751 has four class A lines and 6 class C lines. Each section has a computer connected to NIPR.

Communication
Computers LAN Drops

Building#	Type Drop	Shop	Assets
750	4 NIPER	Structure / Metal Tech	Computer/Printer
		Phase	Computer/Printer
		A/R	Computer/Printer
		Fabrication	Computer
751	4 SIPER	Gp Commander	Computer
		Sq Executive Officer	Computer
		Sq Commander	Computer
		Maintenance Officer	Computer
	37 NIPER	Gp Commander	Computer
		Executive Officer	Computer
		Information Manager	Computer
		Sq Commander	Computer/Printer
		1st Sergeant	Computer
		Analyst	Computer/Color Printer
		Work Group Manager	Computer
		Production Superintendent	Computer

		Plans & Schedule	Computer
		APG Section Chief	Computer/Printer
		Specialist Section Chief	Computer
		Weapons Section Chief	Computer
		Support Section Chief	Computer
		NDI	Computer
		Maintenance Officer	Computer/Printer
		Superintendent	Computer
		Lead Production Superintendent	Computer
		Quality Assurance	Computer/Printer
		Air Force Engineer Technician	
		Maintenance Operation Center	2 Computer/Printer
		Supply	Computer
		FACE Pod (3 drops)	
		Data Processing Center (9 LAN Drops)	4 Computer/Printer
		AGE	Computer
		Fuels	Computer/Printer
		A/R	Computer/Printer

24.5.1. **LMR.** Camp Cunningham communication shop can program radios. Below are the radios that belong to CENTAF.

CENTAF A-10 Maintenance Land Mobile Radio Account

Description	**WWID**	**Serial Number**	**Location**
MOTOROLA XTS-3000 (HANDHELD)	PXMXBAA1	326AYN0679	AA1
MOTOROLA XTS-3000 (HANDHELD)	PXMXBAA2	326AAW4060	AA2
MOTOROLA XTS-3000 (HANDHELD)	PXMXBAA3	620CDY0459	AA3
MOTOROLA XTS-3000 (HANDHELD)	PXMXBAA4	326AYL4402	AA4
MOTOROLA XTS-3000 (HANDHELD)	PXMXBAA5	620CDY0451	AA5
MOTOROLA XTS-3000 (HANDHELD)	PXMXBAA6	620CDY0467	AA6
Motorola XTL-500 Vehicle Radio	NA	585CES1724	Metro 01B01381
Motorola XTL-500 Vehicle Radio	NA	585CES1725	Pickup 99B01131
Motorola XTL-500 Vehicle Radio	NA	585CES1726	Metro 01B01330
Motorola XTL-500 Vehicle Radio	NA	585CES1727	Pickup99B00970
Motorola XTL-500 Vehicle Radio	NA	585CES1728	Pickup 99B00965
Motorola Astro Base Station	NA	761AZ0073	Bld 751 MOC

CHAPTER 25
MUNITIONS

25.1. **Purpose**: This plan defines the munitions capabilities at Woodruff. The Woodruff Munitions Flight consists of the Munitions Support UTC that deploys in support of the A-10 Aviation package. The flight may be augmented by other UTC's as the mission dictates. The Munitions Flight supports all munitions requirements for assigned/transient aircraft as well as all Air Force munitions supply points. Specific units/missions that are supported include:

a. A/OA-10 CAS
b. Air Force Special Operations Command Aircraft
c. Countermeasures for various C-130
d. Air Force EOD
e. Security Forces
g. Special Tactics Squadron
h. Air Field Management BASH program
i. Office of Special Investigations

25.2. Munitions Support Capabilities.

25.2.1. Facilities:

a. Munitions Flight building- located on Camp Cunningham building 746.
(1) Type/Size- California Structure, 40' x 60'
(2) Building used for Munitions Flight, Munitions Control, Munitions Operations and break room/gym for personnel

b. Ammunition Supply Point- This is an Army run facility with the Air Force given pads for munitions storage and maintenance facilities.
*No approved site plan, NEW and explosives limits AS REQUIRED

(1) Thirteen munitions storage barricaded pads (barricades do not meet Q/D criteria). ISO containers are placed on pads and used for indoor storage of most munitions items. All facilities violate intra-magazine distances, wavier signed by base commander. Net Explosive Weight- As needed per pad
(2) Four maintenance facilities- 2 wooden structures and 2 tents. These facilities are located at K and J Pads. Operations at these locations include missile maintenance, rockets, flare operations and munitions inspection. Grounded table at K-pad for flare and 2.75 rocket operations. All bomb operations conducted in road at K & L pads. 30MM operations conducted at J-Pad.
(3) Above ground storage facilities are located at J, K and L pads. These structures store a limited amount of explosives do to size. All NEW and explosive limits AS NEEDED per facility

Future Air Force storage pads and facilities
2 Maintenance Pads with no facilities
Bomb pad- 100' x 200' concrete pad
Chaff/Flare pad- 100' x 100' concrete pad
12 barricaded storage pads- 40' x 100' (10' barricades)
4 barricaded storage pads- 40' x 125" (10' barricades)

25.2.2**. Security Systems:** There are no current security systems in place and there are no plans to implement or install security systems. AMMO personnel provide security over munitions area and delivery routes with personal weapon (M-16 or M9)

*Future ASP will have a perimeter fence with guard towers. Army military police man guard towers. AMMO personnel will still carry personal weapons for security.

25.2.3. **War Reserve assets available (WRM):** No WRM assets available. All assets are in use.

25.2.4. **Munitions Delivery Routes:** Munitions delivery routes are as follows:

25.2.4.1. The Primary munitions delivery route for all explosives is from the Ammunition Supply Point (ASP) directly onto BRAVO taxiway, across the active runway and then onto HOTEL taxiway. Access to all aircraft, hot cargo areas and supply points can be gained from HOTEL taxiway. The tower ground controller may direct drivers down the runway to any taxiway if aircraft are blocking BRAVO taxiway.

25.2.4.2. The Alternate munitions delivery route for all explosives is from the ASP onto old perimeter road, south to ECHO taxiway, across the active runway and then onto HOTEL taxiway. The tower ground controller may direct drivers down the runway to any taxiway if aircraft are blocking ECHO taxiway.

NOTE: Perimeter road north of the runway will not be used to deliver munitions. An Army counter-battery radar site is located next to the road. A study completed in 2004 by SEW and the Munitions Flight determined that the road passes well inside of the minimum safe stand off distance from the radar to explosives.

25.2.5. **Available Handling equipment:** Available Handling Equipment – type and quantity to include WRM vehicles in deep storage

TYPE	QTY	WRM
Bobtails	4	0
6 PAX	2	0
Forklift 4K	1	0
10K	1	0

MHU-83	2	0
MJU-1	2	0
MC-7	2	0
MC2A	1	0
HOBART	2	0
Heater	1	0
Light All	6	0
MHU110/M	9	0
MHU-141/M	11	0

25.2.6. **Available PGM equipment:/tools:** Woodruff has no available torque wrenches. Several torque wrenches are on Local Purchase but only one of each that is required. Woodruff has its own CTK which contains all other common tools.

1.2.1.1 WOODRUFF EQUIPMENT

Hoisting adapter HLU-29/E for the AGM-65's.

1.2.1.2 TEST SETS

Authorized 2 each AN/DSM-157, 1 each on-hand
Authorized 2 each DSM-787,
Authorized 2 each DSM-129
1 each AN/DSM-157 is under Document Number 300MM51300021, 2 each DSM-797 is under Document Number 300MM51300022, and 2 each DSM-129 are under Document Number 300MM51300023.
Woodruff AB has 1 each TTU-373.
BENCH STOCK- contains just the basics miscellaneous pieces. Supply has relatively quick delivery with bench stock assets.

TECHNICAL ORDERS- No T.O. account on Woodruff

25.2.7**. Available Special Tools:** Woodruff AB has: SUU-30 wedge tool, FMU-139 Installation tool, Modified Socket (for pintle hook torques), ATU-35 Tab tool, SUU-25 Control Lock tool, and the Amptec Test Set (SUU-25 Tester).

25.2.8. **Required Personnel:** Required personnel are IAW with allowance for UTC HGVF1. Specific experience requirements are as follows however the total number is limited by the requirement of the UTC:

(1) MASO 1
(2) AFK 4
(3) Inspector 2
(4) Line expeditor 4

25.3. Communication capabilities:

Personnel required using encryption capable mobile/base station radios. Deploying units are required to bring these types of assets (10 each plus base station and charger) A field phone is located at K-pad with direct link to munitions control. CAS terminal is located at Munitions Flight building, Camp Cunningham (bldg 746)

Radio type to be compatible: Motorola DES (data encryption Standard)

Note: Radios need to be DES ready but not need to be capable.

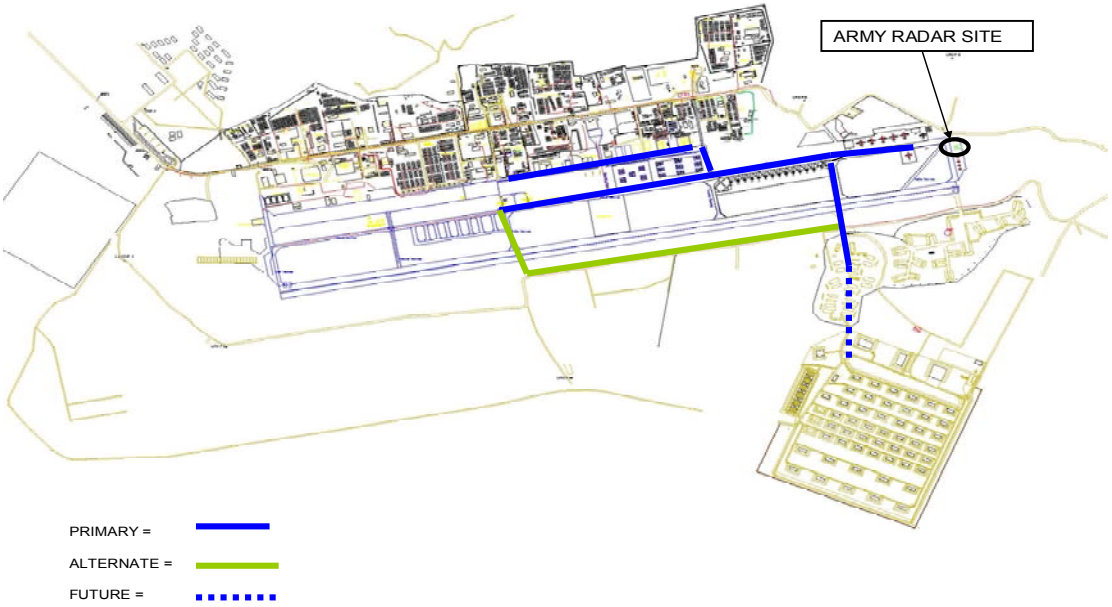
*Future COMM projects call for wireless LAN at new ASP for CAS.
DSN lines may be available at new ASP.

25.4. Unique characteristics of ASP:
This is an Army run facility. The Air Force uses storage and maintenance pads here ASP is located on an old Russian air field. The maintenance pads were actually once aircraft parking locations. The ASP area is still heavily mined. DO NOT GO OFF THE BEATEN PATH. The berms are mined and have UXO's either on them or buried in them. Lightning and grounding is inadequate.

