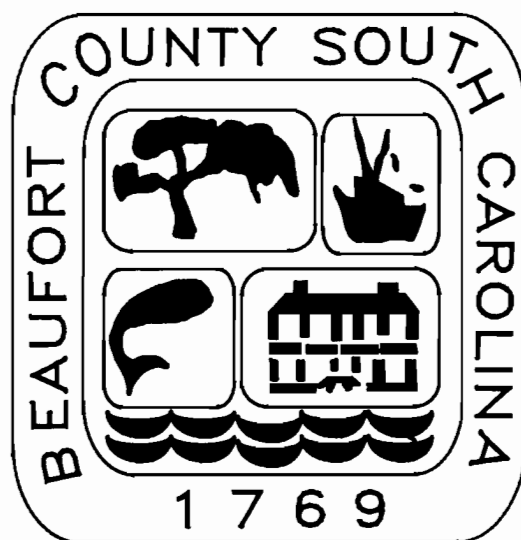
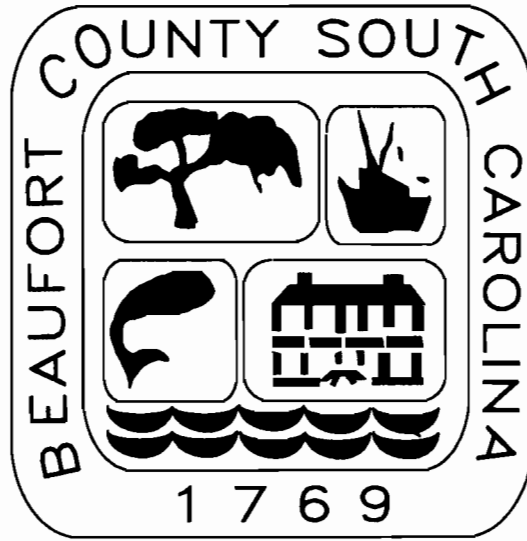




MARINE CORPS AIR STATION
AND
NAVAL HOSPITAL
Beaufort, South Carolina

June 9, 1993



Introduction

Military Enhancement Committee
of
Beaufort County

**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
REGIONAL HEARINGS
MARINE CORPS AIR STATION BEAUFORT
NAVAL HOSPITAL BEAUFORT
9:00 a.m. Wednesday, June 9, 1993**

LIST OF PRESENTERS

Introduction

The Honorable Floyd Spence,
U.S. House of Representatives
2nd District, South Carolina

MCAS Military Value

Lt. Col. Michael Rainey USMC, Ret.
Maj. Gen. Michael P. Sullivan USMC,
Ret.

Naval Hospital Military Value

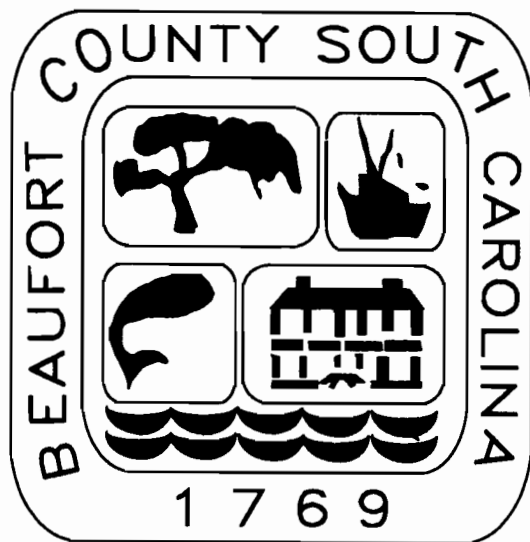
Capt. Wallace R. Mullins USN, Ret.
Mr. Gar Evers Veterans Admin., Ret.

