

ATTACHMENT C

DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330



OFFICE OF THE SECRETARY

Ms. Jennifer Hesketh Thompson
4145 E. Sixth Street
Tucson, Arizona 85711

16 NOV 1978

Dear Ms. Thompson:

On behalf of President Carter, I am replying to your October 28 letter concerning Davis-Monthan Air Force Base.

As I am sure you realize, the Air Force is extremely concerned about the safety of citizens near all Air Force bases. We are continually trying, through operational analyses and cooperative land-use planning, to reduce the risk to the absolute minimum. A number of actions are currently being implemented or are being considered at Davis-Monthan in an effort to reduce the potential for a similar accident in the future:

- The conversion from the A-7 to the A-10 is already underway and will be completed by mid-1979.
- Work with the Federal Aviation Administration (FAA) will continue to insure that air traffic in the Tucson Control Zone minimizes activity over the urban areas.
- Use of other airfields in the local area for practice instrument approaches will increase.
- Working with Tucson International Airport (TIA) and the FAA, we are evaluating use of runway 12 for departures and runway 30 for arrivals whenever possible.
- We are evaluating a 50% reduction of practice instrument approaches to runway 12 by Davis-Monthan assigned aircraft.
- We are looking into doing more training at satellite fields which would not necessitate landings and takeoffs.
- We will continue to work with local authorities to encourage compatible land use planning.

Several other possible solutions are being explored.

- Change the runway headings. Essentially, there are two parallel runways in the control zone -- one at Davis-Monthan and another at Tucson International Airport. Reorientation may be feasible; however, it is likely to result in an impact on other sections of the city.

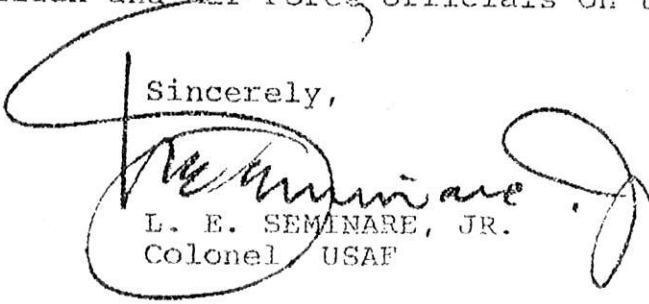
- Reduce the Air National Guard activity at Davis-Monthan. We will explore the possibility of alternative sites and limiting the use of Davis-Monthan to Air National Guard aircraft that are similar to those stationed at Davis-Monthan and would be compatible with Davis-Monthan operations.

- Construct a parallel runway. A parallel runway would expedite aircraft through the control zone and reduce the amount of time aircraft are over the city.

Alternatives such as constructing a parallel runway must be authorized and funded by Congress as specific projects in the Military Construction Program. A project to construct a parallel runway has been submitted by Tactical Air Command for an out-year program. This project, as well as other construction needs at all bases, is being continuously reviewed. The actual Air Force request submitted to Congress for any specific year program will be based on those projects whose urgency has been established in competition with other Air Force facility needs.

Please be assured that we are concerned about this problem and are working to minimize it within our capabilities. The actions addressed above are being evaluated and/or implemented by Davis-Monthan officials. We sincerely appreciate your interest and are hopeful that you will continue to work with local civilian and Air Force officials on this matter.

Sincerely,



L. E. SEMINARE, JR.
Colonel USAF