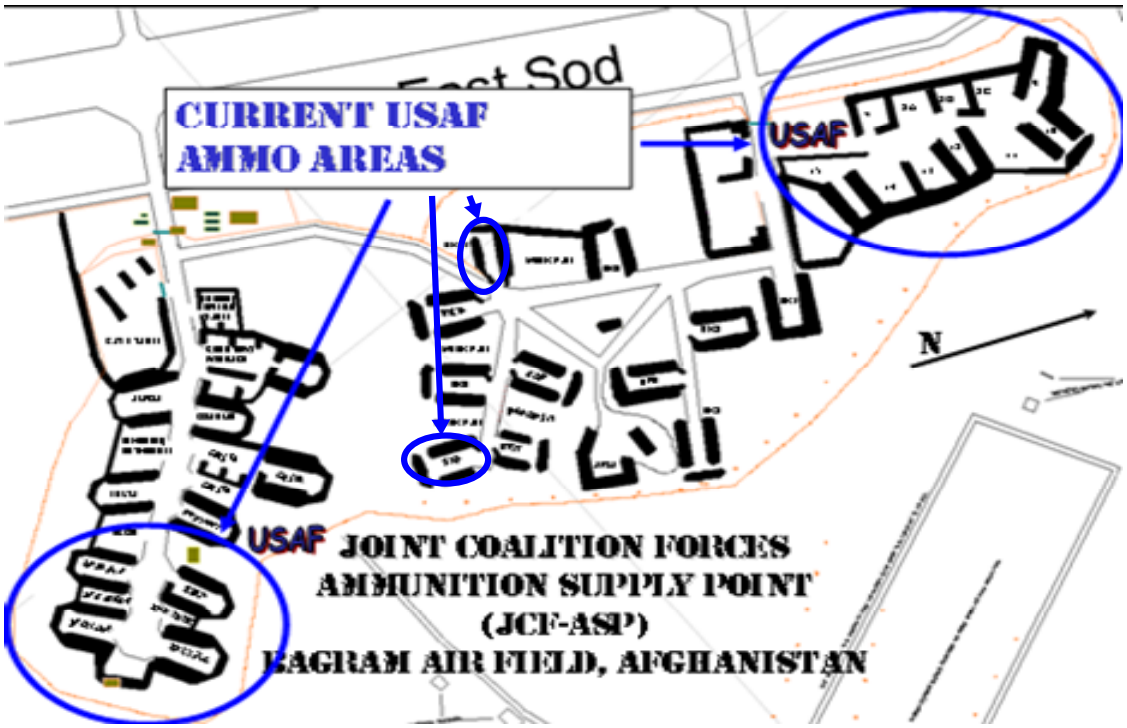
25.4.1. **Terrain conditions:** Terrain conditions – to include the different conditions anticipated and effects on the mission. Also precautions to be taken.
Snow/Ice can be anticipated during the months of December to March. Rainy season with lightning hazard is predominately from March to May which produces standing water and hazardous conditions on dirt roadways. Inadequate lightning protection requires all personnel to evacuate the ASP. Vehicle operators and personnel are to remain on approved surfaces at all times. Personnel are not allowed to walk on dirt revetments due to revetment soil not being officially cleared of suspected land mines. From June to November, high winds can be expected with little advanced notice. Primary explosive route from holding/storage pads in ASP to flight line gate are primarily dirt roadways that must be traveled at slow speeds increasing munitions delivery times significantly.

l. Maps:
(1) Explosive Delivery Routes
(2) Old ASP
(3) New ASP
(4) Entire CAS ramp (North East of ramp) projected completion date: 31 Mar 07

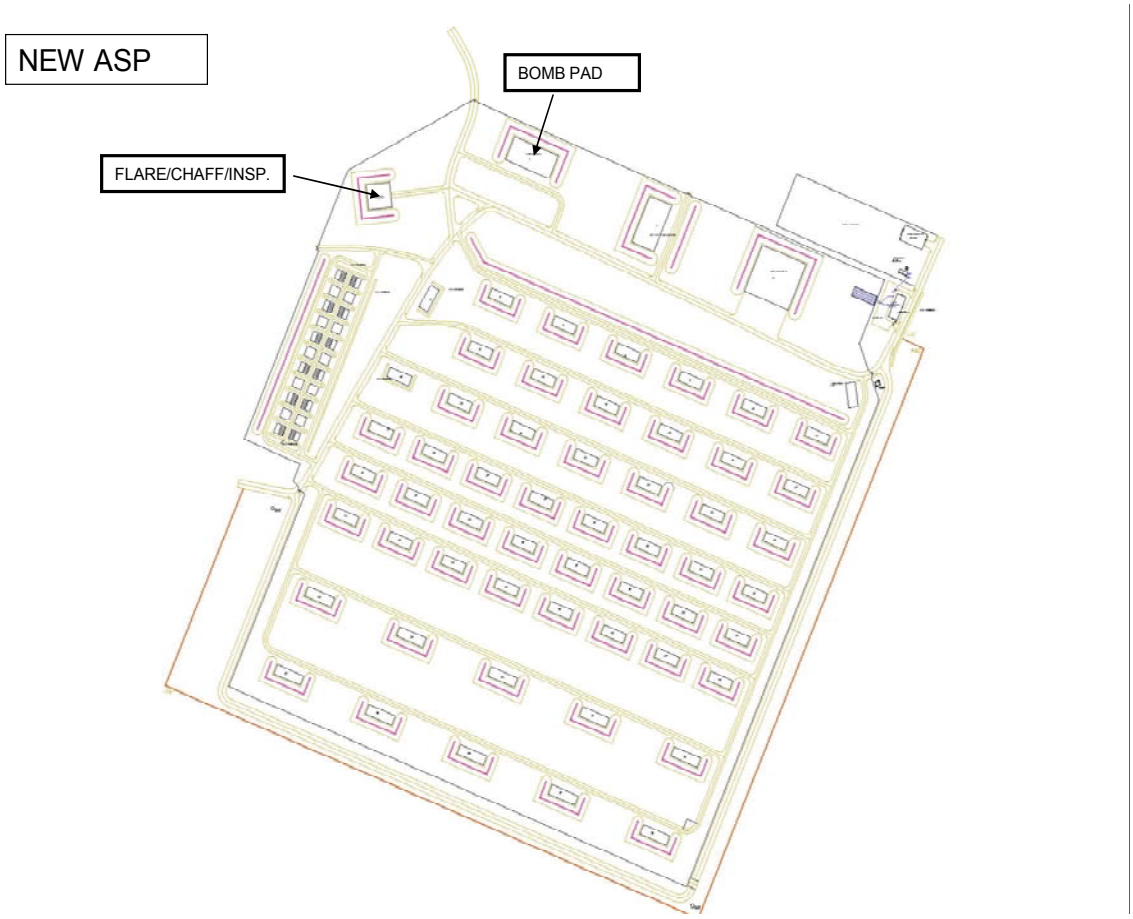
MAP 1: EXPLOSIVE DELIVERY ROUTES



MAP 2: OLD ASP


CURRENT USAF
AMMO AREAS
USAF
N
USAF JOINT COALITION FORCES
AMMUNITION SUPPLY POINT
(JCF-ASP)
BAGRAM AIR FIELD, AFGHANISTAN

MAP 3: NEW ASP



25.5. Safety requirements and tasks necessary to support mission accomplishment:
Delivery route from Army Ammunition Supply Point (ASP) to Flight line parking ramp is across the active runway. ASP is located off of Air Force Camp Cunningham so personnel must be armed with M-16/M9 weapons. Vehicle parking is limited and all bobtails are parked on flight line. Since the primary explosive route crosses the active runway and vehicle are parked on the flight line, all personnel must have hearing protection, be flight line qualified and proficient at runway crossing. Personnel cannot drive off the taxiway into dirt to avoid incoming aircraft due to area being suspected of being mined. Personnel must stay on paved roads or designated dirt roads that have been prepared for vehicle traffic. High winds are prevalent at this location in summer months so delivery of AGM trailers require they only be single loaded (not stacked) on trailer to prevent potential safety problems associated with high winds. Inadequate lightning protection for ASP requires all personnel to stop explosive operations when lightning is within 5

NM. Snow and ice can be expected in winter months, rainy season in spring may produce hazardous driving. Four Wheel drive bobtails are required for transporting due to ASP storage locations having inadequate drainage system creating standing water on dirt pads. Night operations in ASP can be hazardous due to no permanently installed lighting or electricity.

25.5.1. **Q-D requirements and situations when operations are incompatible with explosive safety standards:**

Old ASP: The ASP is not sited and current storage practices have violated Intermagazine distances. The Army combined Joint Task Force has signed a waiver to accept the risk however that waiver has not gone forward to DDESB. The Air force currently does not have any approved operating locations so all operations are conducted at storage locations. We have reduced the NEW in the storage areas to mitigate the risk.
New ASP: The site plan for the new ASP has not been started. The original plan called for a capability of 2.1M pounds NEW however there were some design errors and there has already been some encroachment so that NEW will be lowered. Additionally the berms on the storage pads are only 10 feet high versus the required 12 feet high. There will be a storage height restriction for munitions on the storage pads.

CHAPTER 26
MILITARY AND CIVILIAN PERSONNEL

26.1. References
26.1.1. AFI 10-215, Personnel in Support of Contingency Operations (PERSCO)
26.1.2. AFI 10-403, Deployment Planning
26.1.3. AFI 10-404, Base Support Planning
26.1.4. AFI 36-3002, Casualty Services

26.2. **Purpose**

26.2.1 PERSCO's primary responsibility is strength accountability, secondary is casualty reporting, and tertiary is providing personnel support similar to a Military Personnel Flight (MPF). PERSCO is manned for 24-hour operations, 7 days a week. Accountability for all permanent party AF personnel is accomplished through in-processing and out-processing when they deploy to or redeploy from Woodruff Air Field (BAF). Permanent party AF personnel deployed to BAF are accounted for in the MANPER-B system. The MANPER-B is equipped with secure data transmission capability via the Secure Internet Protocol Router Network (SIPRNET) and "Red-Mini" connections. All transiting AF individuals are accounted for through a manual tracking system utilizing their AF Form 245. When transients depart, their AF Form 245 is returned to them with a stamp indicating they have cleared through PERSCO. Most personnel actions can be accomplished for deployed personnel with the assistance of home station MPFs. PERSCO is limited in the assistance it can provide by specific AFI restrictions and if resources are not available at home station or locally to accomplish the action. PERSCO provides Right Start briefings to all inbound personnel.

26.3. **Summarize Existing Capabilities**

26.3.1 PERSCO is collocated with Services, Manpower, Postal and the 125 EMSS/CC in Camp Cunningham next to the 125 EMSG building and across the street from the tower in building 720. The voice telephone number is DSN 318-231-4409 and the fax number is DSN 318-231-4416. There are 4 personnelists assigned to PERSCO at the present time.

26.3.2. There are four voice phone lines and one fax line available in the facility. There are seven NIPRNET connections and three SIPRNET connections present. PERSCO and Services have two NIPRNET connections while Manpower and the EMSS commander each have one. PERSCO, Manpower and the EMSS commander each have one SIPRNET connection. No secure telephone capability exists in the facility. A MANPER-B system is assigned and equipped with secure data transmission capability via the SIPRNET and "Red-Mini" connections. Connectivity to MILPDS or PC-III is not possible in the deployed environment; therefore all personnel action requests are coordinated through home stations MPFs

26.4. **Type and number of vehicles:** One Ford F-150 truck and one Polaris ATV shared with EMSS.

CHAPTER 27
MANPOWER AND ORGANIZATION (MO)

27.1. References:
27.1.1. AFI 10-402, Mobility Planning
27.1.2. AFI 10-403, Deployment Planning
27.1.3. AFI 10-404, Base Support Planning
27.1.4. AFI 25-201, Support Agreement Procedures
27.1.5. AFI 38-101, Air Force Organization
27.1.6. AFI 38-201, Determining Manpower Requirements
27.1.7. AFI 38-205, Managing Wartime and Contingency Manpower
27.1.8. AFPD 38-5, Unit Designations

27.2. **Capabilities:** The primary responsibility of Manpower and Organization (MO) is to provide force management,-and assist commanders and/or designated representatives maintain oversight of their respective manpower requirements and resources. The 125 EMSS/MO's supports and services all units assigned to the 125 AEW including, but not limited to, the 451 AEG at Kandahar, as well as other Air Force units operating within the surrounding Operations Enduring Freedom area of responsibilities.