Economic Impact

Mr. Thomas Taylor Chairman, Beaufort
County Council Mr. Don Hottel Deputy
Director of Research, Governor's Office

Summary

Dr. David Taub, Mayor, City of Beaufort



Executive Summary

Executive Summary Beaufort, South Carolina

MCAS BEAUFORT

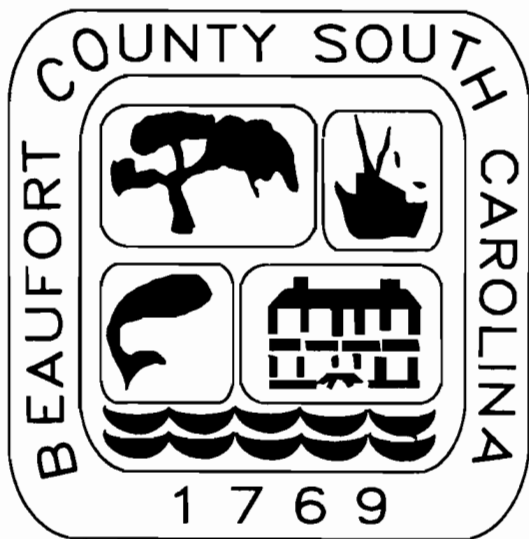
- MCAS Beaufort is the only airfield in the U.S. where air attack training can be conducted from the sea, across a "defended" coastline, and into an interior land mass against actual high value targets.
- MCAS Beaufort is the only Atlantic coast installation which affords pilots the opportunity to launch and fly an opposed scenario from the sea against a second target (the Townsend Range), and fight their way home.
- Beaufort accesses a variety of ranges, all within single sortie range.
- MCAS Beaufort controls air traffic within a 20 mile radius of Beaufort, from the surface to 10,000.
- Controlling agency for all civil and military traffic between Savannah, GA and Charleston, SC.
- At MCAS Beaufort there is room today for two additional squadrons with no MILCON required, also there is room for 20 additional squadrons.
- MCAS Beaufort has won the coveted Commander-in-Chief's Installation Excellence Award twice in the past four years.
- The Marine Corps Air Station at Beaufort and the Naval Hospital are among America's finest military installations and should not be closed.

NAVAL HOSPITAL BEAUFORT

- The closure of Naval Hospital Beaufort would deprive the Marine Corps Recruit Depot at Parris Island of a medical facility able to provide services to meet recruit needs.
- Marine Corps training includes potentially dangerous activities. Despite all preventative efforts recruit injuries will occur.
- If Naval Hospital, Beaufort were closed, the nearest military hospital would be Naval Hospital, Charleston, 80 miles away. The next closest Naval Hospital is Eisenhower, 130 miles away.

ECONOMIC IMPACT

- Loss of installations would affect over 6,400 jobs. (17% affect of total employment (1 in 5 Jobs) in Beaufort County. 30% affect on employment (1 in 4 Jobs) in Northern Beaufort County.
- \$197 million total payroll loss (military/civilian and direct/indirect). (27% of area payroll dollars-1 in 4 payroll dollars).
- Unemployment could soar from a current 5% to 13% (21% in Northern Beaufort County).
- The 2,834 civilian direct and indirect jobs lost are 2.5 times more jobs than the entire number of jobs in manufacturing in Beaufort.
- Minorities will be disproportionately affected (41% of MCAS/NAVHOSP employees are minority and 52% are female).



Presentation
MCAS Beaufort

Executive Summary

Marine Corps Air Station Beaufort

- MCAS owns Military Operating Area (contiguous over-water operating area)
- Wide variety of ranges within single sortie range.
- Only combination of Military Operating Area, Warning Area and Air-to-Ground Target in the East.
- MCAS Beaufort controls air traffic within 20 mile radius.
- MCAS Beaufort controls from ground surface to 10,000 feet.
- MCAS Beaufort has exclusive F/A-18 Weapons Tactics Trainer (TACTS) and Most Advanced Simulator System.
- No encroachment problems.
- Strong AICUZ Plan.
- Noise complaints average only 1 per month since 1988.
- Significant capacity for expansion exists.
- Controlling agency for all civil and military air traffic between Savannah, GA and Charleston, SC
- MCAS has capacity for expansion of 2 full squadrons (with no construction).
- MCAS has won the Commander-in-Chief Installation Excellence Award twice in the past four years.

