

Appendix A - Fort Irwin Facilities

1. History - Captain John C. Fremont was the first member of the Army to visit Bitter Springs, an area located on Fort Irwin. Accompanied by Kit Carson, he passed through the present reservation in 1844. In 1846, the Army stationed the Mormon Battalion in the area, with headquarters in the Cajon Pass area. In 1860, the Army returned to the Fort Irwin area. During the Indian Wars, a unit patrolled the area and established a base camp on a hill overlooking Bitter Springs. There, they constructed a small stone fort. In the 1930s General George Patton used the area as a maneuver site for armored vehicles. Tank tracks from those maneuvers are still visible in places.

In 1940, President Roosevelt established a military reservation of 1,000 square miles in the area of the present day Fort Irwin. The reservation was named the Mojave Anti-Aircraft Range. On 4 November 1942, the post was officially designated Camp Irwin in honor of Major General George Leroy Irwin, the World War I battle commander of the 57th Field Artillery Brigade. The camp was deactivated in 1944 and reactivated in 1951 as a training center for combat units during the Korean War.

The post was designated a permanent Class I installation in August 1961 and was renamed Fort Irwin. During the Vietnam buildup, many types of units, primarily artillery and engineer, trained and deployed to Southeast Asia directly from the post.

In January 1971, the post was again deactivated and placed in maintenance status under the control of Fort MacArthur, California. In 1972, the California National Guard assumed full responsibility for the post. Despite deactivation the post served as a training site for the National Guard and Army Reserve.

Today the post is in a new era. The National Training Center officially activated on 16 October 1980, following years of planning and study at Department of the Army, Headquarters, Forces Command and the Army Training and Doctrine Command. Official activation of Fort Irwin as an active Army installation occurred on 1 July 1981.

2. Description - Located in the high Mojave Desert region of southern California, Fort Irwin is 37 miles north of the City of Barstow, the nearest civilian community. The current post population is:

Active Duty On Post	4,741
Active Duty Off Post	569
Military Family Members On Post	3,224
Military Family Members Off Post (Barstow)	3,033
Military Family Members Off Post (MCLB)	191
Contracted Civilians	1,688
APF Civilians	626
NAF Civilians	213
AAFES Employees	288
Corps of Engineer Civilians	4
Teachers at Fort Irwin School	65
MATES (Mobilization Training Equipment Site)	82

Total Post Population 14,724

Fort Irwin units include Headquarters National Training Center, Operations Group and the 177th Separate Armor Brigade. Weed Army Community Hospital provides medical treatment. Personnel support services include a Main Post Exchange, Commissary, Shoppette, fast food facilities, laundry and dry cleaning, two gas stations, on post banking and recreation facilities. Additionally, there are several craft shops and an Officer, NCO and Junior Enlisted clubs.

The Fort Irwin installation is located in the Mojave Desert of Southern California which is part of the larger Basin and Range physiographic province. Landforms on the reservation consist of low and high planins covering 66% of the area, low and high hills covering 32% of the area and mountains covering the remainder. The hills and mountain ranges trend roughly northwest - southeast and are rough, barren, dissected and steep. Elevations range from 6,100 feet in the Avawatz Mountains to 1,300 feet near Bitter Springs. Fort Irwin is fully trafficable by foot troops, 50% trafficable by wheeled vehicles and 60% trafficable by tracked vehicles. The climate is dry, with four to six inches of rainfall annually. This precipitation frequently occurs in short duration, heavy downpours which quickly inundates dry lake beds and washes out roads. Temperatures range from the mid thirties during the winter months and can reach 110+ during summer months.

3. Billets.

(a) Billeting facilities consist of:

BOQ 118 (100 are adequate)

BEQ	66 (30 are adequate)
Barracks Spaces	2,314 (1,828 are adequate)*
Transient Quarters	42

(b) Family Housing facilities consist of:

Quarters	1,636**
Trailer Spaces	75
Leased Quarters	0

* 148 additional barracks spaces are scheduled for completion by March 1996.

** 172 additional units will be completed by February 1994 and 220 additional units are scheduled for completion by May 1995.

4. Aviation Facilities.

a. Fort Irwin Airfields.