27.3. **Support Capabilities**: All manpower offices assist commanders and Functional Area Managers (FAM) with the following:

27.3.1. Build and maintain organizational structures that ensure effective command and control while also capitalizing on synergies of consolidating similar activities.

27.3.2. Manage current and future requirements to ensure mission needs are met.

27.3.3. Ensure requirements are properly coded and organizational aligned and when necessary, recommend solutions.

27.3.4. Provide leadership with manpower tools and products, such as the Deployed Unit Manpower Document (DUMD), to efficiently manage personnel resources.

27.3.5. Ensure required documentation is completed, coordinated, and communicated to appropriate; agencies such as Authorization Change Requests (ACRs) and Organizational Change Requests (OCRs).

27.3.6. Receives organizational structure and requirements from Air Force Component Command; advises commanders on proper organizational placement of employed personnel and contingency manpower requirements management; and evaluates, coordinates, and conveys organizational structure and requirements changes.

27.4. **Facility:** Manpower and Organization is currently a one-person, projected to increase to a two-person (AEF 1/2), office located in the 125 EMSS, building 720 (wood-framed office walls inside a California Shelter). There are two power outlets at 120 volts each. The shelter also houses offices of the 125 EMSS commander, PERSCO, Services and Information Management.

27.5. **Communications:** Communications capabilities consist of one non-secure telephone (shared with PERSCO) with DSN access (DSN 318-231-4409), one each secure and non-secure computer, and two each NIPRNET and SIPRNET connections. Both non-secure and secure printers are available in the office.

27.6. **Vehicles:** None assigned. Co-located Services flight shares one pickup truck and one "Gator" as needed.

27.7. **Organization:** Provides command relationships and organizational structure information. Maintains organizational charts. Assesses organization and adequacy of forces. Coordinates local Organization Change Request (OCR) with the 125 AEW/CC. Evaluates OCRs proposed by commanders and/or designated representatives and conveys changes to CENTAF A1 FWD Manpower. This includes establishing provisional units as required to ensure command and UCMJ authority for deploying forces.

27.8. **Requirements:** Provides requirements information via the Deployment Requirements Manning Document (DRMD). Assists in determining actual requirements. Assists in exploiting various pools of resources to satisfy requirements. Coordinates local Authorization Change Requests (ACR) with the 125 AEW/CC and appropriate unit commanders or functional managers and conveys requests to CENTAF A1 FWD Manpower. Works with local PERSCO, CENTAF A1 FWD Manpower and/or USCENTAF/MO to resolve requirements discrepancies.

CHAPTER 28
COMMUNICATIONS AND INFORMATION

28.1. This chapter has been prepared by the 125 EMSG Communications Flight which provides Communications and Information Systems support to Camp Cunningham on Woodruff AB, Afghanistan. The Communications Focal Point at DSN 318-231-4359 is the flight's 24-hour contact point. The following communications and information systems capabilities and procedures are available at Woodruff AB, Afghanistan.

28.2. USCENTCOM is the command authority for the communications infrastructure. USCENTAF / A6 and CENTAF-FWD / A6 provides the operational control and pool the talents and resources of CENTAF-NOSC and AFFOR Communications Control Center (ACCC) to organize and employ communications assets and give authoritative direction necessary to accomplish the mission. The tactical control of theater asset at Woodruff is exercised by the 125 EMSG/CC.

28.3. 125 EMSG Communications provides Mail Address Only (MAO), Official, registered, insured and certified mail service for the 125 AEW. Mail is picked up every day except Sunday from the APO and distributed to the unit mail clerks. MAO clerk is limited to handling personal mail in letter form, and small packages weighing up to 13 ounces, and not requiring a customs form. Anything larger and requiring a form must be taken directly to the APO. Official mail is limit\ed to squadron level only and must be accompanied by an authorization memorandum signed by the squadron commander.

28.4. 125 EMSG Communications maintains and controls several networks available on Camp Cunningham, Woodruff AB:

28.4.1. Base Local Area Network (LAN) backbone equipments are maintained by the Army/ITT contractors and include gigabit Cisco switches, core router, and Ethernet switches. The backbone rides on gigabit fiber optic cable with category 5 copper cables to the users desktop.

28.4.2. Secret Internet Protocol Router Network (SIPRNET) is operational to provide SECRET wide area network services. SIPRNET user accounts, workstations and shared file server are maintained by 125 EMSG Communications. All other SIPRNET hardware is maintained by the Army and their ITT contractor.

28.4.3. AF Non-Classified Internet Protocol Router Network (NIPRNET) services are operational providing unclassified wide area network capability for the base. NIPRNET user accounts, workstations and shared file server are maintained by 125 EMSG Communications. All other NIPRNET hardware and software is maintained by the Army and their ITT contractor.

28.4.4. The 125 EMSG Communications has a limited number of personal computers (PCs), printers, laptops, and routers. 125 EMSG Communications resources may be reallocated by the direction of higher headquarters.

28.5. Telephone service is currently provided by the Army. 125 EMSG Communications provides telephone maintenance on 135 phone lines on Camp Cunningham that provide Defense Switched Network (DSN) and local area service.

28.6. Air Traffic Control and Landing Systems (ATCALS) are maintained by the AFCAP contract. The AN/MPN-14K Radar System and AN/MPN-25 Radar System at the Radar Approach Control Facility (RAPCON). The AFCAP contractors also maintain the ATCALS and Tower radios.

28.7. Secure communications capabilities for most base systems are provided by the Army. These devices include Secure Terminal Equipment (STEs) and Fortezza cards. The POC for the Army Secure Communications can be contacted at DSN 318-231-2821.

28.8. 125 EMSG Communications provided the following radio support:

28.8.1. Land Mobile radio currently maintains 370 radios, 37 base stations and seven repeaters on Camp Cunningham.

28.8.2. The Joint Radio Relay (JR2) remote elements provides expanded communications for forward-deployed troops that have direct line of sight with aircraft or other forward-deployed troops via 4 VHF/UHF and iridium tactical radios at 5 remote locations. This system provides ground-based command and control capability for JTF 76 CRC. It facilitated redeployment and reconstitution of AWACS. JR2 was designed to replace AWACS coverage for CFACC and CRC control and tasking of CAS, PGM, ISR and other support aircraft.

28.8.3. 125 EMSG Communications maintains a complete list of frequency assignments for Camp Cunningham.

28.9. The below information assurance items must be reviewed and followed:

28.9.1. All computers must comply with the following minimum basic Computer Security (COMPUSEC) requirements. Reference AFI 33-202.

28.9.2. Identification and authentication (unique user identification and password). Reference AFMAN 33-233.

28.9.3. Anti-virus program use. Reference AFI 33-202.

28.9.4. Only legal software installed. Reference AFI 33-114 and AFI 33-202.

28.9.5. Classified computers properly secured. Reference AFI 33-202 and AFI 31-209.

28.9.6. Only properly cleared personnel may obtain network access. Reference AFSSI 5027

28.10. The following outlines the communications and information resources that are not available by 125 EMSG Communications at Woodruff AB.

28.10.1. Administrative Communications and records management is not provided. Record storage and destruction are the unit's responsibility.

28.10.2. On-line AF forms and publications website is http://www.e-publishing.af.mil.

28.10.3. Base locator service is not available. Personnel can be located through PERSCO at DSN 318-231-4409.

28.10.4. Plans and programming functions are provided by USCENTAF / A6 and CENTAF-FWD / A6. Units will use AF Form 3215 to justify new communication and information requirements. 125 EMSG Communications will forward all AF Form 3215's to CENTAF-FWD / A6 for approval.

28.10.5. 125 EMSG Communications primarily provides communications systems support to 125 AEW and AF customers. However, joint operational activities are supported when directed and approved by CENTAF. The Communications Integration for Woodruff AB is managed by the US Army Signal Battalion.

28.11. 125 EMSG Communications is authorized one vehicle for maintenance, installation and support of base communications systems and infrastructure.

CHAPTER 29
POSTAL

29.1. **Facility:** The Woodruff Army Postal Office is located adjacent to the Pat Tillman USO Center.

29.2. **Peacetime APO Operations:** The Woodruff Army Postal Office services all personnel assigned to Woodruff regardless of Service. The Post Office building is 592. Woodruff mailing address is:

Member name
125 (Organization/Section) ie..125 EMSG/LRS
APO AE
09354

29.3. Peacetime AMT/Mail Control Activity (MCA) Operations: Not applicable

29.4. **Mail Transportation:** 125 EMSG Communications provides Mail Address Only (MAO), Official, registered, insured and certified mail service for the 125 AEW. Mail is picked up every day except Sunday from the APO and distributed to the unit mail clerks. MAO clerk is limited to handling personal mail in letter form, and small packages weighing up to 13 ounces, and not requiring a customs form. Anything larger and requiring a form must be taken directly to the APO. Official mail is limit\ed to squadron level only.

29.5. **Postal Equipment:** Not applicable

CHAPTER 30
COMMAND AND CONTROL

30.1. The 125th AEW Command Post is co-located with ATOC in Building #700. The Command Post functions the same as an AMCC, coordinating the efficient movement of cargo and passengers throughout the Central Command's Area of Responsibility. In addition to the traditional roles of an AMCC the command post also serves as a Tier II Theater Ballistic Missile Warning site and is also responsible for submitting required OPREP-3 reports for incidents involving 125th AEW assets as well as transient aircraft.

NOTE: Due to the diverse mission of Woodruff Air Field, the command and control structure is decentralized; A-10 Ops coordinates A-10 scrambles /flight requirements, OCF controls AC/MC-130s and the BDOC handles all base defense posturing activities (i.e. Giant Voice alert notifications)

30.2. The Command Post equipment consists of the following:

30.2.1. Three NIPRNET and two SIPRNET computers and two printers.

30.2.2. UHF radio tuned to 278.875.

30.2.3. LMR Base Station programmed with all Nets and 3 hand held radios.

30.2.4. KY-68 used for TBMD Tier II conferencing

30.2.5. Two phone lines.

30.2.5.1. STE phone 231-4400

30.2.5.2. Unclas phone 231-2154

30.2.6. Shredder

30.2.7. GSA approved safe (2 drawer)

30.2.8. TV

30.2.9. Refrigerator

30.2.10. VOSIP phone 587-8234

30.3. Mission Monitoring and Management (M3) are loaded on all NIPRNET computers. MiRC and C2PC (TBMD) are loaded on all SIPRNET computers.
30.4. The Command Post is manning consist of a Superintendent (SNCO) and 5 enlisted command post controllers. Duty schedule consist of 12 hour shifts, working 6 on and 1 off.

30.5. The alternate command post is located in the basement of the tower

CHAPTER 31
FORCE PROTECTION

31.1. Security facilities

31.1.1. The primary Security Forces Control Center (SFCC) known as Raven Control is located on the North end of building 715, Control Tower, and the alternate SFCC, known as Defender Control, is located within Woodruff Base Ops, Base Defense Operations Center (BDOC) building 805.

31.1.2. Raven Control is manned and controlled by the 125 ESFS on a 24-hour basis, phone extension 231-4404. This location serves as the primary Security Forces Control Center for Camp Cunningham and the flight line.

31.1.3. Defender Control is manned and controlled by the 125 ESFS on a 24-hour basis, phone extension 231-2111. This location serves as the alternate Security Forces Control Center and as the liaison between the Army security personnel (Task Force Eagle) and the 125 ESFS.