MCAS BEAUFORT

(TP1) MR. CHAIRMAN, COMMISSIONERS, GOOD MORNING!

I am Lieutenant Colonel Mike Rainey, USMC (Retired). I'm a former F/A-18 pilot with two tours of duty at MCAS Beaufort. On the occasion of my retirement from active duty three months ago, I was the Executive Officer of the Air Group.

Joining me, to my left, is Major General Mike Sullivan, USMC (Retired). General Sullivan is the former Commanding General 2nd Marine Aircraft Wing and was responsible for the operational training of our F/A-18 pilots. Both of us have had extensive experience flying operationally from the four air stations that have been the subject of your discussions, Oceana, Cherry Point, Cecil and Beaufort.

The purpose (TP2) of our briefing, is to update you on the military value of MCAS Beaufort and, hopefully, to clear up any misconceptions about Beaufort's worth that you may have received as a result of previous briefings, or BRAC data. At the conclusion of this briefing, I feel that you will be convinced that Beaufort is definitely one of the premier air stations in the country.

The Air Station at Beaufort is blessed with a wealth of range (TP3) facilities. It schedules and conducts training in 20,000 square miles of offshore warning areas and over 6,000 square miles of overland military operating areas. As you can see from the transparency, the distance to travel to any of these areas is negligible. When converted to flying time, as depicted in the third column, we are 12 minutes from Townsend air-to-ground range, less than five minutes from two military low level training routes and only five minutes from our offshore air-to-air ranges.

I would like to focus on air-to-air ranges (TP4) for a moment, if I may. MCAS Beaufort has the only military operating area (MOA) which is contiguous

with its overwater operating areas. Thus, it is the only location in the U. S. where high intensity, large-scale, air attack and air defense training can be conducted from the sea, across a "defended" coastline and into an interior land mass against actual high-value targets.

To further enhance mission capability, Beaufort is the location of the largest tactical aircrew combat training system (TACTS) in the world. This training range is utilized by aviation units throughout the southeast, to include Marine Corps, Navy, Air Force and Air National Guard. In regard to training benefits to Beaufort, the working area is 10 minutes flying time from the Air Station and is located on a direct access line over water.

I would now like to address air-to-ground ranges (TP5), Beaufort has one of the finest complexes available. The Townsend target is 12 minutes direct flying time from Beaufort. This facility consists of 5183 acres owned in fee by the Air Station. From a tactical utilization aspect, the range complex is unsurpassed. With the activation of the Quick Thrust Military Operating Area (M0A), as highlighted on the map, aircraft are afforded a 20 mile wide corridor linking Townsend target to the overwater air-to-air ranges to the east. This is an invaluable asset, as it allows aircraft to launch from Beaufort, form up a real world strike package and fly an opposed scenario against a scored target. There is also a range south of Cecil Field, called Pinecastle, which is about 200 miles from Beaufort. However, this is seldom used by Beaufort squadrons, because our long range ground attack missions are flown to the north, in support of Marine ground forces.

The geographic location of MCAS Beaufort affords us the opportunity to support the 2nd Marine Division located in Camp LeJeune. Beaufort aircraft have the capability of launching and flying to the LeJeune range complexes, performing a close air support mission and returning to MCAS Beaufort, without

refueling. This is a vital ingredient in the Marine Corps requirement for Marine TacAir to support and train with ground forces.

Both the air-to-air and air-to-ground (TP6) training facilities in and around Beaufort are superior to any facility on the east coast. This is the only combination of military operating area, warning area and air-to-ground target in the east. We are the only base that has the capability to practice on a daily basis attacks from the sea across a coastline and flight our way back out. I can expound later, if you wish on how this directly affected tactics and targeting in Desert Storm.

