



# CHARLESTON AIR FORCE BASE



## ECONOMIC IMPACT ANALYSIS FISCAL YEAR 2000



Graphic Created By:  
SSgt Terra Razo



## **The 437th Airlift Wing Vision:**

**"Providing our nation's premier  
airlift force from the world's premier air base"**

## **Our Mission:**

**"Professionals working together to support, train,  
and provide the world's best airlift force for America"**

## **Executive Commitment:**

**We here at the 437th Airlift Wing take pride in our people and our many accomplishments. The members of "Team Charleston" go above and beyond the call of ordinary duty. They exemplify the core values of Air Force personnel worldwide. Striving to do their personal best, while maintaining their professionalism and dedication to leadership. We will continue to meet and exceed these standards for our customers worldwide with unlimited potential for growth.**

**Enclosed is the Charleston Air Force Base "Economic Impact Analysis" for Fiscal Year 2000. This analysis estimates the economic effect an installation had on its local area. This economic area includes Charleston, Dorchester, and Berkeley counties.**

**Commander  
437th AIRLIFT WING**

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# PART I

## BACKGROUND



## **FOREWORD**

### **CHARLESTON AIR FORCE BASE ECONOMIC IMPACT ANALYSIS FISCAL YEAR 2000**

**Charleston AFB's primary mission is airlift--professionals working together to support, train and provide the world's best airlift force for America. The base is also home of the 315th Reserve Airlift Wing. In addition, there are several tenant units, some directly supporting the base, and others carrying out their own missions using Charleston facilities.**

**Approximately 3,704 individuals live on Charleston AFB in the 1,465 family housing units and eight dormitories provided for members and their families.**

**Charleston's workforce consists of 7,298 military members and civilian employees. Approximately 3,806 are active duty, 2,172 are Air Force Reserve, two are Foreign Military, and 1,318 are civilian employees. Civilian employees are divided into three major categories: Wage Grade employees, General Schedule Civil Service employees, and Non-Appropriated Fund employees (included in the non-appropriated numbers are private businesses; i.e., Base Exchange, Commissary, and Nations Bank).**

**The economic impact of Charleston AFB on the local area was approximately \$386.3 million last fiscal year. This amount represents wages and salaries of all military and civilian employees. Also included are local contracts and construction expenditures, educational aid, and Base Exchange/Commissary contracts.**

## METHODOLOGY

The total economic impact of a base on its economic area is computed by summing annual base payroll, annual base expenditures, and the estimated dollar value of indirect jobs created. An economic area is generally defined as a Metropolitan Statistical Area (MSA). The indirect job multipliers for Air Force installations lists Charleston AFB as the Charleston-North Charleston SC MSA. The average annual pay for the local area was obtained from the Charleston Chamber of Commerce, using South Carolina Employment Security Commission Labor Market Information Division data. The 2000 pay scale was prepared using a Secretary of the Air Force / Directorate of Economics and Business Management (SAF/FMCE) program that was developed within the parameters of the Office of Secretary Defense's economic impact analysis model. The funding sources used in this analysis are Appropriated Funds (APF) and Non-Appropriated Funds (NAF).

\* \* \* \* \*

## AVAILABILITY OF INFORMATION

This Economic Impact Analysis (EIA) provides unclassified key information about the resources and economic impact of Charleston AFB on the surrounding communities. Release of this document to non-military individuals must be obtained from the Public Affairs Office at Charleston AFB SC (843) 963-5608, or DSN 673-5608. It can also be accessed on the Charleston AFB website at <http://www.charleston.af.mil>. Questions concerning the content of this analysis should be directed to the Public Affairs Office.

Information contained in this analysis is current as of 30 September 2000. This analysis was prepared by Holly C. Mehringer GS-7, 437 CPTS/FMA, front cover bottom graphic designed by SSgt Terra Razo, 437 CS/SCS, and base photographs provided by A1C Jeffrey Martinez, 437 CES/CECC.

# FORCE STRUCTURE

<u>Aircraft Type</u>	<u>#Assigned</u>
C-17	40
C-141B (Jan-Jun 00)	8



# FACT SHEET

## C-17 Globemaster III



### Mission

The C-17 Globemaster III is the newest, most flexible cargo aircraft to enter the airlift force. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft is also able to perform tactical airlift and airdrop missions when required. The inherent flexibility and performance characteristics of the C-17 force improve the ability of the total airlift system to fulfill the worldwide air mobility requirements of the United States.

The ultimate measure of airlift effectiveness is the ability to rapidly project and sustain an effective combat force close to a battle area. Threats to U.S. interests have changed in recent years, and the size and weight of U.S.-mechanized firepower and equipment have grown in response to improved capabilities of potential adversaries. This trend has significantly increased air mobility requirements, particularly in the area of large or heavy outsized cargo. As a result, newer and more flexible airlift aircraft are needed to meet potential armed contingencies, peacekeeping or humanitarian missions worldwide. The C-17 was designed and built with this new world order in mind.

## Features

The operational requirements impose demanding reliability and maintainability of the C-17 system. These requirements include an aircraft mission completion success probability of 92 percent, only 20 aircraft maintenance man-hours per flying hour, and full and partial mission capable rates of 74.7 and 82.5 percent respectively. The Boeing warranty assures these figures will be met.

The C-17 measures 174 feet (53 meters) long with a wingspan of 169 feet, 10 inches (51.76 meters). Four fully reversible Pratt & Whitney F117-PW-100 engines (the commercial version is currently used on the Boeing 757) power the aircraft. Each engine is rated at 40,440 pounds of thrust. The thrust reversers direct the flow of air upward and forward to avoid ingestion of dust and debris. Maximum use has been made of off-the-shelf and commercial equipment, including Air Force-standardized avionics.