31.2. Host nation/Sister service security forces points of contact

31.2.1. Currently 125 ESFS does not deal with the host nation on any issues. Task Force Peacekeeper is responsible for various security posts inside and outside of Woodruff Air Field (BAF). The following is a breakdown of the Army's security plan:

31.2.1.1. 13th Military Police Company; 231-2122/4610
31.2.1.1.1. Law Enforcement
31.2.1.1.2. Military Working Dogs
31.2.1.2. 92nd Military Police Company;231-5131
31.2.1.2.1. Perimeter security
31.2.1.2.2. Support of KBR assets
31.2.1.2.3. Mobile Reaction Force
31.2.1.2.4. Parwan escort duties
31.2.1.3. 164th Military Police Company; 231-2125/4655
31.2.1.3.1. Joint Intelligence Operations Center security
31.2.1.3.2. Customs
31.2.1.3.3. Counter-rocket patrols in 20K ring
31.2.1.4. 212th Military Police Company; 231-2457
31.2.1.4.1. Perimeter security
31.2.1.4.2. Counter-rocket patrols in 20K ring
31.2.1.4.3. Support of security escort
31.2.1.5. A/1-114FA Military Police Company; 231-3452
31.2.1.5.1. Base Entry Control Point security

31.2.1.5.2. Perimeter security
31.2.1.6. B/1-41 IN Military Police Company; DSN 231-2111
31.2.1.6.1. Perimeter security
31.2.1.7. Battle Defense Operations Center (BDOC); 231-2111
31.2.1.7.1. Woodruff Air Field (BAF) attack defense
31.2.1.7.2. Dispatch of KBR Fire/Security
31.2.1.7.3. Dispatch of medical personnel
31.2.1.7.4. Controlled detonations
31.2.1.7.5. Report of suspicious package or objects
31.2.1.7.6. Report of unit requiring recovery assets
31.2.1.7.7. Report of break in the perimeter fence.
31.2.1.7.8. Reports of intrusion or attempted intrusions.
31.2.1.7.9. M-VACIS machine (vehicle mounted X-Ray machine)/ECP incident.
31.2.1.7.10. UXO found on or around Woodruff AB.
31.2.1.7.11. Giant Voice system.
31.2.1.7.12. Accidental/negligent weapons discharge.
31.2.1.7.13. Red Cross messages (TF Guardian).
31.2.1.7.14. Failure of visual enabler (i.e. J-LENS, Q-36, etc.).

31.2.2. Military police responsible for perimeter security are tasked with the following:
31.2.2.1. Hostile or threatening acts against US/Coalition personnel.
31.2.2.2. Suspicious activity outside the perimeter.
31.2.2.3. Discovery of holes in the perimeter.
31.2.2.4. Attempts to breech the perimeter.
31.2.2.5. Use of less than lethal weapons.
31.2.2.6. Failure of J-LENS, M-STARS, TASS systems.
31.2.2.7. Injury of TF Peacekeeper personnel.

31.2.3. Military Police responsible for the BAF Entry Control Point (ECP) are tasked with the following:

31.2.3.1. Suspicious object in vehicle
31.2.3.2. Suspicious packages at the ECP
31.2.3.3. Any event causing a stoppage f greater than 15 minutes
31.2.3.4. Failure of the M-VACIS, (X-Ray machine) Iris Scanning Systems
31.2.3.5. Suspicious behavior of local nationals
31.2.3.6. Injured local nationals seeking medical attention
31.2.3.7. Lost or stolen local national badges
31.2.3.8. Attempts to gain illegal access to Woodruff AB
31.2.3.9. Any event in which the Provost Marshall Office (PMO) is notified
31.2.3.10. Injury to Peacekeeper personnel
31.2.3.11. Injury of any person in vicinity of ECP

31.2.4. Military Police responsible for Law Enforcement within BAF but not within Camp Cunningham or the flight line area. These areas are the responsibility of the 125 ESFS personnel). The Provost Marshall Office (PMO) is responsible with the following:

31.2.4.1. Responding to incident using code
31.2.4.2. Suicide/Suicide attempts
31.2.4.3. Murder
31.2.4.4. Kidnapping
31.2.4.5. Found UXOs
31.2.4.6. Assault
31.2.4.7. Sexual Assault
31.2.4.8. Incidents involving alcohol or drugs
31.2.4.9. Discovery of lost weapons
31.2.4.10. Displaced personnel (unescorted local nationals)
31.2.4.11. Incidents at ECPs or gates involving PMO response
31.2.4.12. Accidents involving PMO patrols
31.2.4.13. Negligent/Accidental weapons discharges
31.2.4.14. Discovery of suspected IED
31.2.4.15. Injury of TF Guardian personnel
31.3. Classified Storage Capability
31.3.1. The following is the current 45 ESFS classified storage capabilities:
31.3.1.1. One 2 drawer X-07 classified safe located in Raven Control.
31.3.1.2. Capability to store up to SECRET classified material.

31.3.2. The following are other Air Force units on Camp Cunningham that have the capability to store classified materiel:

31.3.2.1.	PERSCO	X-07	Services Tent
31.3.2.2.	EMSG/EOG	X-09	EMSG Tent
31.3.2.3.	Base Supply	X-07	Base Supply Tent
31.3.2.4.	Base Supply	X-07	Base Supply Warehouse
31.3.2.5.	Communications	X-09	Communications B-Hut
31.3.2.6.	AFOSI	X-07	OSI B-Hut
31.3.2.7.	AFCAP	X-07	Control Tower
31.3.2.8.	AF Management	X-07	AF Management B-Hut
31.3.2.9.	A-10 Ops	X-07	Building 715
31.3.2.10.	Weather	X-07	Building 715
31.3.2.11.	Command Post	X-07 (2 ea)	ATOC Building
31.3.2.12.	Medical	X-07	Clinic B-Hut
31.3.2.13.	CE Red Horse	X-07 (2 ea)	Conex Storage
31.3.2.14.	EOD		X-07 EOD Tent
31.3.2.15.	A-10 Maintenance	X-07	A-10 Maintenance Hangar

31.3.2.16. Logistic Plans X-07 TMO Office (next to ATOC)

31.4. Number and type of weapons and ammunition available

31.4.1. The following weapons are on hand:

31.4.1.1.	M-240B	5
31.4.1.2.	M-249	11
31.4.1.3.	M-203	16
31.4.1.4.	M-16A2	17
31.4.1.5.	M-4	67
31.4.1.6.	M-9	80

31.4.2. The following munitions are on hand for the above weapons:

31.4.2.1.	M-80 Link (7.62mm)	23,500
31.4.2.2.	M855/M856 Link (5.56mm)	54800
31.4.2.3.	M433 (40mm)	270
31.4.2.4.	M855 Clip (5.56)	25791
31.4.2.5.	M856 Single Round(5.56mm)	6023
31.4.2.6.	M882 Ball (9mm)	10627

31.4.3. Other weapons on hand include:

31.4.3.1.	M-18 Smoke Grenades	94
31.4.3.2.	XM67 Fragmentation Grenades	231
31.4.3.3.	M61 Fragmentation Grenades	9
31.4.3.4.	M49A1 Ground Trip Flare	128
31.4.3.5.	M127A1 Aerial Illumination Flare	40
31.4.3.6.	M18 Anti-personnel Mine	108

31.5. On-hand materials, facilities, and additional requirements during a contingency operation

31.5.1. Facilities: Currently all responding Security Forces personnel would report directly to Building 715, Control Tower. This is where they receive direction and are provided cover in case of an indirect attack. The on-duty flight sergeant will assume the role as posting NCO, until the S-1 arrives. The Posting NCO will gather an accurate account of all ESFS personnel and direct personnel to post out in accordance to posting chart via direction of the ESFS/CC. There are six (6) entry control points providing access to the flight line. During increased FPCON posture, the ESFS/CC will decide whether to post each entry control point with an additional ESFS member. The Security Forces supply, building 727, is where any additional equipment

would be handed out including heavy weapons, ammunition, and any other equipment needed for an emergency

31.5.2. Vehicles: During a higher threat to Woodruff AB, vehicle requirements increase from 6 to 8. Authorizations are for up-armored Highly Maneuverable Multi Wheeled Vehicle (HMMWV) or lightly armored vehicle due to response scenarios that could take a patrol into hostile situations and for positioning of heavy weapons. During off-base emergency situations, AFOSI and Air Force EOD sometimes need a security escort to accomplish their mission. The 125 ESFS current Vehicle Authorization List (VAL) Authorized/On Hand:

		Auth.	O/H
31.5.2.1.	UP-HMMWV	3	1
31.5.2.2.	UP-Kit HMMWV	0	2
31.5.2.3.	Soft Shell HMMWV	7	8
31.5.2.4.	General Purpose	2	1
31.5.2.5.	Gators	1	0
31.5.2.6.	ATV's	6	3

31.5.3. Communications: During emergency situations radio requirements increase from 19 to 36. Landline and radio communications are available at each flight line Entry Control Point. The capability exists to use alternate Giant Voice for all of Woodruff Air Field and the primary Giant Voice for Camp Cunningham (two separate systems). Bunkers are equipped with TA-312 field phones with a direct line to Raven Control to report injuries, UXOs, etc.

31.5.4. Equipment: During an emergency situation our requirement for Night Vision Goggles (NVG) increases from 4 to 9. Three thermal imagers placed throughout Woodruff Air Field are monitored inside Raven Control. Off-base response requires additional food, water, first aid kits, sunscreen, and solar lights. They are kept either at Security Forces supply office or in Raven Control.

CHAPTER 32
OPERATIONS SECURITY/TACTICAL DECEPTION

Chapter 32 will be covered in the Woodruff Base Support Plan, Part II.

CHAPTER 33
FINANCIAL MANAGEMENT/COMPTROLLER

33.1. Camp Cunningham has one finance personnel. The finance office is located within PERSCO. This office is the liaison between base contracting and 125AEW organizations. Normal financial services are provided by Combined Joint Force Task Force 76/CJ8. Financial services are located in "Motel 6" due west of Camp Cunningham. Checks can be cashed up to a maximum of $200.00 in US Currency and $150.00 in local currency per pay period. Personnel can establish an "Eagle Card" account for use at AAFES, Post Office, etc. in lieu of cash. POC: 318-231-2843

CHAPTER 34
CONTRACTING

Contracting services provided by CJTF76. No contracting personnel are assigned to Camp Cunningham. POC: DSN 231-5016

CHAPTER 35
WEATHER

35.1. Woodruff is a little over 20 NM (37 km) from the northern suburbs of Woodruff, in the Northern end of a high basin it shares with the city. A narrow ridge separates the Woodruff portion of the basin from the Woodruff portion. It can be considered enough to classify the area as composed of two basins rather than one. If considered in that way, Woodruff is in the south central portion of the northern basin. A valley connects the two areas through a wide pass along the western side of the larger basin. A major road connects the two areas through the valley. The larger basin, which encompasses both sub basins, slopes downward from southwest to northeast. The Woodruff airport, at 4,895 feet elevation, is nearly 1,000 feet lower than the Woodruff airport, at 5,876 elevation. Woodruff is 4.3 NM east or Charikar near the confluence of the Darye (river) Ghorband and Darye Panjsher. Charikar is 30NM north of Woodruff. Steep, very rugged mountains surround the basin. Selseleh-ye Kuh-e Baba (selseleh means mountains or mountain), on the southwestern through northwestern rim of the basin, average 12,000 to 14,000 feet, as do Selseleh-ye Spin Ghar on the southeastern through south-southwestern rim. The highest mountains in the area, to the northwest through southeast, are part of the Hindu Kush. There, elevations average 15,000 to 17,000 feet in the nearest mountains and top 18,000 feet not far north of Woodruff. The basin itself has a number of hills and low mountains in it. They average 9,000 to 11,000 feet and the basin floor averages 4,500 to 6,500 feet. Although there are passes in all of the surrounding mountains, those to the north are the most climatologically important. There are three main passes in the Hindu Kush that open into the Woodruff basin. They are steep-walled, deep river valleys that wind through the mountains. From west to east, they are the Darye Nawe Bala, Darye Arzo, and Darye Panjsher valleys. There is a road, no more than a rough trail at times, through the Nawe Bala valley. A few miles north of the basin, the main road jogs northwestward to follow another river valley while a lesser road continues northward with the Nawe Bala. These three valleys funnel northerly winds down into the basin. The three converge into a relatively small area at the northern rim of the basin, so the winds are further augmented by this confluence. A long, narrow desert lines the basin floor along western slopes of the Selseleh Spin Gar. This desert, Daste Tatarangzar is composed of sand and gravel with an area of minor sand dunes at the northern end. This desert is south-southwest of Woodruff in the northern basin area. A number of minor Rivers and streams flow from the surrounding mountains and across the Woodruff part of the basin. Many are seasonal and some do not flow every year. All either die out in the basin or merge with the Darye Panjsher on the eastern side of the Woodruff basin. The Panjsher begins high in the Hindu Kush to the north, rushes to the basin floor and then slows as it crosses the eastern basin. It has several branches and meanders through a valley east of the nearest ridgeline of the Selseleh-ye Spin Gar to the southeast of Woodruff. It joins the Woodruff River just south of Sorubi about 30NM southeast of Woodruff. In wet years, a seasonal lake sometimes forms along the northern basin course of the Panjsher in late winter and early spring as a result of snowmelt.