Additionally, we have the most direct access to overwater training and operating areas of any base on the east coast. There is no issue of air traffic (TP7) congestion. The Air Station owns the airspace over Beaufort from the surface to 10,000 ft., with a radius of 20 miles in all directions. Additionally, to the east it connects with the overwater Warning Area, which allows us the unique training capability to attack our airfield, as I mentioned before. Unlike other warning areas, we can do this without external FAA coordination. These capabilities are further enhanced by the fact that MCAS Beaufort Air Traffic Control Facility is designated by the FAA as the controlling agency for all civil and military air traffic between Savannah, GA and Charleston, SC.

I would like to take a moment to discuss simulators (TP8), Beaufort has on site all the simulators necessary for our training requirements. April of this year saw the opening of our new F/A-18 weapons tactics trainer. This facility, in conjunction with preexisting simulators, affords Beaufort the most advanced system in service today. As an aside, the new trainer is the only night vision capable weapons and tactics simulator for the F/A-18 available on either the east or west coast.

Now, I would like to call your attention to the encroachment topic. As you can see from this color coded, land use (TP9) map the Marine Corps Air

Station Beaufort is not threatened at all. Beaufort is primarily surrounded by water, undeveloped rural land and salt marsh. Additionally, the Air Station is located in a sparsely populated county, consisting of only 86,000 residents.

With respect to flight patterns around the Air Station, our Air Installation Compatibility Use Zone plan, or AICUZ (TP10), has been in effect since 1974, updated in 1984 and then again in 1991. This plan is protected by County Ordinance 90-3. The origin and nature of noise complaints within a geographic region are the most tangible barometer of the success or failure of noise abatement procedures.

Noise abatement procedures instituted at Beaufort provide stringent guidance to pilots and air traffic controllers and are strictly enforced. The success of this policy is amply supported by the Mayor of Hilton Head in his recent letter to your commission stating that, quote, "the claim that the tourists constantly complain about the noise of overflying military aircraft is without merit, and there are virtually no overflights," unquote. The Mayor's statement is made possible by the fact that all aircraft arriving or departing Beaufort are under positive radar control. Considering the relatively large number of high-performance aircraft operations at Beaufort, noise complaints are remarkably low.

Annual noise complaints (TP11) since 1988 range from a low of four in that year to a high of 22 in 1992. The cumulative noise complaints from 1988 through May of this year total a mere 58. This is an amazing statistic, because it indicates less than one noise complaint per month .

This next chart (TP12) illustrates the 1992 noise complaints generated at the four Air Stations.

Comment has been made that Beaufort does not have an outlying airfield to conduct field carrier landing practice (TP13). Our F/A-18 squadrons

conduct field carrier landing practice aboard the Air Station. Obviously, there is no requirement for an outlying field. Should future requirements dictate additional field carrier landing practice capability, solving this problem can be accomplished by installing a parallel runway alongside an existing Beaufort runway or refurbishing the existing expeditionary runway located at MCRD Parris Island, less than ten miles away.

In regard to expansion at the Air Station at Beaufort has significant capacity for expansion (TP14). In the 1960's MCAS Beaufort supported two Marine Aircraft Groups, at present there is one assigned. The existing facilities were designed and constructed, to support two Marine Air Groups. Additionally, most facilities and buildings are sited for expansion of 100%. There is room for minor expansion (for the two reserve squadrons) within the existing built up quadrant with no military construction (MIL CON), under present support criteria. There is room for eight additional squadrons in the western quadrant and eight to 12 squadrons in the northern quadrant, as depicted on the map.

Future expansion at MCAS Beaufort is not impeded by wetlands. There are approximately 430 acres of suitable land for expansion on the airfield and 350 acres within the built-up area. There are 555 acres of palustrine forested or (minor) wetlands (TP15) that are likely to be used for development, as highlighted in yellow. There are 276 acres of estuarine emergent or (significant) wetlands not likely to survive the permitting process, these are the green areas inside the field boundaries. It has been stated elsewhere that we have 1000 acres of wetlands that are unbuildable. In fact, these are wetlands owned by the State. They do not belong to the Air Station and are not needed for any expansion. In actuality, they serve as an effective encroachment barrier around the Air Station, as shown by the green area outside the field boundaries. What all that means is, on the Beaufort Air Station, a 6,000 acre facility, there

are only 276 acres that could not be used for further development due to environmental constraints.