1. Bicycle Lake Army Airfield (enclosure 1), located 1/4 mile southeast of main post has two dirt runways. One is 9,500 feet long the second is 5,800 feet long. It can accommodate C-130 aircraft landings. Located directly to the south of the runways is an aircraft parking ramp (12,900 square yards) with five pads and two refueling pads. Thirty-nine PSP pads located to the west of Bicycle Lake Operations provides additional aircraft parking. Sufficient space exists to park 44 rotary wing aircraft. A maintenance hangar constructed of wood and sheet metal exists with a working space of approximately 8,100 square feet. It is currently used to store multiple integrated laser engagement system equipment. The Bicycle Lake Operations building contains 3,450 square feet of office space. This space accommodates Range Control, Airfield Operations and flight planning. Adjacent to the Airfield Operations building is a modular building consisting of 3,600 square feet. This building houses the installation G3/DPTMSEC Aviation office and the Air Force Weather Detachment. Located between the Airfield Operations building and the maintenance hangar is a nonoperational control tower. Bicycle Lake is operational 24 hours a day, seven days a week. It operates on assigned UHF, VHF and FM frequencies. The airfield is not equipped for instrument approach procedures. Bicycle Lake's current fuel storage

capacity is 25,000 gallons of JP8. The Bicycle Lake runways are under approximately four to six inches of water during the winter season.

2. The main Post Helipad, located on the cantonment, consists of three concrete helipads utilized for VIP arrival and departure and medical evacuation aircraft. Additional parking for three aircraft is available on the south side of the helipad. Covered by asphalt, the main post helipad encompasses approximately three acres. The main cantonment area, housing and the hospital surround the helipad on three sides. This allows only one direction for arrivals and departures.

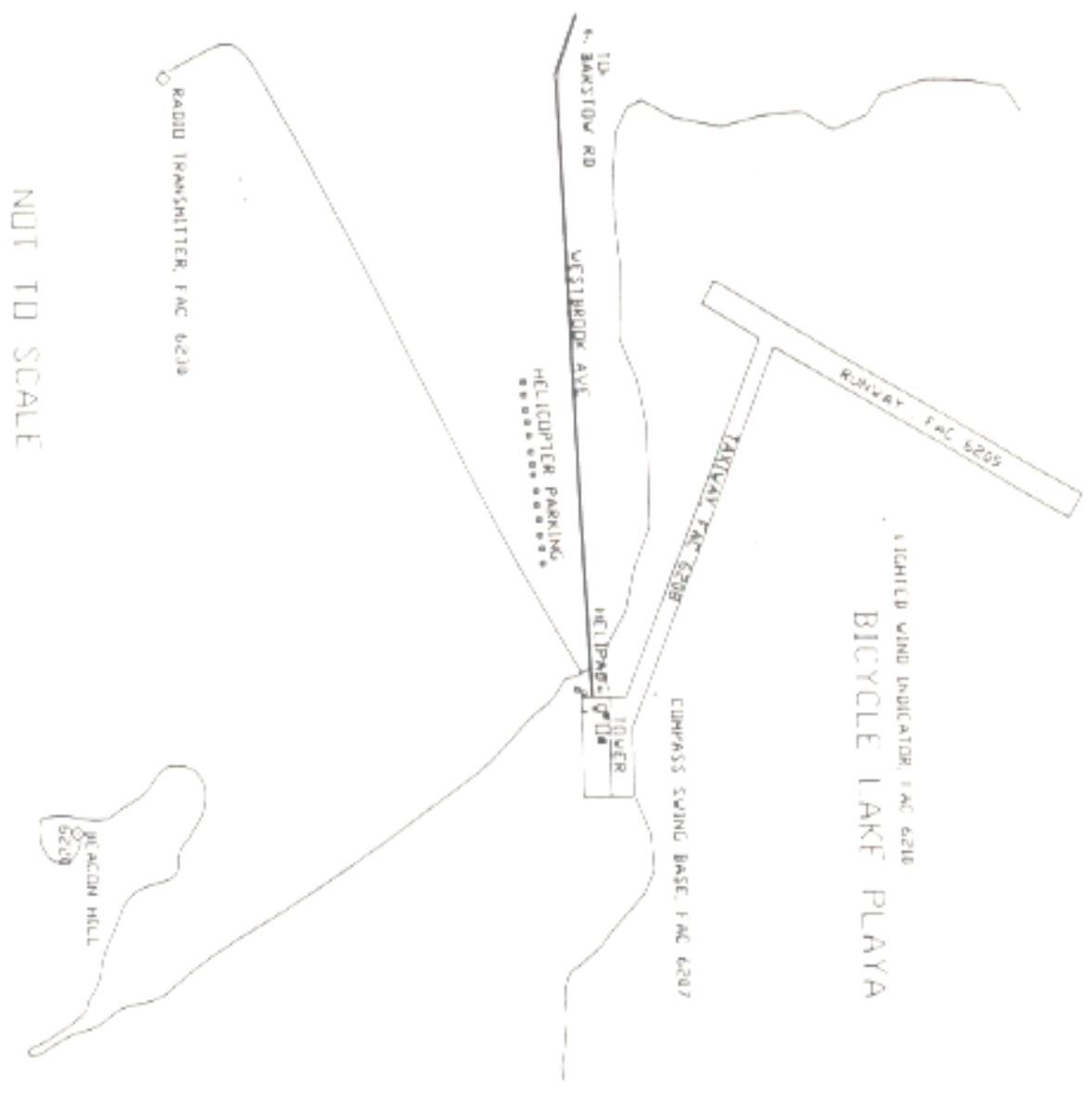
3. Goldstone Lake Airstrip (enclosure 2), located approximately 10 miles northwest of the Fort Irwin cantonment area, is a visual flight rule, 6,000 foot hard surface runway. Sharply rising terrain surrounds the air strip on three sides. Additionally, this area is a military operational area for low level jet aircraft training. Numerous large dish shaped antennas which give off high levels of radio frequency emissions dot the Goldstone complex. A one nautical mile avoidance is necessary for these antennae. Prior permission is necessary before using this airstrip.