Winter (December – March) – The Asiatic High is the dominant feature over Asia and much of Southwest Asia, to include Afghanistan. This massive thermal high spreads cold, dry continental air outward in all directions and pushes the subtropical jet south of the Himalayas. This also moves the storms tracks southward and westerly disturbances race along this track every few days. The high mountains around the basin protect the city from the worst winter weather, but winter is horrendous in the mountains themselves. Deep snow pack and raging winds can render the numerous high passes impassable for weeks at a time. Orographic lifting creates extensive cloud cover, precipitation, and thunderstorm activity that spreads over the basin. These systems are most likely in fall and in winter through about February. They produce considerable precipitation in the basin when they stall out southeast of the area. This is most likely to happen in January and February when the Asiatic high peaks in strength and blocks the storm track eastward. The prevailing winds come from the southwest at 4 knots in December through February and from the north at 10 knots in March. Record gusts reached 35-45 knots in December through February and 45-55 knots in March. Northerly winds behind cold fronts can remain strong for several consecutive days. Snow creeps well down the slopes of the local mountains around Woodruff. It is not typical of precipitation in the basin. Snow does occur at Woodruff, but rain and snow mixed is more common.

Table 3. Winter Precipitation Statistics for Bagram.

Winter Precipitation	December	January	February	March
Mean Monthly Precipitation	0.5 inch (13 mm)	1.2 inch (31 mm)	2.7 inches (69 mm)	2.2 inches (56 mm)
Extreme Monthly Precipitation	3.5 inches (89 mm)	4.1 inches (104 mm)	3.1 inches (79 mm)	3.5 inches (89 mm)
Mean Precipitation Days	6	7	8	11
Mean Snow Days	LT 1	1	2	LT 1
Mean Thunderstorm Days	LT 1	LT 1	LT 1	LT 1

Table 4. Winter Temperature Statistics for Bagram.

Winter Temperatures	December	January	February	March
Mean High Temperature	52F (11C)	48F (9C)	53F (12C)	66F (19C)
Extreme High Temperature	72F (22C)	70F (21C)	69F (21C)	83F (28C)
Mean Low Temperature	27F (-3C)	25F (-4C)	29F (-2C)	41F (5C)
Extreme Low Temperature	-5F (-21C)	-8F (-23C)	-3F (-20C)	10F (-12C)
Mean Days Below 32F (0C)	27	29	20	4

Table 3. Winter Precipitation Statistics for Bagram.

Winter Precipitation	December	January	February	March
Mean Monthly Precipitation	0.5 inch (13 mm)	1.2 inch (31 mm)	2.7 inches (69 mm)	2.2 inches (56 mm)
Extreme Monthly Precipitation	3.5 inches (89 mm)	4.1 inches (104 mm)	3.1 inches (79 mm)	3.5 inches (89 mm)
Mean Precipitation Days	6	7	8	11
Mean Snow Days	LT 1	1	2	LT 1
Mean Thunderstorm Days	LT 1	LT 1	LT 1	LT 1

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Mean High Temperature	52F (11C)	48F (9C)	53F (12C)	66F (19C)
Extreme High Temperature	72F (22C)	70F (21C)	69F (21C)	83F (28C)
Mean Low Temperature	27F (-3C)	25F (-4C)	29F (-2C)	41F (5C)
Extreme Low Temperature	-5F (-21C)	-8F (-23C)	-3F (-20C)	10F (-12C)
Mean Days Below 32F (0C)	27	29	20	4

Spring (April and May) - Conditions improve slowly in spring. April weather can be as harsh as any winter month, but generally, conditions are warmer and more unstable by the day. As the soil dries, gusty winds begin to lift dust into the air. Thunderstorm activity peaks in spring as warming increases and stability decreases. On some days, rain showers or thunderstorms pop up on the ridgeline in and around the basin. The prevailing winds come from the north at 12 to 13 knots in both months but westerly disturbances shift winds ahead and behind them as they pass. Terrain is an important factor in the winds at Woodruff, with the greatest influence from the Hindu Kush. Calm conditions occur fairly often in the early morning in April but are not as common in May. Record gusts reached 51 knots in April and 56 knots in May. Down rush gusts associated with thunderstorms that develop on the ridge through the city are often the causes of very strong winds.

Table 5. Spring Ceilings Percent Occurrence Frequencies.

Spring Ceilings	April	May
Ceilings LTE 25,000 Feet	25-35% Most 55-65% 12-20L	15-20% 00-11L 35-45% Rest
Ceilings LTE 10,000 Feet	15-20% All Peak Rate 15-17L	LTE 5% All
Ceilings LTE 3,000 Feet	LTE 5% All	None Most LTE 2% 12-17L
Ceilings LTE 1,000 Feet	None	None

Table 6. Spring Visibility Restriction Percent Occurrence Frequencies.

Spring Visibility	April	May
Visibility LTE 7 Miles (11,000 meters)	15-20% Most 25% 09-17L	LTE 10% All Most at 09-14L
Visibility LTE 3 Miles (4,800 meters)	LTE 3% All	LTE 2% ALL
Visibility LTE 1 Mile (1,600 meters)	None	None

Table 7. Spring Precipitation Statistics for Bagram.

Spring Precipitation	April	May
Mean Monthly Precipitation	2.2 inches (56 mm)	0.8 inch (20 mm)
Extreme Monthly Precipitation	6.6 inches (168 mm)	3.9 inches (99 mm)
Mean Precipitation Days	11	6
Mean Thunderstorm Days	7	4

Table 8. Spring Temperature Statistics for Bagram.

Spring Temperatures	April	May
Mean High Temperature	75F (24C)	83F (28C)
Extreme High Temperature	92F (33C)	99F (37C)
Mean Days at or Above 90F (32C)	LT 1	3
Mean Low Temperature	49F (9C)	54F (12C)
Extreme Low Temperature	31F (-0C)	35F (2C)
Mean Days at or Below 32F (0C)	LT 1	0

Summer (June – September) - Occasionally, northerly flow and moderate to strong cold air advection can cause wind-induced dust events. The source region for the dust is the northern "bowl" or flat region north and west of the Hindu Kush in the vicinity of Termez and Konduz. In strong cold air advection events, however, visibility at Woodruff can decrease to below 1 mile. Woodruff does not typically deteriorate much below 5 to 6 miles (8,000 to 9,000 meters) with these dust events, but slant range visibility aloft can be restricted more. Events longer than a single day
are not common at Woodruff, but 2-3 day events occur in every year. When an easterly disturbance spins into the Arabian Sea along the monsoon trough and intensifies, it can force monsoon moisture far north of its normal range and create thunderstorms and rain-showers over the mountains of eastern Afghanistan for 2-4 days at a time. These storms can fill seasonal rivers and streams that have already begun to dry up by the end of June and may even cause isolated flooding. About once every 4-5 years, a rare, upper-level cut-off low over southwestern Iran also diverts monsoon moisture northward and westward. Heavy, multi-layered cloud cover and heavy rainfall in thunderstorms and rain showers result and can persist for up to 2 weeks at a time. Skies are generally clear or scattered all summer. The most cloud cover of the season tends to occur in August, with the period of maximum thunderstorm activity over the mountains. The term "winds of 120 days" refers to the prevailing northerly winds that persist for months at a time in summer. The prevailing winds at Woodruff fit this definition. They are northerly all summer, from late May through early September, and are strongest in late May through mid-July. Up- and down slope winds, funneling, and terrain steering all play significant roles in Woodruff winds. The Hindu Kush Mountains to the north typically are the greatest influence. The prevailing winds blow from the north at 13 to 15 knots all summer. The record gusts, generally associated with thunderstorm gust fronts, reached 40 to 45 knots in each month.

Table 9. Summer Ceilings Percent Occurrence Frequencies.

Summer Ceilings	June	July	August	September
Ceilings LTE 25,000 Feet	LTE 10% Most LTE 15% At 15-20L	LTE 5% Most LTE 10% At 15-17L	LTE 5% Most LTE 10% At 15-17L	LTE 5% Most LTE 10% At 15-17L
Ceilings LTE 10,000 Feet	LTE 5% All	Rare All	LTE 3% 12-20L Rare Rest	LTE 5% All Rare at 06-11L
Ceilings LTE 3,000 Feet	None	None	None	None

Table 10. Summer Visibility Restriction Percent Occurrence Frequencies.

Summer Visibility	June	July	August	September
Visibility LTE 7 Miles (11,000 meters)	15-20% All	15-20% All	20-25% All	20-25% All
Visibility LTE 3 Miles (4,800 meters)	LTE 5% All Least at 09-17L	5-10% at 15-02L None Rest	LTE 4% All	None
Visibility LTE 1 Mile (1,600 meters)	None	None	Rare at 15-17L None Rest	Rare at 15-17L None Rest

Table 10. Summer Visibility Restriction Percent Occurrence Frequencies.

Summer Visibility	June	July	August	September
Visibility LTE 7 Miles (11,000 meters)	15-20% All	15-20% All	20-25% All	20-25% All
Visibility LTE 3 Miles (4,800 meters)	LTE 5% All Least at 09-17L	5-10% at 15-02L None Rest	LTE 4% All	None
Visibility LTE 1 Mile (1,600 meters)	None	None	Rare at 15-17L None Rest	Rare at 15-17L None Rest

Table 11. Summer Precipitation Statistics for Bagram.

Summer Precipitation	June	July	August	September
Mean Monthly Precipitation	Trace	0.1 inch (3 mm)	0.1 inch (3 mm)	0.1 inch (3 mm)
Extreme Monthly Precipitation	0.2 inch (5 mm)	0.5 inch (13 mm)	1 inch (25 mm)	0.2 inch (5 mm)
Mean Thunderstorm Days	2	1	1	2

Table 12. Summer Temperature Statistics for Bagram.