Now let's discuss the Air Station's role in national mobility. MCAS Beaufort demonstrated vividly during Desert Shield/Desert Storm its capability to expand and to serve (TP16) as a staging base during wartime operations. Beaufort was the host base for all seven Marine Corps F/A-18 squadrons arriving from Kaneohe Bay, El Toro and participating from Beaufort. This buildup involved 84 transient F/A-18 aircraft. Additionally, KC-10 tankers, C-5A's and C-141's supporting the transatlantic F/A-18 refueling flights, troops movements and supply support were staged from Beaufort. This was made possible by the 12,000 foot runway. Of particular note is the fact that during the first two days of moving U. S. tactical air assets into the Persian Gulf from all over the world, the first four Marine F/A-18 squadrons deploying from Beaufort were the only aircraft fully armed with air-to-air ordnance, which allowed them to shoot on arrival. This was made possible by Beaufort's unique capability to load live ordnance from the combat aircraft loading area near our magazine facility. I repeat, these F/A-18's were the only U. S. tactical aircraft to deploy to Desert Shield in the early stages that were armed prior to arrival in theater.

I realize that the Commission is very familiar with the military values (TP17) assigned during the Base Comparative Analysis. As you're aware, these values were assigned by the Navy's Base Structure Evaluation Committee, or BSEC. If answers to BSEC questions are changed from a no to a yes with current, corrected information then, of course, the military value point score will increase. We have identified six questions originally interpreted by the BSEC as no's, where in fact, we can now show the questions should have received a yes. As a result, Beaufort is able to increase its military value by ten and a-half points. We are not here to dispute the Navy's military value point system, but to reinforce the fact that any base could examine their score and justify changes.