The aircraft is operated by a crew of three (pilot, copilot and loadmaster), reducing manpower requirement risk exposure, and long-term operating costs. Cargo is loaded onto the C-17 through a large aft door that accommodates military vehicles and palletized cargo. The C-17 can carry virtually all of the Army's air-transportable equipment.

Maximum payload capacity of the C-17 is 170,900 pounds (77,519 kilograms), and its maximum gross takeoff weight is 585,000 pounds (265,352 kilograms). With a payload of 160,000 pounds (72,575 kilograms) and an initial cruise altitude of 28,000 feet (8,534 meters), the C-17 has an unrefueled range of approximately 2,400 nautical miles. Its cruise speed is approximately 450 knots (.74 Mach). The C-17 is designed to airdrop both equipment and 102 paratroopers.

The design of the aircraft lets it operate through small, austere airfields. The C-17 can take off and land on runways as short as 3,000 feet (914 meters) and as narrow as 90 feet (27.4 meters) wide. Even on such narrow runways, the C-17 can turn around using a three-point star turn and its backing capability.

## Background

The C-17 made its maiden flight on September 15, 1991, and the first production model was delivered to Charleston AFB SC, on June 14, 1993. The 17th Airlift Squadron, the first squadron of C-17s, was declared operationally ready January 17, 1995. The Air Force is programmed to receive a total of 120 C-17s by the year 2005. The bulk of the inventory will be at Charleston AFB and McChord AFB WA. C-17s will also be at Altus AFB OK and an Air National Guard unit at Jackson MS.

The aircraft is operated by Air Mobility Command with current operations at the 437th Airlift Wing and the 315th Airlift Wing (Air Force Reserve) along with the 62nd Airlift Wing at McChord AFB.

## **General Characteristics**

**Primary Function:** Cargo and troop transport  
**Prime Contractor:** Boeing Company  
**Power Plant:** Four Pratt & Whitney F117-PW-100 turbofan engines  
**Thrust:** 40,440 pounds, each engine  
**Wingspan:** 169 feet 10 inches (to winglet tips) (51.76 meters)  
**Length:** 174 feet (53 meters)  
**Height:** 55 feet 1 inch (16.79 meters)  
**Cargo Compartment:** length, 88 feet (26.82 meters); width, 18 feet (5.48 meters); height, 12 feet 4 inches (3.76 meters)  
**Speed:** 450 knots at 28,000 feet (8,534 meters) (Mach 0.74)  
**Service Ceiling:** 45,000 feet at cruising speed (13,716 meters)  
**Range:** Global with in-flight refueling  
**Crew:** Three (two pilots and one loadmaster)  
**Maximum Peacetime Takeoff Weight:** 585,000 pounds (265,352 kilograms)  
**Load:** 102 troops/paratroopers; 48 litter and 54 ambulatory patients and attendants; 170,900 pounds (77,519 kilograms) of cargo (18 pallet positions)

## FACT SHEET

### C-141B Starlifter (last one departed in July 00)



#### Mission

The C-141B Starlifter is the workhorse of the Air Mobility Command (AMC). The Starlifter fulfills the vast spectrum of airlift requirements through its ability to airlift combat forces over long distances, deliver those forces and their equipment either by airland, or airdrop, resupply forces and transport the sick and wounded from the hostile area to advanced medical facilities.

#### Features

The C-141B is a stretched C-141A with in-flight refueling capability. The stretching of the Starlifter consisted of lengthening the plane 23 feet 4 inches (7.11 meters). The added length increased the C-141B cargo capacity by about one-third, for an extra 2,171 cubic feet (62.03 cubic meters). The lengthening of the aircraft had the same overall effect as increasing the number of aircraft by 30 percent. The C-141A, built between 1963 and 1967, was AMC's first jet aircraft designed to meet military standards as a troop and cargo carrier. The development of the B model was the cost-effective method of increasing AMC's airlift capability.

**A universal air refueling receptacle on the C-141B, with the ability to transfer 23,592 gallons (89,649 liters) in about 26 minutes, means longer nonstop flights and fewer fuel stops at overseas bases during worldwide airlift missions.**

**The C-141B force, with over nine million flying hours, has a proven reliability and long-range capability. In addition to training, worldwide airlift and combat support, the C-141B has amassed a laudatory record in response to humanitarian crises.**

**The C-141B, with its changeable cargo compartment, can transition from rollers on the floor for palletized cargo to a smooth floor for wheeled vehicles to aft facing seats or sidewall canvas seats for passengers, quickly and easily, to handle over 30 different missions.**

## **Background**

**The C-141B's reliability and intrinsic capabilities enable AMC to meet any commitment anywhere national interest dictates.**

**Active duty C-141B's are stationed at Charleston AFB SC, McChord AFB WA, and McGuire AFB NJ. AMC began transferring C-141Bs to the Air Reserve and Air National Guard forces in July 1986.**

**The first Air Reserve unit was Andrews AFB MD, followed by others now at Wright-Patterson AFB OH and March AFB CA; and Air National Guard units at Jackson MS and Memphis TN.**

**The first C-141A, delivered to Tinker AFB OK, in October 1964, began squadron operations in April 1965. Starlifters made flights almost daily to Southeast Asia, carrying troops, equipment and supplies, and returning patients to U.S. hospitals.**

**The C-141A was the first jet transport from which U.S. Army paratroopers jumped, and the first to land in the Antarctic. A C-141A established a world record for heavy cargo drops of 70,195 pounds (31,588 kilograms).**

**The first C-141B was received by the Air Force in December 1979. Conversion from A to B models was completed in 1982.**