4. Nelson Landing Zone (enclosure 3), located in the western portion of the central maneuver corridor, is a 4,500 foot dirt landing strip. It can support C-130 aircraft landings. No more than three aircraft may operate on the ground at any given time. Used primarily for contingency operation rotation execution, this landing strip requires repair and certification prior to each use.

5. Red Pass Landing Zone (enclosure 4), located in the southeastern portion of the military reservation, is a 5,200 foot dirt landing strip. It can support C-130 aircraft landings. No more than three aircraft may operate on the ground at any given time. Used primarily for contingency operation rotation execution, this landing strip requires repair and certification prior to each use.

6. Barstow-Daggett Airport (enclosure 5) is a civilian airport located approximately 30 miles south of Fort Irwin. This airport has two runways. One is 5,150 feet long the second is 6,400 feet long. Both runways are hard surface. Facilities include an aircraft parking ramp (300 x 3,000 feet) and two hangers totaling 45,280 square feet. An office building totaling 2,928 square feet houses aviation operations, flight dispatch/planning, standards and safety. Barstow-Daggetts current fuel storage capabilities are 18,000 gallons of Jet-A and 16,000 gallons of AVGAS. A VOR navigational facility gives the

airfield an all weather capability.



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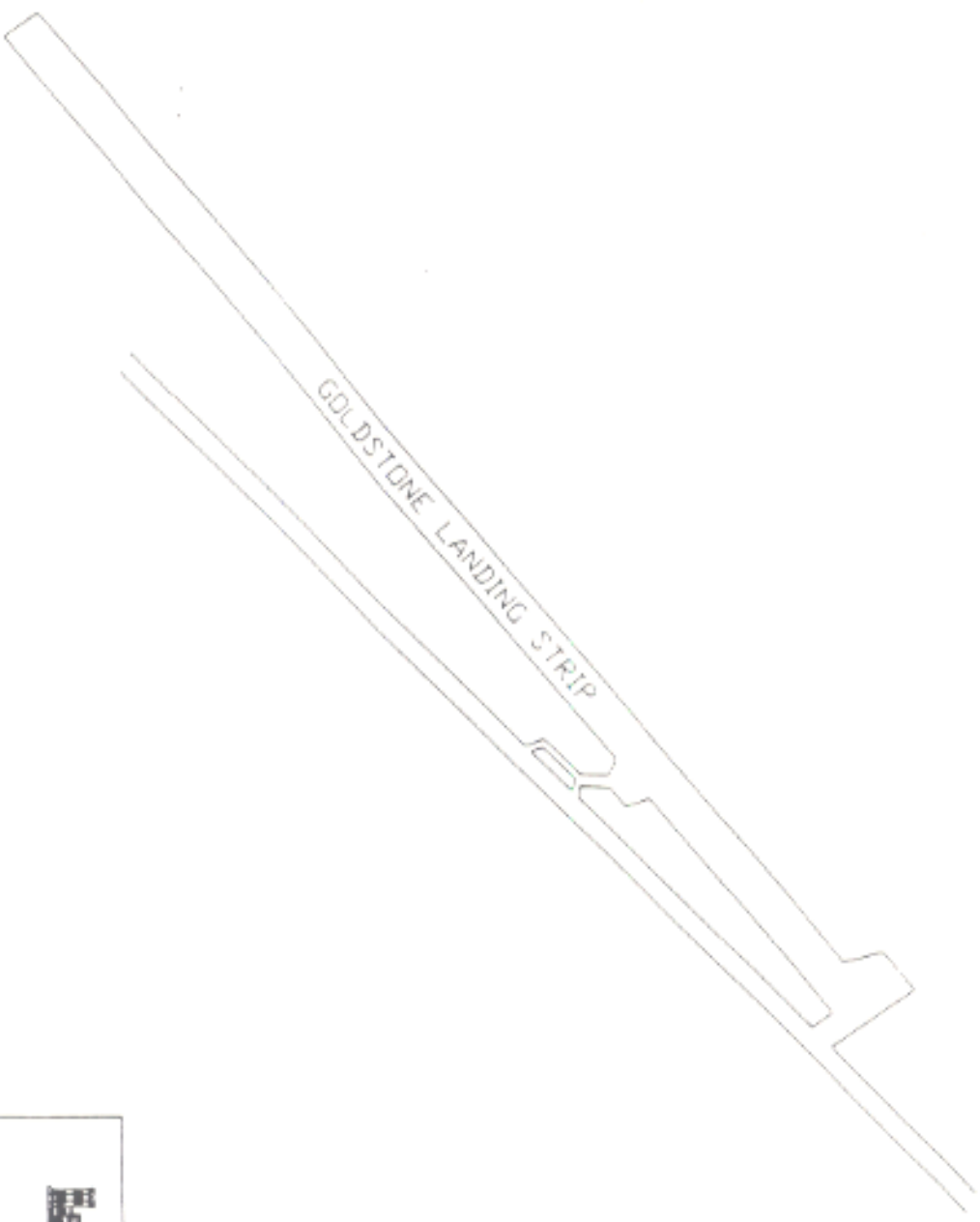
Enclosure 1