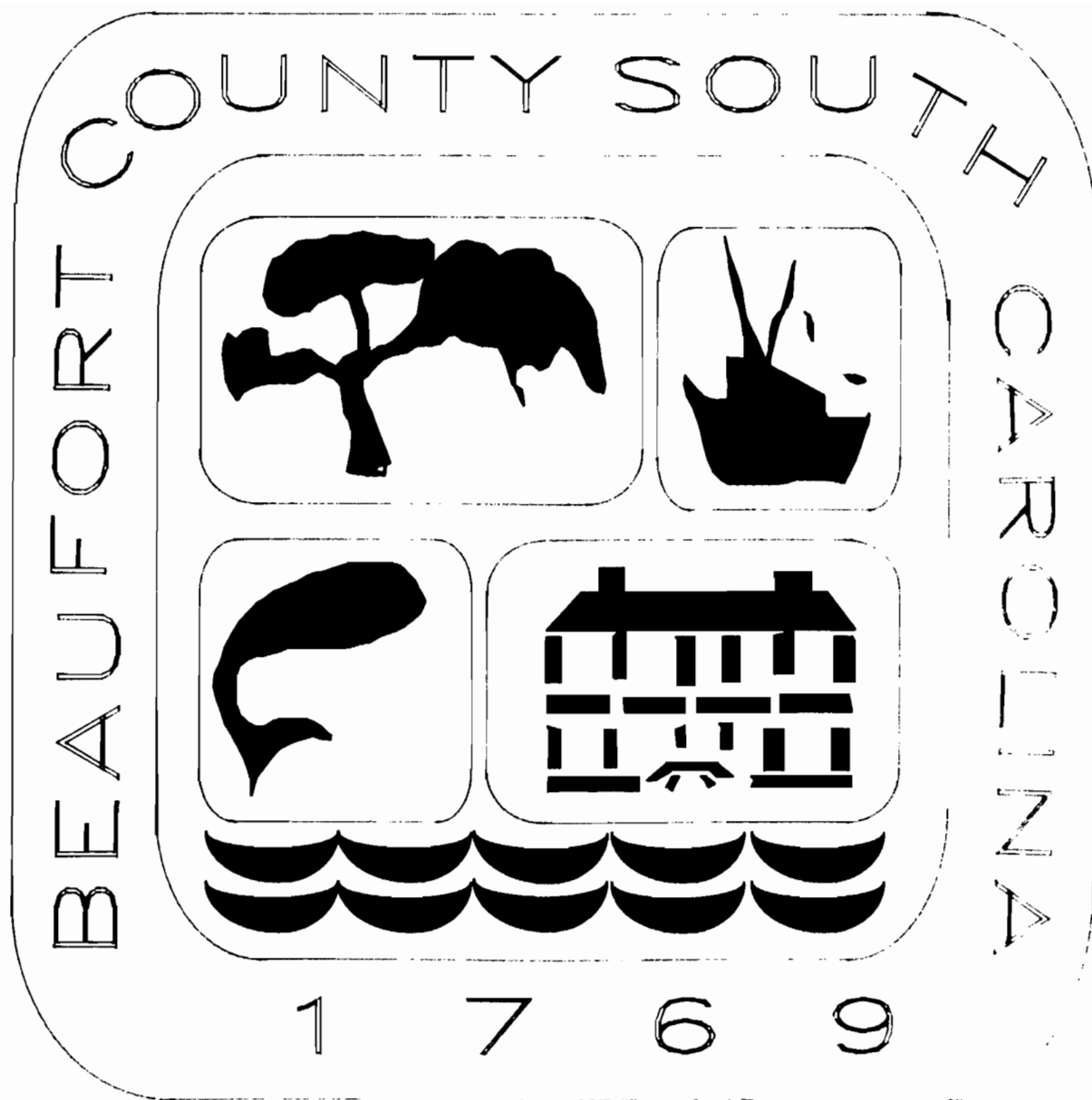
In summary, Mr. Chairman, (TP18) Beaufort offers the nation the most for their money. The military value of MCAS Beaufort cannot be over emphasized. Beaufort is located within single "sortie" range of the 2nd Marine Division at Camp LeJeune, NC, this is a vital requirement for Marine aviation. The Beaufort TACTS, our numerous overlying Military Operating Areas and the Townsend bombing range, which we own, offer unique training opportunities for both air-to-air and air-to-ground tactical aviation training. And I might point out, these facilities are presently being utilized by all branches of our Armed Forces.

The Marine Corps Cost Factors Manual lists MCAS Beaufort as the most cost efficient Marine Corps Air Station. Winning the 1993 Commander-in-Chief's "Installation Excellence Award" as the top Marine base worldwide is indicative of the quality of that support. It should be noted Beaufort has won this award twice in the past four years.

Equally as important, MCAS Beaufort provides a setting where future operation and expansion is not only unencumbered, but welcomed. Encroachment in our sparsely populated region is virtually nonexistent . . . and Beaufort County has ordinances in place that will keep it that way. MCAS Beaufort, with its ability to expand, its lack of encroachment, its abundance of unique ranges and its proven mobilization capacity in actual wartime conditions is truly a base for the 21st century.

Frankly, Mr. Chairman, I believe this Commission would be hard pressed to find any base in America with a better record of mission accomplishment or cost effectiveness.

Thank you !