Summer Temperatures	June	July	August	September
Mean High Temperature	93F (34C)	96F (36C)	95F (35C)	90F (32C)
Extreme High Temperature	103F (39C)	105F (41C)	107F (42C)	105F (41C)
Mean Days at or Above 90F (32C)	26	28	28	10
Mean Low Temperature	65F (18C)	69F (21C)	68F (20C)	57F (14C)
Extreme Low Temperature	45F (7C)	49F (9C)	45F (7C)	38F (4C)

FALL (October and November) - In terms of ground and air operations, October is probably the best month of the year. Temperatures cool rapidly as the Asiatic low of summer fades away and is replaced by the Asiatic high of winter. October is typically dry, but disturbances begin to move through in November and precipitation increases markedly, although still low, between the two months. By the end of November, western disturbances move through every 6-8 days. Dust continues to be the main cause of visibility restrictions in October. In November, haze (pollution), smoke, and fog are more important. Fog does not occur alone. Pollution, in the form of smoke and aerosols, contributes to lower visibility. When visibility is restricted, dust is the cause 53 percent of the time in October and haze is the cause 44 percent of the time. In November, haze is the cause 62 percent of the time and fog is responsible 34 percent of the time. The prevailing winds average 13 knots from the north in October and 3 knots from the southwest in November. Record gusts reached 42 knots in October and 38 knots in November. Precipitation increases between October and November as westerly disturbances begin to move through the region once more. Snow begins to advance down the mountain slopes above the basin by October but do not generally reach Woodruff in this season. With a rare, powerful cold air outbreak, flurries are possible. Rain or rain and snow mixed are more probable.

Table 13. Fall Ceilings Percent Occurrence Frequencies.

Fall Ceilings	October	November
Ceilings LTE 25,000 Feet	LTE 5% at 03-14L LTE 15% Rest	15-25% Most 30-40% at15-23L
Ceilings LTE 10,000 Feet	LTE5% All	LTE 10% 21-08L LTE 15% 09-20L
Ceilings LTE 3,000 Feet	None	LTE 3% at 09-17L None Rest
Ceilings LTE 1,000 Feet	None	None

Table 14. Fall Visibility Restriction Percent Occurrence Frequencies.

Fall Visibility	October	November
Visibility LTE 7 Miles (11,000 meters)	LTE 10% 21-05L 20-30% Rest Peak 09-14L	30-40% Most 60% 06-11L
Visibility LTE 3 Miles (4,800 meters)	LTE 3% 06-11L None Rest	LTE 2% 00-08L None Rest
Visibility LTE 1 Mile (1,600 meters)	None	Rare 06-11L None Rest

Table 15. Fall Precipitation Statistics for Bagram.

Fall Precipitation	October	November
Mean Monthly Precipitation	0.4 inch (10 mm)	1.9 inch (48 mm)
Extreme Monthly Precipitation	1 inch (25 mm)	4 inches (102 mm)
Mean Precipitation Days	2	5
Mean Snow Days	0	LT 1
Mean Thunderstorm Days	2	2

Table 16. Fall Temperature Statistics for Bagram.

Fall Temperatures	October	November
Mean High Temperature	77F (25C)	63F (17C)
Extreme High Temperature	93F (34C)	79F (26C)
Mean Days at or Above 90F (32C)	LT 1	0
Mean Low Temperature	45F (7C)	34F (1C)
Extreme Low Temperature	30F (-1C)	20F (-7C)
Mean Days Below 32F (0C)	2	12

35.2. Available Weather Services:

35.2.1. Shaw AFB, CENTCOM cell, is responsible for the Terminal Aerodrome Forecast (TAF). DSN 312-965-0909 (U) and DSN 312-965-0489 (STE).

35.2.2. Operational hours for the Combat Weather team are 24 hours a day, 7 days a week. A minimum of two personnel are needed to run 12 hour shifts.

35.2.3. The Combat Weather Team will perform forecasting, and observing, in addition to observed weather warning/advisories, and flight briefing support. Shaw AFB, CENTCOM cell will provide forecasts and forecasted weather watch/warning support.

35.3. The Combat Weather Team is located on the second floor of the tower in room 220. Located in this room is workspace for a minimum of two personnel, to include two NIPR computers with one printer, two SIPR computers with one printer, and one phone line with secure capabilities.

35.4. Available weather equipment.

35.4.1. The Tactical Meteorological Observing System (TMOS), TMQ-53, is located near the

runway, just on the other side of the C130 ramp. This piece of equipment measures winds, temperature, present weather, visibility, cloud heights, precipitation amounts, and pressure.

35.4.2. Dissemination of observations will be made through the New Tactical Forecast System (NTFS) which is run by Shaw AFB. If the hub for NTFS is down, the observations will be transmitted via Air Force Weather Agencies, JAAWIN. When LAN capability is unavailable, observations will be disseminated via telephone. Mission Execution Forecasts will be primarily emailed over SIPR.

CHAPTER 36
PUBLIC AFFAIRS

36.1. REFERENCE:

36.1.1. AFI 35-101, Public Affairs Wartime Planning, Training, and Equipping
36.1.2. AFI 35-102, Crisis Planning, Management and Response
36.1.3. AFI 35-206 Media Relations
36.1.4. AFI 35-301 Air Force Base Newspapers and Commercial Enterprise Publications

Guidance and Procedures

36.2. GENERAL: Public Affairs supports the 125th Air Expeditionary Wing's mission by providing trusted counsel to wing leaders and increasing Airmen morale through internal information and external media efforts. Public Affairs also acts as alert photographer and supports all visual information taskings.

36.3. Public Affairs helps the wing commander establish guidelines and parameters for developing and executing the wing's key messages.

36.4. FACILITY: Public Affairs is a two-person office (one officer, one NCO) located in the 125th EMSG Headquarters tent. There is cable for television, one DSN phone line (x3260) shared by two phones. There are numerous power outlets, 110 volts each. There are two unsecured computer terminals and one secure terminal. There is one color ink-jet printer. Secure is through a networked printer and is located in the same tent, in the Force Protection office. Public affairs also have one Nikon D2X digital camera.

36.5. ASSUMPTIONS: For the Public Affairs office to be fully operational to support the wing during OPLAN execution: computers to include e-mail and internet/intranet, both secure and unsecured; color printer; color copier with collating capability; television with satellite or cable connection for live news coverage; VHS tape and DVD player to record and review media coverage; defense switching network lines, commercial phone lines, and cellular telephone and dedicated vehicle.

CHAPTER 37
HISTORY OFFICE

37.1. REFERENCE:

37.1.1. AFPD 84-1, Historical Information, Property, and Art
37.1.2. AFI 84-101, Historical Products, Services, and Art
37.1.3. AFI 84-102, Historical Operations in Contingencies and War
37.1.4. ACC Expeditionary Historian Guide

Guidance and Procedures

37.2. GENERAL: The History Office compiles the only comprehensive permanent record of the 125th Air Expeditionary Wing and its activities. The Historian accomplishes this task through systematic research, data collection, and report preparation (RCS: 8901). All Contingency Historical Reports are completed electronically in accordance with CENTAF guidance and burned to DVD for distribution/retention at the Air Force Historical Research Agency. Additionally, the History Office serves as the wing's corporate memory and answers historical request pertaining to the organization's role in Operation Enduring Freedom.

37.4. FACILITY: The History Office is staffed by a single individual and located in the 125th Expeditionary Mission Support Group's Headquarters tent on Camp Cunningham. The office possesses a single NIPRNET computer and shares a SIPRNET terminal with the 125 EMSG Executive Officer. There is no dedicated phone line for the Historian; however the office shares access to a single DSN line (x3259) with the Executive Officer.

37.5. ASSUMPTIONS: For the History Office to be fully operational to support the wing during OPLAN execution its personnel must have access to functioning NIPRNET and SIPRNET computers, a DVD burner, printer, and a telephone with DSN access.

CHAPTER 38
LEGAL

38.1. General

38.1.1. Subject to Department of the Air Force Special Order G05-002, dated 20 June 2005, the 125th Air Expeditionary Wing Commander, as appointed on G-series orders has Uniform Code of Military Justice (UCMJ) authority over all Air Force personnel attached or assigned to 125 AEW at Camp Cunningham, Woodruff Airfield, Afghanistan and Kandahar Airfield, Afghanistan. In addition, subordinate commanders may be appointed on G-series orders, in accordance with AFI 51-604, paragraphs 2 and 3. The commander will decide if appointment of subordinate units, the availability of qualified personnel to command the units, and the overall deployed unit structure as announced in the higher headquarters special orders creating the deployed units. All deployed personnel are subject to UCMJ. Matters of concern to the Air Force only will remain in Air Force channels unless specific CENTCOM guidance addresses the topic at hand.

38.1.2. The Legal Office is currently located in the control tower on Camp Cunningham. The office is equipped with 3 desktop computers (1 SIPRNET dedicated and 2 NIPRNET dedicated), 1 printer/scanner, and 1 phone line (with DSN).

38.2. Concept of Operations:

38.2.1. General. It is anticipated that deployed personnel will have received legal support at their home station prior to deployment, including Law of Armed Conflict (LOAC) training, Rules of Engagement training (ROE), legal assistance (e.g., wills, powers of attorney), briefings on regional or host nation customs, laws and sensitivities and any General Orders applicable to the AOR. The Air Force legal office at Camp Cunningham will be staffed with deployed JA personnel as long as the base wing retains its expeditionary characterization as established by the AEF Center (ACC).

38.2.2. Legal considerations/training for personnel to deployment:

38.2.2.5. Law of Armed Conflict (LOAC), Personal Legal Readiness, and Regional or Host-Nation Legal Awareness. The basic prohibitions contained in USCENTCOM General Order #1-A (GO-1A) apply to all CENTCOM forces deployed to Southwest and Central Asia, and take into account Islamic nation sensitivities. Air Force members are also subject to all standing USCENTAF and USCENTCOM general orders then in effect. The deploying staff judge advocate should obtain copies of all USCENTCOM and USCENTAF general orders in effect at the time of deployment, including all amendments and waivers.

38.2.2.5. Foreign Criminal Jurisdiction: The diplomatic Notes in effect as of 28 May

2003 give all US Forces immunity from criminal prosecution by the host nation. However, the Notes do not relieve USAF members from civil or administrative liability for acts not in the scope of official duty. All military personnel should be reminded they are still subject to the UCMJ. Some useful pre-deployment legal information about Afghanistan can be found at the following websites:

http://www.cia.gov/cia/publications/factbook/geos/af.html
http://www.state.gov/p/sa/ci/af
http://lcweb2.loc.gov/frd/cs/aftoc.html

38.2.2.5. The deploying staff judge advocate should obtain copies of all current Diplomatic Notes in force between the United States and Afghanistan from CENTAF/JA, prior to deployment if possible. The deploying staff judge advocate should also obtain copies of any other negotiated agreements pertinent to operations in Afghanistan. The deployed staff judge advocate should consult with CENTAF/JA whenever an issue regarding interpretation of international agreements arises at Camp Cunningham or Kandahar Airfield. Classified courier and secure storage capability is usually available through deployed Intelligence personnel.

38.2.3. During Deployment:

38.2.3.5. General: The deployed staff judge advocate, with or without a deployed paralegal, will take necessary steps to establish a deployed legal office in a facility to be designated by the deployed wing commander. JA personnel should take steps to deploy with all equipment and supplies necessary for providing basic legal services in a bare base environment. Base communications support is expected to include tactical telephones, local area network capability, data fax and/or scanner capability, Internet and SIPRNET capability, and electronic mail (e-mail). However, logistical constraints could result in these items not always being available. Therefore, it is recommended that legal research resources be deployed in hard copy or on compact disc.

38.2.3.5. Military Justice/Adverse Actions: Various Air Force commanders may exercise concurrent jurisdiction over deployed personnel (AFI 51-201, Chapter 2, AFI 51-202, Chapter 2 and AFI 36-2907, Chapter 3).

38.2.3.2.1. Offenses alleged to have been committed by deployed personnel will be investigated and reports forwarded for action to the commanders who are authorized to take action.

38.2.3.2.1.1. Because security forces and office of special investigation (OSI) personnel at the deployed location are tasked primarily with force protection related duties, most minor offenses will need to be investigated by unit personnel.