**The C-141B operation began its initial drawdown from Charleston Air Force Base in 1992, the last C-141B departed Charleston AFB on 16 July 2000.**

## General Characteristics

**Primary Function:** Cargo and troop transport  
**Contractor:** Lockheed-Georgia Company  
**Power Plant:** Four Pratt & Whitney TF33-P-7 turbofan engines  
**Thrust:** 20,250 pounds, each engine  
**Wingspan:** 160 feet (48.7 meters)  
**Length:** 168 feet, 4 inches (51 meters)  
**Height:** 39 feet, 3 inches (11.9 meters)  
**Cargo Compartment:** Height, 9 feet 1 inch (2.77 meters); length, 93 feet 4 inches (28.45 meters); width, 10 feet 3 inches (3.12 meters)  
**Cargo Door:** width, 10.25 feet (3.24 meters); height, 9.08 feet (2.76 meters)  
**Speed:** 500 mph (Mach 0.66) at 25,000 feet  
**Ceiling:** 41,000 feet (12,496 meters) at cruising speed  
**Range:** Unlimited with in-flight refueling  
**Maximum Takeoff Weight:** 323,100 pounds (146,863 kilograms)  
**Load:** Either 200 troops, 155 paratroopers, 103 litters and 14 seats, or 68,725 pounds (31,239 kilograms) of cargo  
**Crew:** Five: two pilots, two flight engineers and one loadmaster (one navigator added for airdrops). Aeromedical teams of two flight nurses and three medical technicians each are added for aeromedical evacuation missions.



# PART II

## WING ASSETS



## DESCRIPTION OF CAPITAL ASSETS

As of: 30 Sep 00

### LAND

TOTAL ACRES: 6,486

TWO RUNWAYS	PRIMARY:	9,000 FEET X 200 FEET
	SECONDARY:	7,000 FEET X 150 FEET

<b>BUILDINGS</b>	<b>NUMBER</b>	<b>SQ FEET</b>
TOTAL:	1,194	5,025,386

### FAMILY HOUSING UNITS

	2 - BR	3 - BR	4 - BR	TOTAL
Officer	0	106	45	151
Enlisted	275	853	186	1314
Total:	275	959	231	1465

<b>DORMITORY QUARTERS</b>	<b>NUMBER</b>	<b>CAPACITY</b>
Airmen/NCO	8	655

<b>TEMPORARY QUARTERS</b>	<b>NUMBER</b>	<b>CAPACITY</b>
Visiting Airmen Quarters	1	40 Bedspaces
Visiting Officer Quarters	2	68 Bedspaces
Temporary Lodging Facilities	<u>34</u>	<u>170 Bedspaces</u>
Total:	37	278 Bedspaces

### MISCELLANEOUS

Computers	5,549
Vehicles	673

## VALUE OF RESOURCES

As of: 30 Sep 00

### CAPITAL ASSETS

Buildings and Real Property	\$236,225,188
Land	<u>\$2,082,809</u>
Total:	\$238,307,997

### WEAPONS SYSTEMS

Aircraft C-17 (40)	\$10,417,577,448
C-141B (8) (included for only 10 months)	<u>\$374,650,000</u>
Total:	\$10,792,227,448

### EQUIPMENT

Appropriated Fund	\$92,581,138
Non-appropriated Fund	\$9,524,866
Base Exchange	\$5,800,000
Commissary	<u>\$992,265</u>
Total:	\$108,898,269

### INVENTORIES

Stock Fund	\$39,144,557
Sales Outlets	
Base Exchange	\$4,559,782
Commissary	\$715,358
NAF	<u>\$268,309</u>
Total:	\$44,688,006

### RETAIL SALES

Base Exchange	\$32,570,139
Commissary	\$28,891,663
NAF	<u>\$3,934,892</u>
Total:	\$65,396,694

### TOTAL VALUE OF RESOURCES

\$11,249,518,414





# PART III

## WING ECONOMIC IMPACT



**ECONOMIC IMPACT ANALYSIS  
CHARLESTON AFB - FY00**

**TABLE 1  
PERSONNEL BY CLASSIFICATION AND HOUSING LOCATION**

As of: 30-Sep-00

CLASSIFICATIONS	LIVING ON BASE	LIVING OFF BASE	TOTAL
<b>1. APPROPRIATED FUND MILITARY</b>			
Active Duty	1,607	2,199	3,806
Air Force Reserve	25 *	2,147	2,172
Foreign Military	<u>2 **</u>	<u>0</u>	<u>2</u>
<b>TOTAL:</b>	<b>1,634</b>	<b>4,346</b>	<b>5,980</b>
<b>2. ACTIVE DUTY MILITARY DEPENDENTS</b>			
	2,070	1,471	3,541
<b>3. APPROPRIATED FUND CIVILIANS</b>			
General Schedule			464
Federal Wage Grade			356
Seasonal, Temporary, and Overhires			<u>34</u>
		<b>TOTAL:</b>	<b>854</b>
<b>5. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS</b>			
Civilian NAF			229
Civilian BX			143
Civilian Commissary			87
Private Businesses on Base, By Type:			<u>5</u>
Branch Bank			
		<b>TOTAL:</b>	<b>464</b>
	<b>TOTAL PERSONNEL:</b>		<b>10,839</b>

\* Reservists living on base are dependents of an active duty military living on base.