MARINE CORPS AIR STATION

BEAUFORT

TPI

PURPOSE

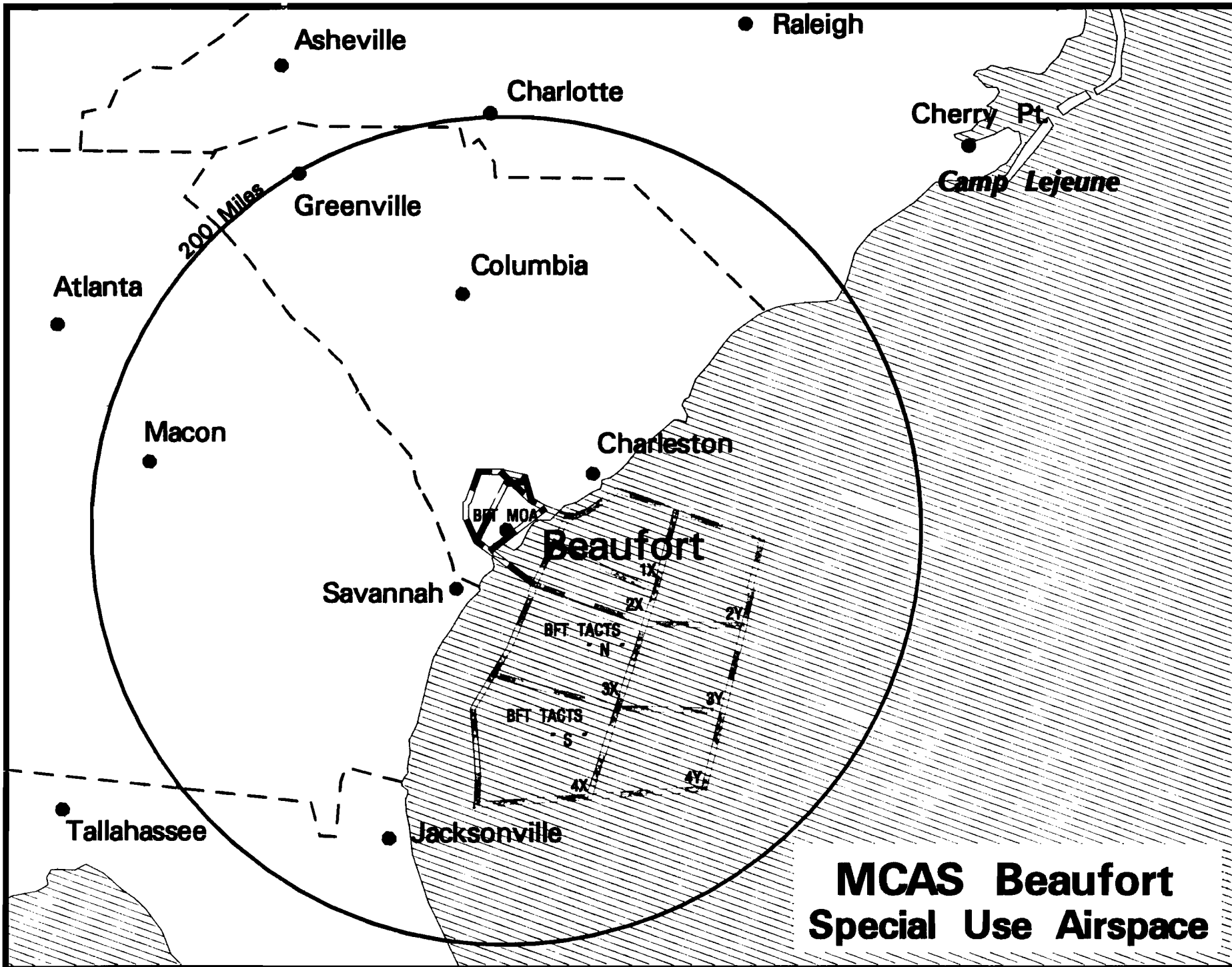
THE PURPOSE OF OUR BRIEFING IS TO UPDATE YOU ON THE MILITARY VALUE OF MCAS BEAUFORT AND, HOPEFULLY, TO CLEAR UP ANY MISCONCEPTIONS ABOUT BEAUFORT'S WORTH THAT YOU MAY HAVE RECEIVED AS A RESULT OF PREVIOUS BRIEFINGS OR BRAC DATA. AT THE CONCLUSION OF THIS BRIEFING, I FEEL THAT YOU WILL BE CONVINCED THAT BEAUFORT IS DEFINITELY ONE OF THE PREMIER AIR STATIONS IN THE COUNTRY.