38.2.3.2.1.2. Deployed commanders should consult the deployed staff judge advocate prior to initiating any disciplinary action.

38.2.3.2.2. CENTAF-AUAB/CAOC/JA and CENTAF/JA will be kept apprised of all Article 15 actions and other significant misconduct (particularly those involving potential host nation sensitivities).

38.2.3.2.3. Deployed unit commanders may not have the authority to convene courts-martial. Usually, the authority to convene a court-martial rests with the respective service's component commander (e.g., CENTAF/CC) or higher level commander. Consequently, potential courts-martial in the USCENTCOM area of responsibility (AOR) must be coordinated fully through CENTAF-AUAB/CAOC/JA, and CENTAF/JA. It may be possible to convene a court-martial in the AOR; however, the member will be returned to their home station for court-martial proceedings.

38.2.3.2.4. Members facing administrative discharge generally are returned home for processing by the unit to which they are assigned.

38.2.3.2.5. All other administrative and disciplinary actions are capable of being handled by the deployed commander with the assistance of the deployed staff judge advocate.

38.2.3.2.6. Foreign Criminal Jurisdiction: If a member of the deployed unit is arrested or incarcerated by host nation authorities, every effort will be made by deployed JA personnel to secure the member's release through the US Embassy in Woodruff, Afghanistan. AFOSI is the point of contact in this situation. In addition, the Staff Judge advocate at CENTAF-AUAB/CAOC will be kept apprised of developments, and the guidance found in CENTCOM Regulation 27-2, *Foreign Criminal Jurisdiction Over US Personnel*, and AFI 51-703, *Foreign Criminal Jurisdiction*, will apply.

38.2.3.3. Claims: Pursuant to DoD Directive 5515.8 and Memorandum from General Counsel of the Secretary of Defense, Claims Responsibility - USCENTCOM Area of Responsibility, dated 16 Aug 04, the Department of the Army is assigned claims responsibility for Afghanistan. Therefore Military Claims Act and Foreign Claims Act claims related to activities of deployed US forces in Afghanistan will be processed by the US Army CJTF-76 Staff Judge Advocate's Office as the single-service foreign claims responsibility for Afghanistan (see DoDD 5515.8). Claims may be presented to the 125 AEW/JA Office, but will in turn be forwarded to CJTF-76 SJA's Office for processing. All deployed personnel have a duty to report to the deployed staff judge advocate all incidents that result in property damage, personal injury or death. All Air Force personnel claims will be presented to the 125 AEW/JA Office who will then forward the claim to CENTAF/JA for adjudication.

38.2.3.5. Legal Assistance: Legal assistance for personal problems requiring immediate

attention and arising during the deployment should be referred to the deployed staff judge advocate.
38.2.3.5. Defense counsel services are provided by the Area Defense Counsel's office at Ramstein AB, Germany (DSN [314] 480-2182/2492 or 24-hour on-call DSN [314] 480-2121).

38.2.3.6. Legal guidance for contracting in the CENTAF AOR is contained in the Contingency Contracting Handbook published by AFLMC/LGC. The deployed judge advocate should also contact CENTAF/JA regarding assistance in resolving contracting issues.

38.2.4. Per TJAG Policy Letter #34, dated 4 Feb 98, the deployed staff judge advocate will prepare a post-deployment after-action report (AAR) and submit it to HQ USAF/JA-O through the servicing staff judge advocate's office at each level of command (e.g., CENTAF-AUAB/CAOC/JA, CENTAF/JA). The deploying judge advocate will also submit weekly status reports to CENTAF-AUAB/CAOC/JA and CENTAF/JA.

38.3. Limiting Factors: N/A
38.4. Miscellaneous: N/A
38.4.1. No special requirements.

38.5. References:

38.5.1. Manual for Courts-Martial, 2002
38.5.2. CJCS Instruction 3121.01, Enclosure A
38.5.3. AFI 51-201, Administration of Military Justice
38.5.4. AFI 51-202, Nonjudicial Punishment Guide
38.5.5. AFI 51-301, Civil Litigation
38.5.6. AFI 51-501, Tort Litigation
38.5.7. AFI 51-502, Personnel and Government Recovery Claims
38.5.8. AFI 51-401, Training and Reporting to Ensure Compliance with the Law of Armed Conflict
38.5.9. AFI 51-504, Legal Assistance, Notary, and Preventative Law Program
CENTCOM Regulation 27-2, Foreign Criminal Jurisdiction Over US Personnel
38.5.10. AFI 51-701, International Agreements
38.5.11. AFI 51-703, Foreign Criminal Jurisdiction
38.5.12. AFI 51-704, Handling Request for Political Asylum and Temporary Refuge
38.5.13. DoD Foreign Clearance Guide
38.5.14. TJAG Policy Letter #34
38.5.15. AFI 36-2907, Unfavorable Information File (UIF) Program
38.5.16. USCENTCOM General Order 1-A with Amendments
38.5.17. USCENTAF General Order 1-A with Amendments

CHAPTER 39
CHAPLAIN

39.1. REFERENCE: AFI 10-404, Base Support and Expeditionary Site Planning

All Chaplain services are provided by the Army. The Chapel is located beside Dragon DFAC. A wide variety of services are offered several days a week to support various denominations. Chaplains can be reached at 231-4755.

Schedule of Services:

Gospel
Sundays……..1700L/1330Z

Jewish
Fridays ……..1900L/1530Z

Latter Day Saints
Sundays…….1300L/0830Z

Muslim
Fridays……..1800L/1330Z

Protestant
Sundays……1130L/0700Z

Roman Catholic
Saturdays……1945L/1515Z
Sundays……...1000L/0530Z

Korean Protestant
Sundays……..1545L/1115Z

Liturgical Protestant
Sundays……0830L/0400Z

Seventh Day Aventist
Saturday……0930L/0500Z

OTHER SERVICES, MEETINGS

Catholic Mass
Weekdays……..1130L/0700

Gospel Bible Study
Thursdays…….1900L/1430Z

Chapel Clean-Up
Saturdays…….1100L/0630Z

Noon Day Prayer
Weekdays…….1215L/0745Z

CHAPTER 40
SAFETY

40.1. REFERENCES:
40.1.1. AFI 91 Series Directives
40.1.2. AFOSH STANDARDS
40.1.3. AFI 10-404 Base Support and Expeditionary Site Plan

40.2. POLICY AND GUIDANCE: This is a combat environment. Safety programs must be tailored to directly support the Operation Tempo and not induce greater risks by misapplying peacetime considerations to expeditionary operations. The intent for Safety is to provide risk assessment and risk mitigation support to commanders and supervisors enabling them to conduct combat operations without increasing exposure to hazards within our control to mitigate.

40.2.1. HAZARDS: Woodruff is a joint use base constrained by an extensive landmine threat. Common expeditionary constraints such as limited ramp space, storage, and maintenance facilities impact all facets of safety. Joint and coalition operations, airspace structure, runway condition, facilities and lack of operational mindset contribute to risk.

40.2.2. Applicable references include, but are not limited to:
40.2.2.1. AFI 91-201, Explosive Safety Standards
40.2.2.2. USCENTAF Supp to AFI 91-201, Explosive Safety Standards
40.2.2.3. AFI 91-202, The United States Air Force Mishap Prevention Program
40.2.2.4. AFI 91-204, Safety Investigations and Reports
40.2.2.5. AFPAM 91-216 USAF Safety Deployment & Contingency Pamphlet
40.2.2.6. AFI 91-301, Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program
40.2.2.7. AFI 91-302, Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Standards
40.2.2.8. BAF Community Standards
40.2.2.9. Policy Letters

40.3. CAPABILITIES. The 125 AEW/SE has the capability to provide warfighter support in all safety disciplines. Personnel include: Chief of Safety, Flying Safety NCO, Ground Safety Manager, and Weapons Safety Manager. Each coalition unit maintains their own safety programs and investigates their own mishaps. The 125AEW/SE maintains working relationships to allow cross flow of pertinent information. The 125AEW/SE also has oversight of the 451 AEG at Kandahar, providing weapons safety and other support as required.

40.3.1. Communications includes a secure phone, secondary crash, NIPRNET and SIPRNET. Two LMRs allow communication with the tower, command post and other C2 elements.
40.3.2. Wing Safety has its own dedicated four wheel drive truck to allow immediate response to any emergent situation. A mishap response kit, including digital cameras, is available.

40.4. RESPONSIBILITIES

40.4.1. The Chief of Safety (CoS) provides overall guidance for Wing Safety. The CoS prepares weekly reports to CENTAF/SE and wing leadership; briefs at the weekly Wing Staff meeting, attends the daily ACCE Huddle, the weekly EOG/CC and the weekly ATC Crosstalk meetings. The CoS also participates in the CJTF-76 Base Safety Council, CJTF-76 Aviation Safety Council, and the CJTF-76 Facilities Utilization Board.
IAW AFI 91-202, para 2.1.1, "The chief of safety must be qualified in the primary mission of the unit." It is strongly recommended to comply with this guidance, even to the point of using FSO-trained rather than CoS-trained personnel to fill the billet. CoS failure to understand the primary unit mission has resulted in misapplied programs that increased, rather than mitigated, risk to our expeditionary forces.

40.4.2. The wing's Flying Safety Non-Commissioned Officer (FSNCO) is the primary AEW flight safety support. Flying squadron commanders appoint additional duty FSO's for their units. The FSNCO is responsible for the Hazardous Air Traffic Report (HATR) program, Bird Aircraft Strike Hazard (BASH) reporting program, Spot Inspection program and Foreign Object Damage (FOD) program. The FSNCO monitors airfield conditions, aircraft operations, maintenance, and programs involving disaster response and aircraft emergency response.AFCAP is responsible for the Midair Collision Avoidance (MACA) program. The FSNCO conducts investigations related to CFACC aircraft based at Woodruff. The FSNCO maintains a list of potential Interim Safety Board (ISB) and Safety Investigation Board (SIB) members.

40.4.3. The Ground Safety Manager (GSM) facilitates mishap prevention through the unit inspection program, Hazard Abatement, Lockout/Tagout, Confined Space, local Hazmat procedures, and the spot inspection program. The GSM trains and provides technical advice to unit safety representatives (USR). Education and training materials are provided through the weekly emails, base paper articles, newcomer's Safety Handouts, newcomer's Combat Orientation Briefing and USR meetings. The GSM conducts investigations into reportable mishaps, tracks mishap information on reportable and non-reportable mishaps, and identifies causes and recommendations for corrective actions. The GSM attends the CJTF-76 Base Safety Meetings chaired by the Base Commander.

40.4.4. The Weapons Safety Manager (WSM) supports the explosives mission at

Woodruff and Kandahar. The WSM trains and supports Additional Duty Weapons Safety Representatives; establishes and approves Explosive Facility Licenses; and conducts Explosive Safety Site Planning for airfield operations. The WSM conducts annual review of the base map for accuracy of QD clear zone arcs, annual review of all Electro Magnetic Radiation producing systems on base for the potential hazards to explosive locations. Reviews base construction plans for potential explosive safety violations or the need for site plans involving new construction. The WSM establishes approved explosive movement routes and advises personnel on appropriate safety precautions. The WSM conducts spot inspections in all agencies storing or handling explosives to ensure weapons safety program integrity. Performs risk assessments on potential explosive locations for consultation and briefings to commanders on explosive operations, proposals and limitations.

CHAPTER 41
OFFICE OF SPECIAL INVESTIGATIONS

41.1. REFERENCES:
41.1.1. AFI 31-301, Air Base Defense
41.1.2. AFI 10-404, Base Support and Expeditionary Site Plan

41.2. The mission of AFOSI EDet 2405 is to provide counterintelligence support to force protection, which includes timely and accurate threat information affecting operations of the contingency mission to the Commander, 125 Air Expeditionary Wing and his subordinate commanders. In a deployed location, "threat" means the threat from insurgents, terrorism, and foreign intelligence services. These threats include level I, II, and III as defined in Air Force Instruction (AFI) 31-301, Air Base Defense.