\*\*British military occupying military housing

**ECONOMIC IMPACT ANALYSIS  
CHARLESTON AFB - FY00**

**TABLE 2  
ANNUAL PAYROLL BY CLASSIFICATION AND HOUSING LOCATION**

As of: 30-Sep-00

CLASSIFICATION	LIVING ON BASE (\$)	LIVING OFF BASE (\$)	TOTAL (\$)
<b>1. APPROPRIATED FUND MILITARY</b>			
Active Duty	\$25,350,216	\$34,688,938	\$60,039,154
ANG/Reserve	<u>\$234,949 *</u>	<u>\$20,177,462</u>	<u>\$20,412,411</u>
<b>TOTAL:</b>	<b>\$25,585,165</b>	<b>\$54,866,400</b>	<b>\$80,451,565</b>
<b>2. APPROPRIATED FUND CIVILIANS</b>			
General Schedule			\$25,867,468
Federal Wage Grade			\$19,846,592
Seasonal, Temporary, and Overhires			<u>\$1,895,461</u>
		<b>TOTAL:</b>	<b>\$47,609,521</b>
<b>3. NON-APPROPRIATED FUND CONTRACT CIVILIANS AND PRIVATE BUSINESS</b>			
Civilian NAF			\$2,940,052
Civilian BX			\$1,881,258
Civilian DECA			\$2,727,969
Private Businesses On Base, By Type:			
Bank of America			<u>\$116,561</u>
		<b>TOTAL:</b>	<b>\$7,665,840</b>
	<b>TOTAL ANNUAL PAYROLL:</b>		<b>\$135,726,926</b>

\* Reservists living on base are dependents of an active duty military living on base.

ECONOMIC IMPACT ANALYSIS  
 CHARLESTON AFB - FY00

**TABLE 3**  
**EXPENDITURES FOR CONSTRUCTION, SERVICES, AND PROCUREMENT OF**  
**MATERIALS, EQUIPMENT, AND SUPPLIES**

As of: 30-Sep-00

		ACTUAL ANNUAL EXPENDITURES
<b>1. CONSTRUCTION</b>		
Military Construction Program		\$27,862,669
Non- Appropriated Fund		\$283,655
Military Family Housing		\$4,244,446
O & M		\$7,235,854
TWCF		<u>\$10,175,566</u>
	<b>TOTAL:</b>	<b>\$49,802,190</b>
<b>2. SERVICES</b>		
Service Contracts and Commodities *		\$9,581,957
Utilities		<u>\$5,316,869</u>
	<b>TOTAL:</b>	<b>\$14,898,826</b>
<b>3. MATERIALS, EQUIPMENT, AND SUPPLIES PROCUREMENT</b>		
Base Exchange (BX)		\$1,708,253
DECA (Commissary)		\$144,391
Health (TRICARE, Government Cost Only)**		\$10,100,000
Education (Impact Aid [IA] and Tuition Assistance)		\$1,265,803
*IA - Berkeley County	\$25,803	
IA - Charleston County	\$470,400	
IA - Dorchester County	\$45,788	
Tuition Assitance	\$723,812	
* includes only AF dependents not all DoD dependents		
TDY (64,600 nights - using local hotels/motels)		\$3,359,200
TWCF Materials, Equipment & Supplies		\$86,744,191
Materials, Equipment & Supplies (not elsewhere included)		<u>\$10,715,287</u>
	<b>TOTAL:</b>	<b>\$114,037,125</b>
<b>TOTAL ANNUAL EXPENDITURES:</b>		<b>\$178,738,141</b>

\* includes only contracts in the local economic area or contracts requiring the use of locally supplied goods and services.

\*\*Health care provided to military and their dependents in Charleston, Dorchester, and Berkeley counties

**ECONOMIC IMPACT ANALYSIS  
CHARLESTON AFB - FY00**

**TABLE 4  
ESTIMATE OF NUMBER AND DOLLAR VALUE OF INDIRECT JOBS CREATED**

**As of: 30-Sep-00**

<b>Type of Personnel</b>	<b># of Base Jobs</b>	<b>Multiplier</b>	<b># of Indirect Jobs</b>
<b>ACTIVE DUTY MILITARY</b>	<b>3,806</b>	<b>0.41</b>	<b>1,560</b>
<b>RESERVE/ANG/TRAINEES</b>	<b>2,172</b>	<b>0.16</b>	<b>348</b>
<b>APF CIVILIANS</b>	<b>854</b>	<b>0.55</b>	<b>470</b>
<b>NAF CIVILIANS, BX, AND PRIVATE BUSINESS</b>	<b><u>464</u></b>	<b><u>0.55</u></b>	<b><u>255</u></b>
<b>TOTAL:</b>	<b>7,296</b>		<b>2,633</b>

**ESTIMATED NUMBER OF INDIRECT JOBS CREATED: 2,633**

**AVERAGE ANNUAL PAY FOR THE LOCAL COMMUNITY: \$27,269**

**ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED: \$71,799,277**

**Data Sources:**

**Multipliers: Logistics Management Institute Economic Impact Database, Installations and Indirect / Induced Job Multipliers, Feb 95.**

**Average Annual Pay: Current tables for Average Annual Pay Levels in Metropolitan Areas and Average Annual Pay by State and Industry are accessible at: <http://stats.bls.gov:80/newsrels.htm#OEUS>**

**The average annual pay for FY 2000 was calculated by taking a weighted average of the rate increase for FY 1991 to FY 1996 and the rate increase for FY 1998 to FY 1999 to get a rate increase of 3.25**