FORT IRVIN CALIFORNIA
NATIONAL TRAINING CENTER

DIRECTORATE
OF
PUBLIC WORKS

BIKE LAKE LANDING ZONE



NOT TO SCALE



FORT BRUNN CAMP DENIA
NATIONAL TRAINING CENTER

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OF
PUBLIC WORKS

GOLDSTONE LANDING ZONE

DIRT ROAD

RWY
26

4500' X 60'

TOWER
MOCK-UP
BUILDINGS

RWY
8



Enclosure 3

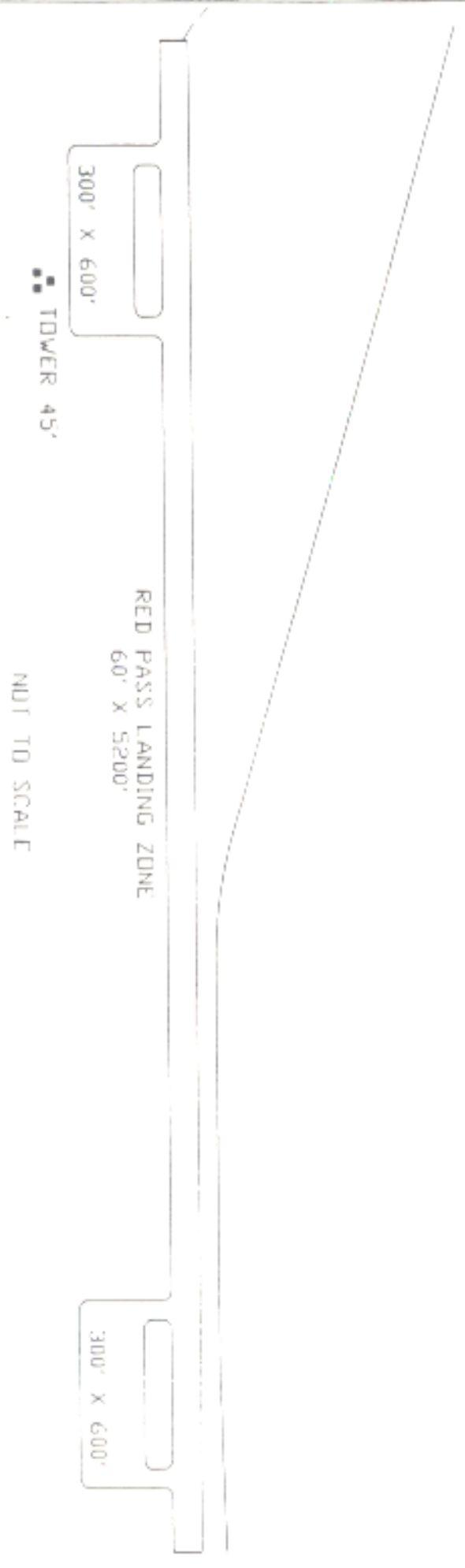
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FORT BRUCE CALIFORNIA
NATIONAL TRAINING CENTER

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OF
PUBLIC WORKS

NELSON LANDING ZONE



NOTE: DIRT BERM SURROUNDS LANDING ZONE TO REDUCE ENTRY OF UNAUTHORIZED VEHICLES, ENTRY POINTS ARE LOCATED ON THE SOUTHWEST SIDE.