41.2.1. AFOSI EDet 2405's effort at Woodruff AB are focused on the timely and accurate collection and reporting of counterintelligence, antiterrorism, defensive air base operability, and counter-threat analysis information as well as production of counterintelligence reports and briefings in support thereof.

41.2.2. AFOSI EDet 2405 conducts liaison with host government security agencies, as appropriate, to further its counterintelligence and counterterrorism mission.

41.2.3. AFOSI EDet 2405 collects information from local nationals, host government security agencies, and other US counterintelligence agencies.

41.2.4. AFOSI EDet 2405 provides threat information relating to the local situation in real time, allowing commanders to develop defensive measures and tailor operations accordingly.

41.2.5. AFOSI EDet 2405 conducts limited analysis of tactical information. In addition, EDet 2405 personnel may complete specialized vulnerability assessments of military facilities and routes.

41.2.6. AFOSI EDet 2405 conducts protective services operations and may conduct or augment protective services to visiting dignitaries as necessary.

41.2.7. AFOSI EDet 2405 also conducts criminal investigations in a limited capacity. Specifically, EDet 2405 personnel focus on investigations involving significant criminal violations (e.g., death, sabotage and rape allegations) where Air Force personnel or resources are involved. All other matters are referred to the base Provost Marshall's Office.

CHAPTER 42
RESERVED

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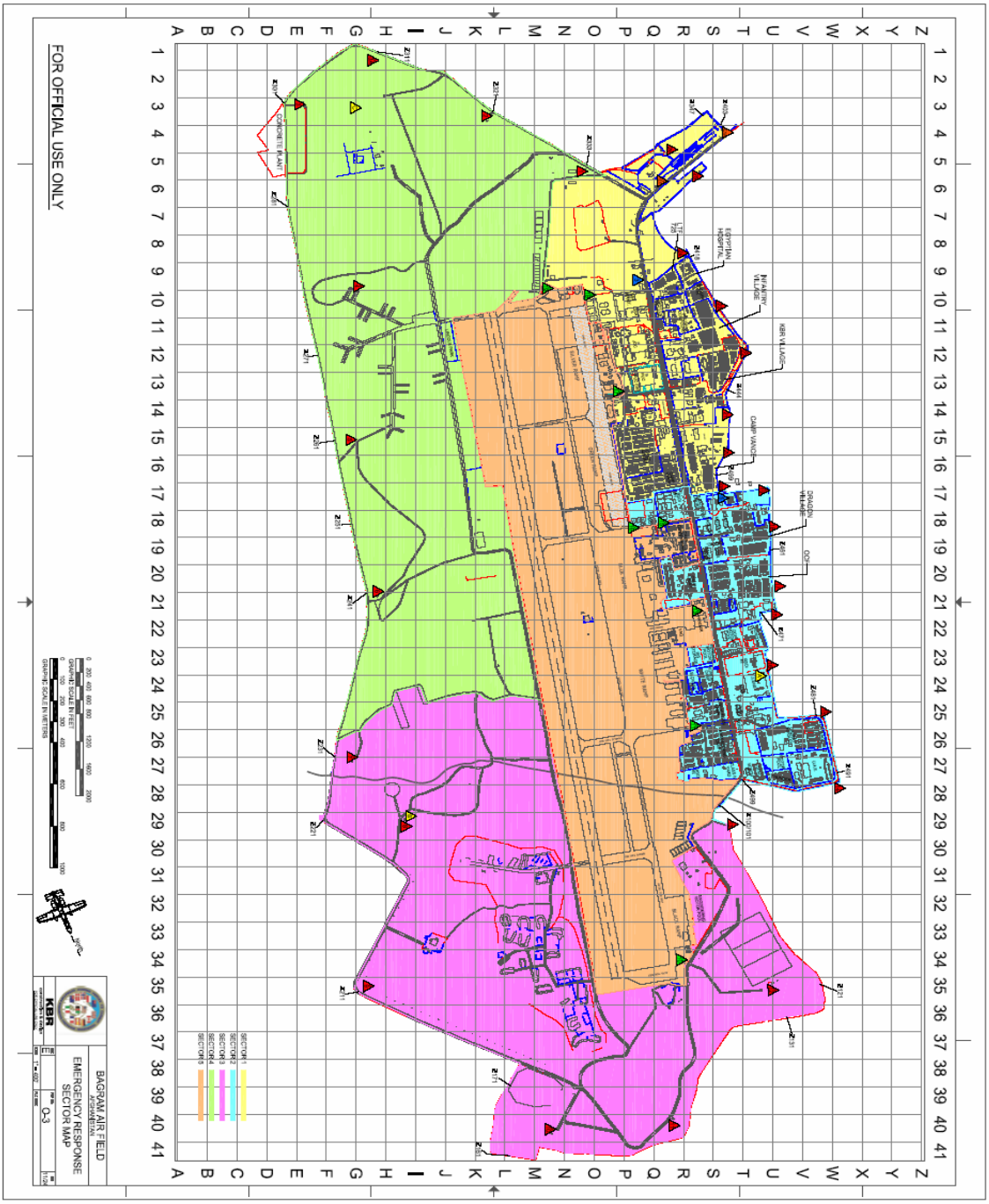
CHAPTER 43
LIMITING FACTORS (LIMFACS)

Chapter 43 will be covered in the Woodruff Base Support Plan, Part II.

CHAPTER 44
MAPS

WOODRUFF AIR BASE



CAMP CUNNINGHAM

CHAPTER 45
COMBAT LOGISTICS SUPPORT SQUADRON

Chapter 45 will be covered in the Woodruff Base Support Plan, Part II.

WOODRUFF ESP PART 1 455th AIR EXPEDITIONARY WING
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AFGHANISTAN

ACRONYMS

A	
AAFES	Army and Air Force Exchange Service
AAFS	Amphibious Assault Fuel System
AE	Aeromedical Evacuation
AECT	Aeromedical Evacuation Control Team
AEF	Aerospace Expeditionary Force
AEW	Air Expeditionary Wing
AFCAP	Air Force contract augmentation program Armed Forces contract augmentation program
AFETS.	Air Force Engineering and Technical Services
AFOSI	Air Force Office of Special Investigations
AFTH	Air Force Theater Hospitals
AGL	Above Ground Level
AOR.	Area of Responsibility
ARFF	Aircraft Rescue and Fire Fighting
ASP	Ammunition Supply Point)
ATC	Air Traffic Control
ATC	Air Transportable Clinics
ATCALS	Air Traffic Control and Landing Systems
ATHRS	Aerial Transportable Hydrant System
ATOC.	Air Terminal Operations Center
ATV	All Terrain Vehicle
B	
BAF	Woodruff Air Field
BASH	Bird/Aircraft Strike Hazard
BDC	Blood Donor Center
BDOC	Base Defense Operations Center
BOS	Base Operating Support
BOS-I	Base Operating Support – Integrator
BSU	Blood Supply Units
BTC	Blood Transshipment Centers
C	
CB	Chemical Biological
CDT	Cargo Documentation Team
CED Orders	Contingency/Exercise/Deployment Orders

CENTCOM	Central Command
CFACC	Combined Forces Air Component Commander
CFR	Crash, Fire, Rescue
CJTF 76	Combined Joint Task Force 76
COMPUSEC	Computer Security
CoS	Chief of Safety
CWT	Combat Weather Team
D	
DRMD	Deployment Requirements Manning Document
DCFACC.	Deputy CFACC
DFAC	Dining Facilities
DIFM	Due In For Maintenance
DIP	Diplomatic
DME	Distance Measuring Equipment
DRMD	Dual Rail Adapters
DRMO	Defense Reutilization Marketing Office
DVA	Diverse Vector Area
E	
EALS	Emergency Airfield Lighting System
ECP	Entry Control Point
ECS	Expeditionary Combat Support
EDM	Emergency Destruction of Munitions
EFS	Expeditionary Fighter Squadron
ELRS	Expeditionary Logistics Readiness Squadron
EMEDS	Expeditionary Medical Support
EMSG	Expeditionary Mission Support Group
EMSS	Expeditionary Mission Support Squadron
EOD	Explosive Ordnance Disposal
EOG	Expeditionary Operations Group
ERO	Engine Running On Load/Off Load
ESFS	Expeditionary Security Forces Squadron
ESVS	Expeditionary Services Squadron
F	
FACE	Fighter Aircraft Command/Control Enhancement
FAM	Functional Area Managers
FL	Flight Level
FOD.	Foreign Object Damage
FOUO	For Official Use Only

FSNCO	Flying Safety Non-Commissioned Officer
G	
GATES	Global Air Transportation Execution System
GLO	Ground Liaison Officer,
GPS	Global Positioning System
GSM	Ground Safety Manager
H	
HMMWV	Highly Maneuverable Multi Wheeled Vehicle
I	
IAW	In Accordance With
IED	Improvised Explosive Devices
IFR	Instrument Flight Rules
IGESP)	In-Garrison Expeditionary Support Plan
IN MAR SAT	International Maritime Satellite
ISB	Interim Safety Board
ISI	Installation Security Instruction
ISOPREPs	Isolated Personnel Report
J	
J/I	Joint Inspect
JMR	Joint Movement Requests
K	
KBR	Kellogg, Brown & Root
L	
LAN	Local Area Network
LANTIRN	Low-Altitude Navigation and Targeting Infrared For Night
LIN	Liquid Nitrogen
LMR.	Land Mobil Radio
LOAC	Law of Armed Conflict
LOGCAP	Logistics Civilian Augmentation Program
LOX	Liquid Oxygen
M	
MACA	Midair Collision Avoidance

MAO	Mail Address Only
MCA	Mail Control Activity
MCT	Movement Control Team
MHE	Material Handling Equipment
MISREPS	Mission Report
MOC	Maintenance Operation Center
MOG	Maximum on Ground
MPF	Military Personnel Flight
MRE	Meal Ready To Eat
MSL	Mean Sea Level
MVA	Minimum Vectoring Altitude
N	
NBC	Nuclear Biological and Chemical
NEO	Noncombatant Evacuation Operations
NFARP	North Flightline Area Refueling Point
NIPRNET	Non-Secure Internet Protocol Router Network
NM	Nautical Miles
NVG	Night Vision Goggles
O	
O&M	Operation and Maintenance
OCR	Organization Change Request
OEF	Operation Enduring Freedom
P	
PAPI	Precision Approach Path Indicator Lights
PAR	Precision Approach Radar
PCS	permanent change-of-station
PERSCO	Personnel Support for Contingency Operations
PMO	Provost Marshall Office
Q	
R	
RAPCON	Radar Approach Control
ROE	Rules of Engagement training,
RRR	Rapid Runway Repair
S	

SFARP	South Flightline Area Refueling Point
SFCC	Security Forces Control Center
SIB	Safety Investigation Board
SIPRNET	Secret Internet Protocol Router Network
SITREP	Situation Report
STEs	Secure Terminal Equipment
STOL	Short Takeoff and Landing
T	
TDY	Temporary Duty
TF	Task Force
TFS	Tactical Forecast System
TMO	Traffic Management Office
TMOS	Tactical Meteorological Observing System
TMP	Transportation Motor Pool
U	
UXO	Unexploded Ordnance
UDI	U-drive-it
ULN	Unit Line Number
UTC	Unit Type Code
UCMJ	Uniform Code of Military Justice
USR	Unit Safety Representatives
V	
VAL	Vehicle Authorizations Listing
VFR	Visual Flight Rules
W	
WRM	War Reserve Materiel
WSM	Weapons Safety Manager
XYZ	

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