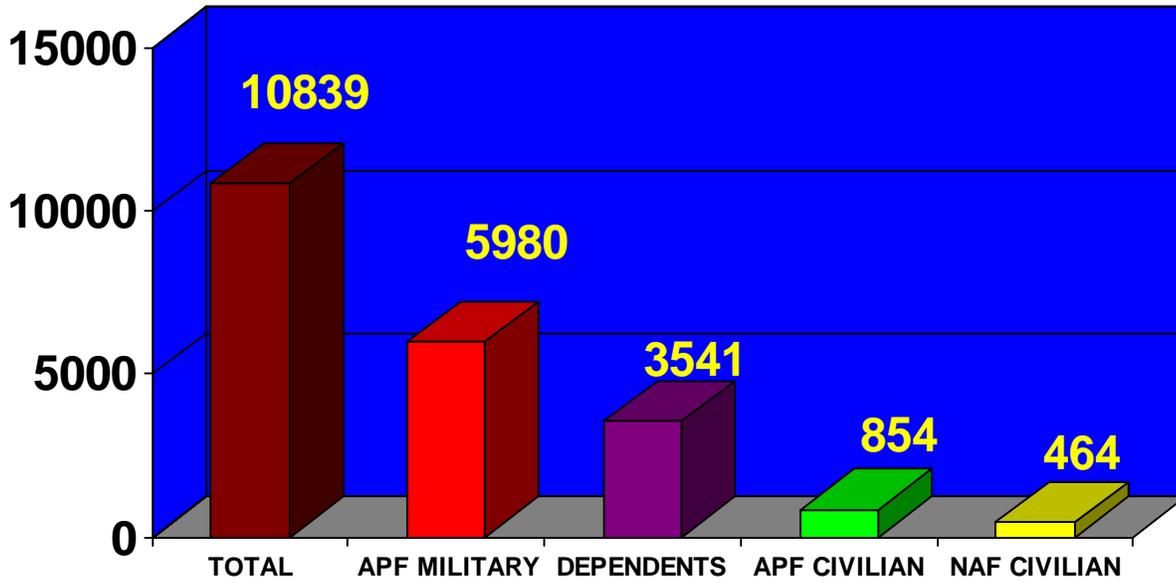
**ECONOMIC IMPACT ANALYSIS  
CHARLESTON AFB - FY00**

**TABLE 5  
Total Annual Economic Impact Estimate**

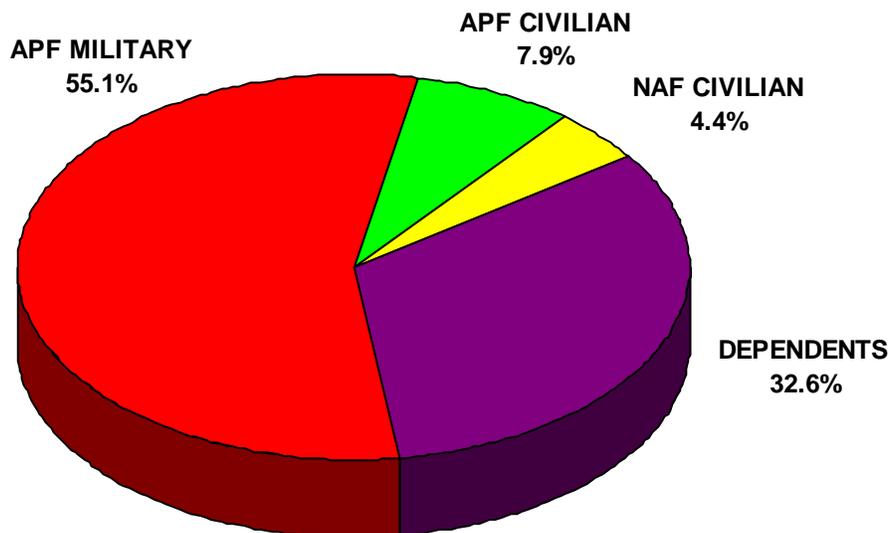
**As of: 30-Sep-00**

<b>ANNUAL PAYROLL:</b>		<b>\$135,726,926</b>
<b>Military</b>	<b>\$80,451,565</b>	
<b>Federal Civilian</b>	<b>\$47,609,521</b>	
<b>NAF Civilians, BX, and Private Business</b>	<b>\$7,665,840</b>	
<b>ANNUAL EXPENDITURES:</b>		<b>\$178,738,141</b>
<b>ESTIMATED ANNUAL DOLLAR VALUE OF JOBS CREATED:</b>		<b>\$71,799,277</b>
<b>Estimated Indirect Jobs Created</b>	<b>2,633</b>	
<b>Average Annual Pay</b>	<b>\$27,269</b>	
<b>GRAND TOTAL</b>		<b>\$386,264,344</b>

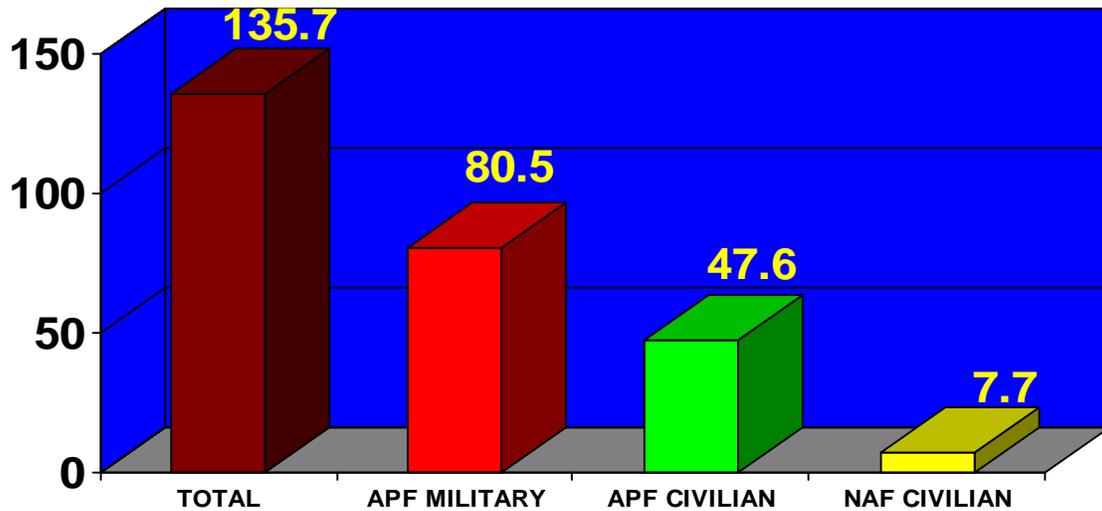
# PERSONNEL SUMMARY CHARLESTON AFB - FY00