UNIT IRVINE CALIFORNIA
NATIONAL TRAINING CENTER

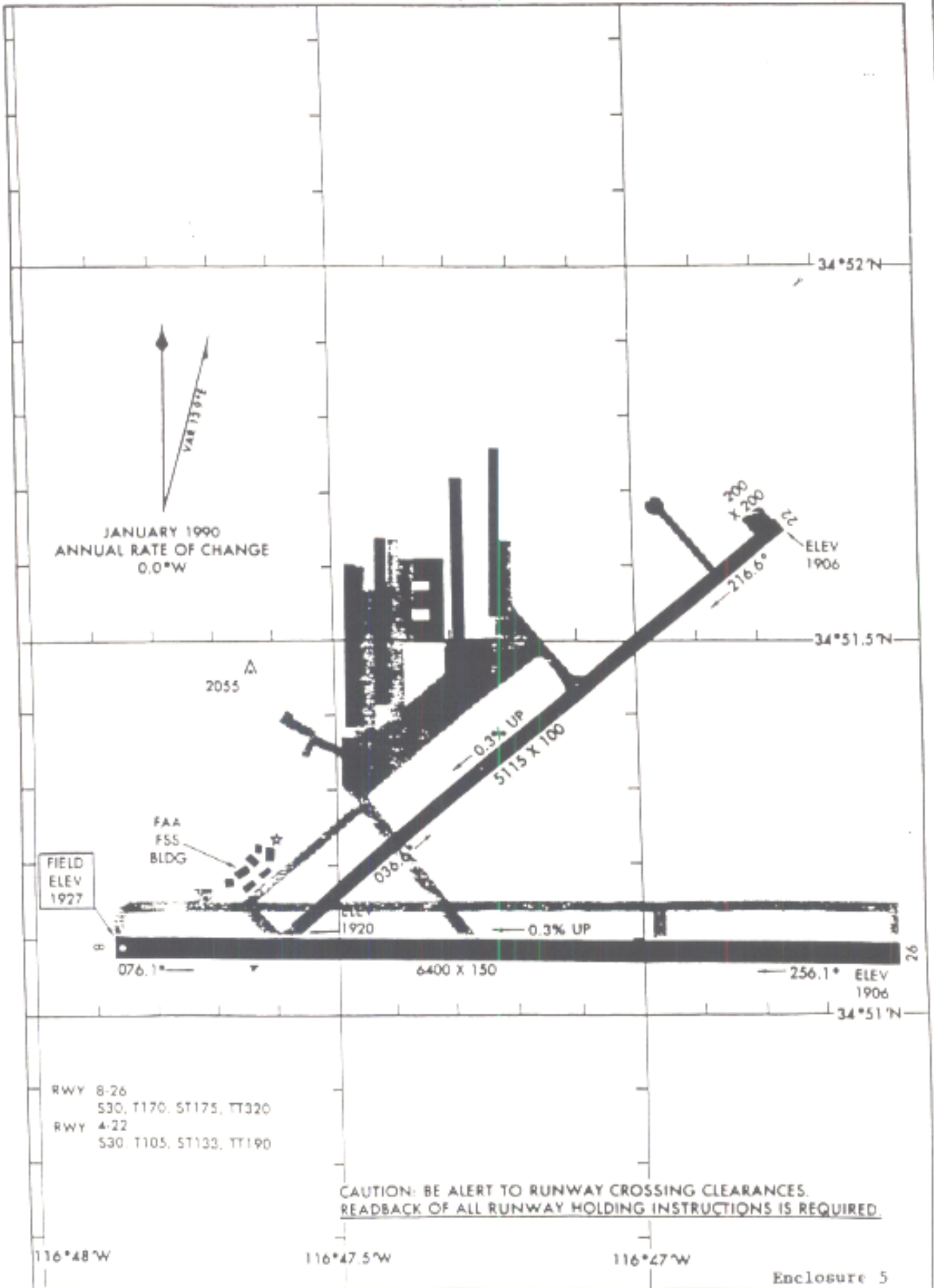
DIRECTORATE
OF
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RED PASS LANDING ZONE

76007
AIRPORT DIAGRAM

76
AL-104 (FAA)

DAGGETT/BARSTOW-DAGGETT (DAG)
DAGGETT, CALIFORNIA



AIRPORT DIAGRAM

DAGGETT, CALIFORNIA
DAGGETT/BARSTOW-DAGGETT (DAG)