Mid America / Scott AFB Site Survey Report
INTEX

Each of the facilities has the possibility of providing adequate assets to sustain our mission requirements although there most assuredly will be many significant changes to each of the facilities between now and summer 2004.

Mid America Entrance

Mid America Airfield has a 10,000 foot runway built in 1997 designed to provide an outlet for overflow traffic from St. Louis' Lambert Field as well as to provide entrepreneurial value to the depressed use of Scott Air Force Base. Expansion of the airfield is apparent while many new facilities are under construction. The Mid America airfield runway is directly connected to Scott Air Force Base via a 7kft taxiway. Scott AFB and Mid America runways utilize the Air Force staffed control tower which is open 24 hours a day 7 days a week.. Both Mid America and Scott AFB runways are used

transparently by the Air Force. The runways are 8k and 10k feet and are considered 32 left and 32 right respectively. There is no cross wind runway.
Given its placement, 20 miles east of the St Louis, Mo. outside of Bellville, Illinois, it provides an unimpeded flight environment that would easily accommodate the INTEX mission. The field can provide adequate aircraft ramp space, runway availability, as well as, lab and office space in the completely unused and brand new terminal. The airfield's geographic placement puts it very close to the center of the USA.

Wide Angel View of Airfield

July 1, 2003
Met with Tim Cantwell Director of Mid America and discussed the possibilities of using the airfield for INTEX for summer of 2004. The current vision for Mid America is to entertain commercial air carriers to provide and outlet for local commuter traffic. Should commercial carriers begin leasing space many security issues would arise stemming from shared ramp space and current TSA restrictions. The relatively small size of the terminal ramp may also prohibit NASA's use in regards to aircraft parking and aircraft accessibility via foot or vehicle traffic. Commercial leases would probably push the NASA aircraft down to the FBO, AVMATS, ramp.

The field is very attractive and is fully ready, in every respect, to accommodate commercial vendors in very short order. Should no vendors take up lease in the next 6 months, by January 2004, NASA may have the opportunity to utilize the well suited facilities for the upcoming INTEX mission. NOAA has recently seized this opportunity, currently finishing up the BAMEX, 7 week deployment to Mid America on July 7, 2003.

Security issues:
Met with the airfield security liaison to discuss TSA requirements.
Personnel:
Ramp access requires badges, or escort by a badged person, supplied by the airfield.
A single point of contact is required. It is possible for one NASA liaison to vouch for all personnel who are on the science team, although TSA will do random spot checks of badge holders and look into their background investigations. FBI background investigations, including 10 finger-print submissions are required. Each badge holder will be required to complete paperwork provided by the airfield liaison a minimum of 6 weeks prior to arrival at Mid America. Prior to obtaining a badge, persons are required to pass the background investigation and attend the several hour training session, provided by the

airfield. If a person has had the training within a year of arriving the refresher class is 20 minutes. Refresher class is primarily an airfield orientation. Class information is considered classified. Training is transferable with certification for up to one year. Badges are $15.00 ea. Background checks provided by the airfield come at a cost of $29.00 per investigation. Lost badges are strictly frowned upon with replacement costs of $50.00 per badge. If the airfield, as a whole, losses more than 3 badges, the entire airfield will have to be rebadged at the cost of the badge losers. . Rebadging of the entire field would include all airfield employees, (currently approximately 210 personnel), as well as the NASA personnel and could take 6 weeks or longer. Rebadging puts the entire mission at risk of having no access to the airplane thus putting an immediate end to the campaign
Non US citizens would be required to be escorted on ramp at all times within sight access and no further than 20 distance from the escorter.

Airfield:
The entire airfield is considered to be within the SIDA (Security Identification Area). This means that all ramp access is restricted. Badge and/or escort are required. Vehicle access must have the appropriate documentation and is currently allowed access through a single gate located adjacent to the security office not near the terminal. There is no fence restricting the runway from the apron at any of the taxiway entrances. This restricted access includes the FBO ramp space.

View of NOAA and NCAR P-3's on ramp from 2nd floor of terminal building.

AVMATS FBO Facility, still under construction.

The FBO ramp while currently adequate in size will be doubled in terms of square footage by the summer of 2004. There is one caveat with the FBO ramp regarding the concrete depth of the ramp at only 11", vs. the standard 16" depth that can accommodate 560k lbs. These are issues that would need engineering in regards to the per-tire weight loading of the DC-8. The lighter P-3 it seems would probably not have an issue with the concrete thickness of the FBO ramp. The hangar will not have the capability of housing the full compliment of lab or office space but it may be possible to install trailers to accommodate the need. FBO GSE will also not be able to accommodate our aircraft. The largest jet that will be service at the FBO would be a Gulf-stream G5. The ramp adjacent to the FBO is considered to be within the SIDA area of the airfield and requires a security badge for access.