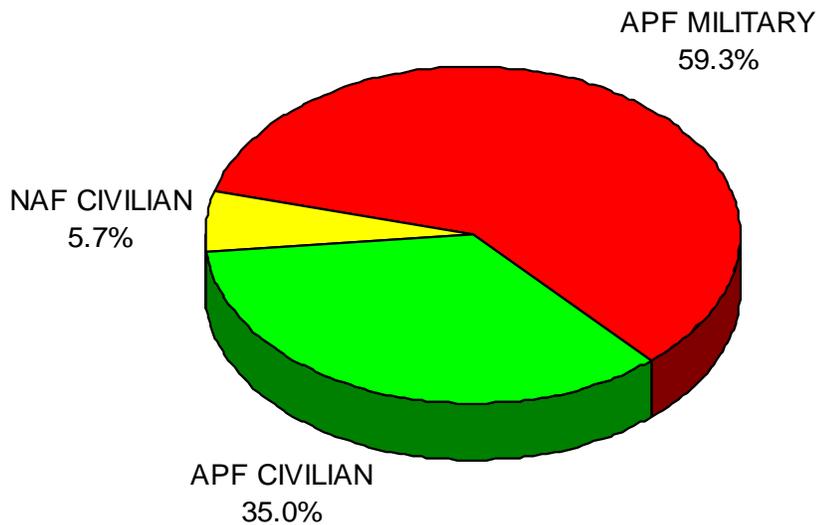
# PERSONNEL SUMMARY BY PERCENT CHARLESTON AFB - FY00



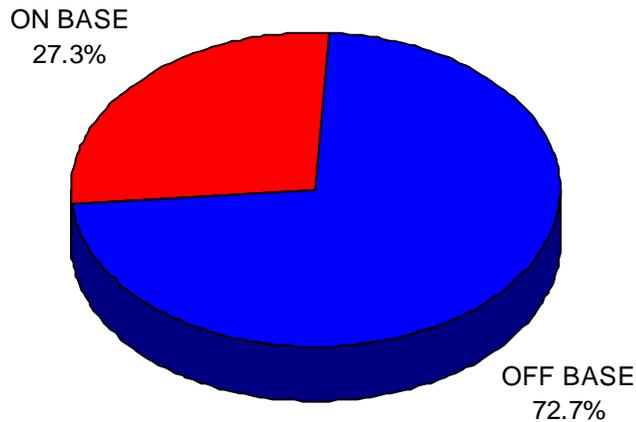
# ANNUAL PAYROLL SUMMARY (\$M) CHARLESTON AFB - FY00



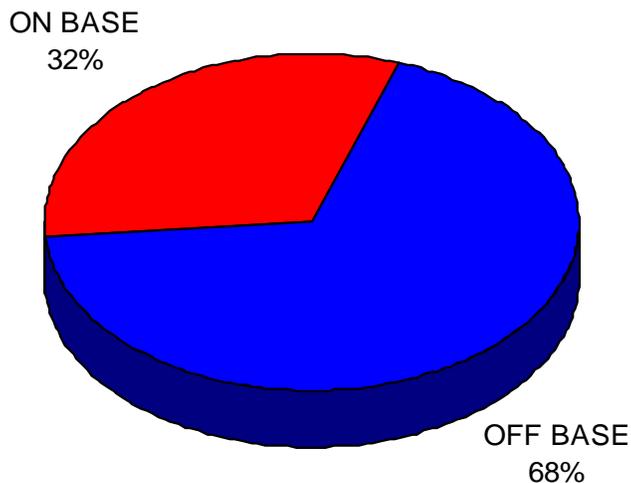
# ANNUAL PAYROLL BY PERCENT CHARLESTON AFB - FY00



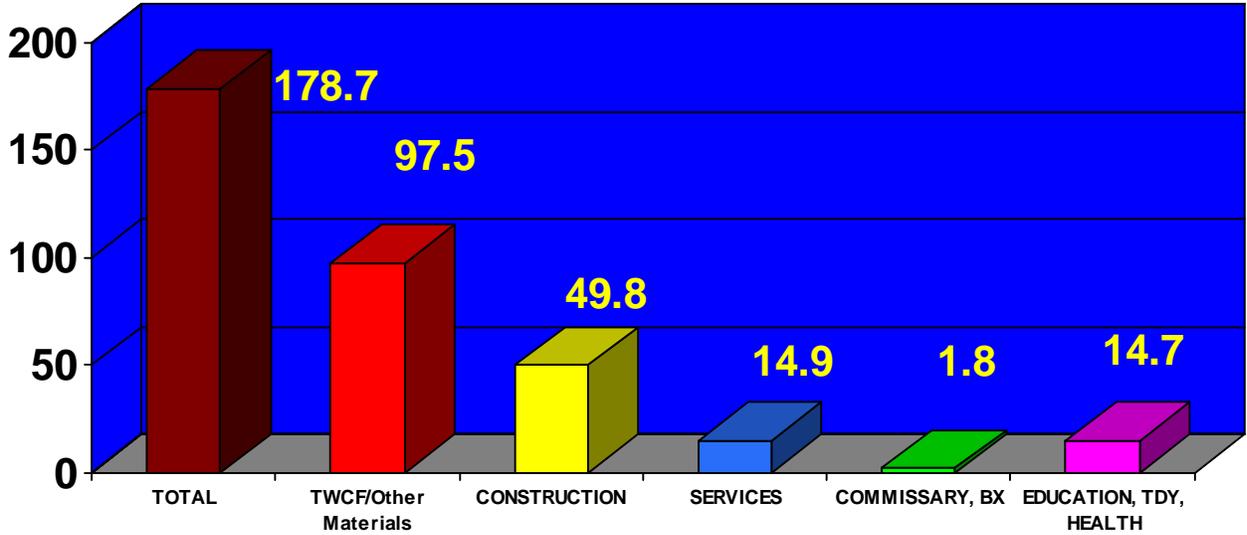
PERCENT OF APF MILITARY  
PERSONNEL LIVING ON AND OFF BASE  
CHARLESTON AFB - FY00



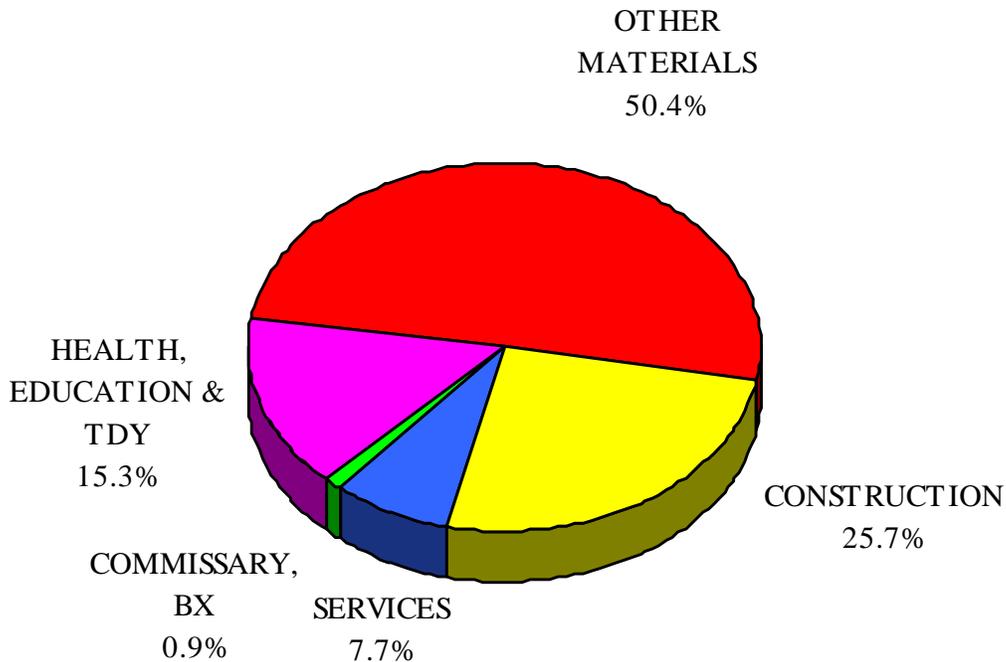
PERCENT OF APF MILITARY  
PERSONNEL PAYROLL ATTRIBUTABLE TO  
PERSONNEL LIVING ON AND OFF BASE  
CHARLESTON AFB - FY00



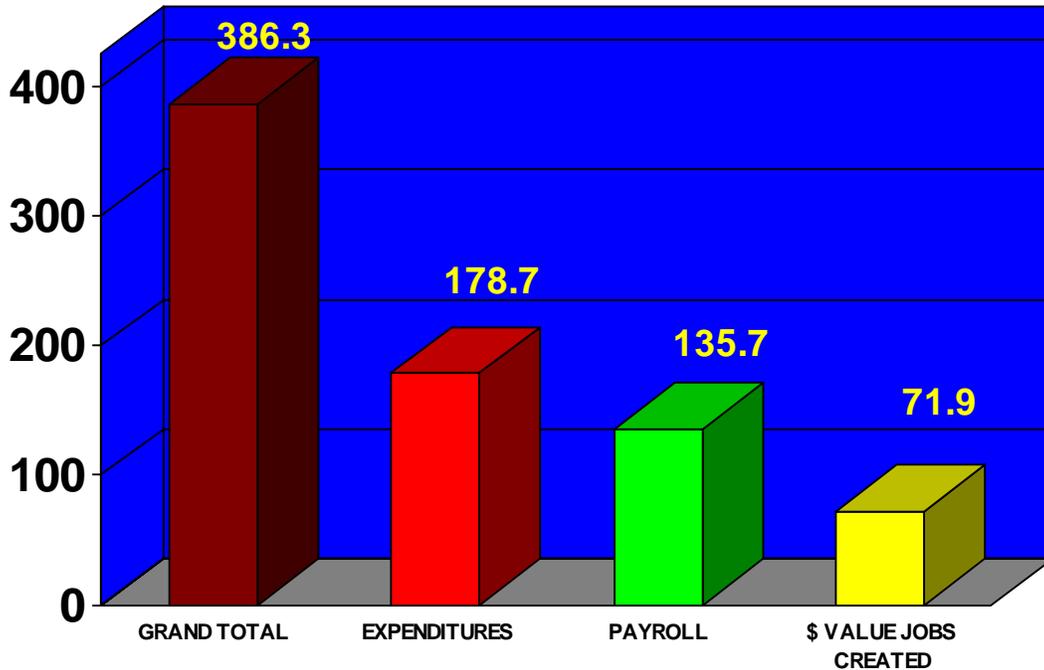
# ANNUAL EXPENDITURE SUMMARY (\$M) CHARLESTON AFB - FY00