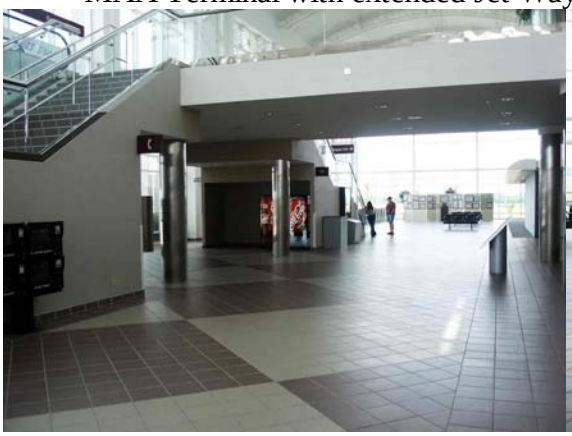
Miscellaneous:
1. Soon to be constructed cargo facility 50k square feet in area between the commercial terminal and the FBO ramp.
2. There is no landing fee accrued with NASA Federal aircraft.
3. Government contract fuel is available.
4. Metro Link light rail connects directly to downtown St. Louis as well as Lambert International Airport from the Scott AFB side of the airfield.
5. Enterprise rental car at located in the terminal at Mid America.
6. Closest hospital, St. Elisabeth 15 minutes away, located in Belleville Il.
6. Military hospital on Scott AFB can possibly used for emergency purposes.

7. Compressed gas supply is located at several locations Air Products and AirGas.
8. NOAA contracted T-1 internet access through the airfield who in turn subcontracted AT&T.
9. There is currently very little or no General Aviation activity on the airfield.
10. Local accommodations (major hotel and restaurant chains of every kind) are abundant with a ten mile radius.
11. Access to the airfield is very easy via

Possible commercial options for Mid America:
St Louis News reports, June 3rd, that Mid America is, one of many, on a list of applicants to provide a building location for the Boeing 787 passenger jet. This would bring a vast amount of jobs and most likely the need to expand the operations at Mid America.

MAA Terminal with extended Jet Way.

NOAA P-3 on Terminal Ramp



Interior of MAA Terminal Passenger Area

Office Space in Baggage Check area of MAA Terminal

Scott Air Force Base

July 2, 2003:
We met with LtCol. Tony butters and briefly discussed current airfield operations.
Due to Air Force restrictions we were unable to take pictures of facilities. Currently there is one squadron of C-9 hospital aircraft and many smaller Lear and Gulfstream type jets for the flag officers whom occupy the base. When the ramp is populated with six to nine C-9's the Air Force imposes wingtip distance restrictions for taxi and parking. The ramp is relatively small and space is at a premium. There is a fear that restrictions will not allow the DC-8 adequate taxi room. Another option for the NASA aircraft parking would be on a taxiway that would only be accessible by vehicle. Should we use this parking area any heavy lift aircraft that visits the airfield would also be parked in this area displacing the NASA aircraft until departure. C-9 operations are due to cease in the near future mothballing the aircraft and associated GSE. Should the Air Force cease operations of the C-9 squadron ramp space would become available but GSE conversely would then become unavailable.

Captain Jay (James) Donelson the airfield Operations Manager, for the Mission Support Group, provided a tour of the airfield including the current C-9 flight line and hangar space. The flight line would work very well for our operations. The aircraft park very near the building and experimenters would be able to walk unimpeded to and from the aircraft 24x7. Roll up type, Garage doors provide access to very clean and very well kept, air conditioned lab space where current GSE equipment repair is located. Ample, air conditioned, office space may also be available in the buildings very near the aircraft ramp where the C-9 operations and maintenance is currently housed.
There may also be an option to use the Scott Inn (hotel) although we are told it is usually fully utilized. The Scott Inn would only be available to civil servants. Cafeteria service is directly across the street from the C-9 hangar as well as a buss stop providing accessibility to the Light rail station.
The Air Force base may offer many more options with possible use of all MWR services.

Air National Guard:
I spoke with Lt Col Pete Nazamis about the possibility of using the Air National Guard as another option for aircraft placement. The Illinois Air National Guard is taking a position of not having enough ramp space to accommodate our needs.
There may be a possibility of borrow GSE from the Illinois Air National Guard who also operates as its own entity on the airfield with a squadron of KC-135 aircraft.

Final note:
I had a chance to visit the Spirit of St Louis Airport in Chesterfield MO. This airfield, while fairly new, services a vast amount of general aviation. There is a set of parallel runways with a length of 5k feet and 7485 feet. These runways prove to be to short for our use. The security for this airfield may also not meet the needs for our aircraft.

At this point both Scott AFB and Mid America airport have the capability of serving the interest of the INTEX mission. Both airfields are due to undergo significant changes in the next 6-9 months.