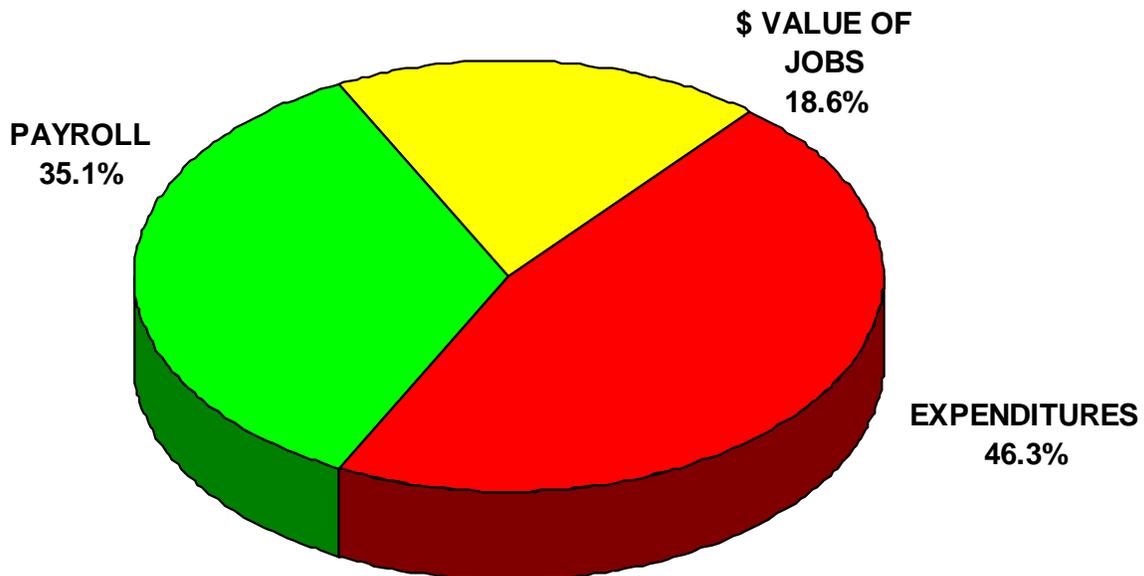
# ANNUAL EXPENDITURES BY PERCENT CHARLESTON AFB - FY00



## TOTAL ECONOMIC IMPACT (\$M) CHARLESTON AFB - FY00



## TOTAL ECONOMIC IMPACT BY PERCENT CHARLESTON AFB - FY00







# PART IV

## MISCELLANEOUS INFORMATION



## ORGANIZATION

## COMMAND

<b>HOST: 437th Airlift Wing</b>	<b>AMC</b>
<b>437th Airlift Wing Staff Offices</b>	<b>AMC</b>
437th Commander / Vice Commander	
437th Command Chief Master Sergeant	
437th Director of Staff	
437th Command & Control	
437th Chaplain	
437th Comptroller Squadron	
437th Historian	
437th Inspector General	
437th Manpower & Quality	
437th Plans & Programs	
437th Protocol	
437th Public Affairs	
437th Safety Office	
437th MEO	
437th Staff Judge Advocate	
437th Wing Administration	
<b>437th Logistics Group</b>	<b>AMC</b>
437th Aircraft Generation Squadron	
437th Contracting Squadron	
437th Maintenance Squadron	
437th Logistics Support Squadron	
437th Supply Squadron	
437th Transportation Squadron	
<b>437th Medical Group</b>	<b>AMC</b>
437th Aerospace Medicine Squadron	
437th Medical Operations Squadron	
437th Medical Support Squadron	
<b>437th Operations Group</b>	<b>AMC</b>
14th Airlift Squadron	
15th Airlift Squadron	
16th Airlift Squadron (inactivated July 00)	
17th Airlift Squadron	
437th Aerial Port Squadron	
437th Operations Support Squadron	

## ORGANIZATION

## COMMAND

<b>437th Support Group</b>	<b>AMC</b>
<b>437th Civil Engineer Squadron</b>	
<b>437th Communications Squadron</b>	
<b>437th Mission Support Squadron</b>	
<b>437th Security Forces Squadron</b>	
<b>437th Services Squadron</b>	

## TENANT ORGANIZATION

<b>1st Combat Camera Squadron</b>	<b>AMC</b>
<b>315th Airlift Wing - Air Force Reserve</b>	<b>AFRES</b>
<b>412th Logistics Support Squadron</b>	<b>AFMC</b>
<b>Air Force Audit Agency</b>	<b>AFAA</b>
<b>Air Force Office of Special Investigations Detachment 310</b>	<b>AFOSI</b>
<b>American Federation Government Employees Local 1869</b>	<b>AFGE</b>
<b>American Red Cross</b>	<b>ARC</b>
<b>Area Defense Counsel</b>	<b>AFLSA</b>
<b>Army Air Force Exchange Service</b>	<b>AAFES</b>
<b>Defense Commissary Agency</b>	<b>DeCA</b>
<b>Defense Courier Service</b>	<b>DCF</b>
<b>Detachment 1, 33rd Flight Test Squadron</b>	<b>AMC</b>
<b>Detachment 1, 158th Fighter Wing</b>	<b>ANG</b>
<b>Detachment 5, 373 Training Squadron</b>	<b>AETC</b>
<b>US Postal Service</b>	<b>USPS</b>
<b>Document Automation and Production Service</b>	<b>DAPS</b>