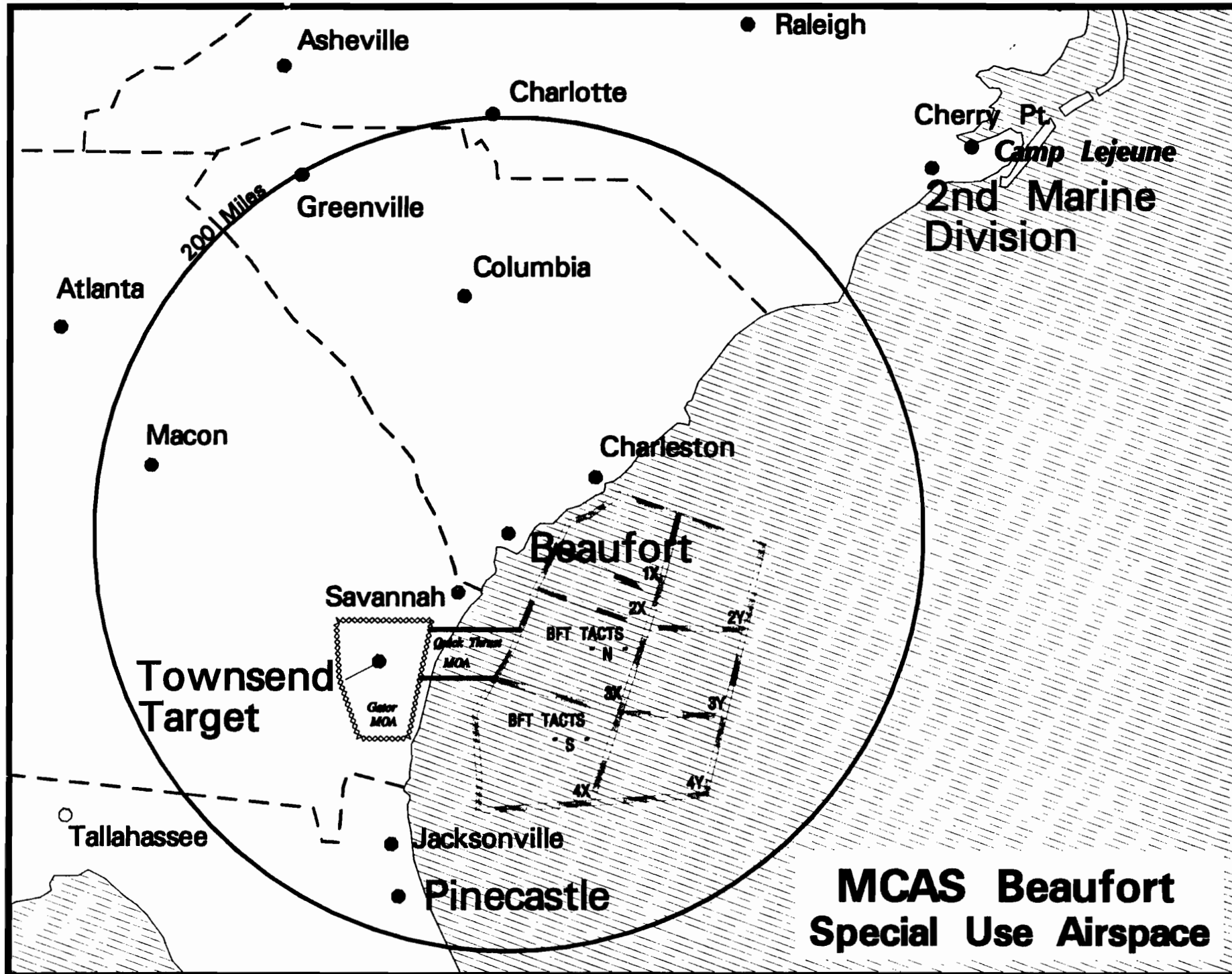


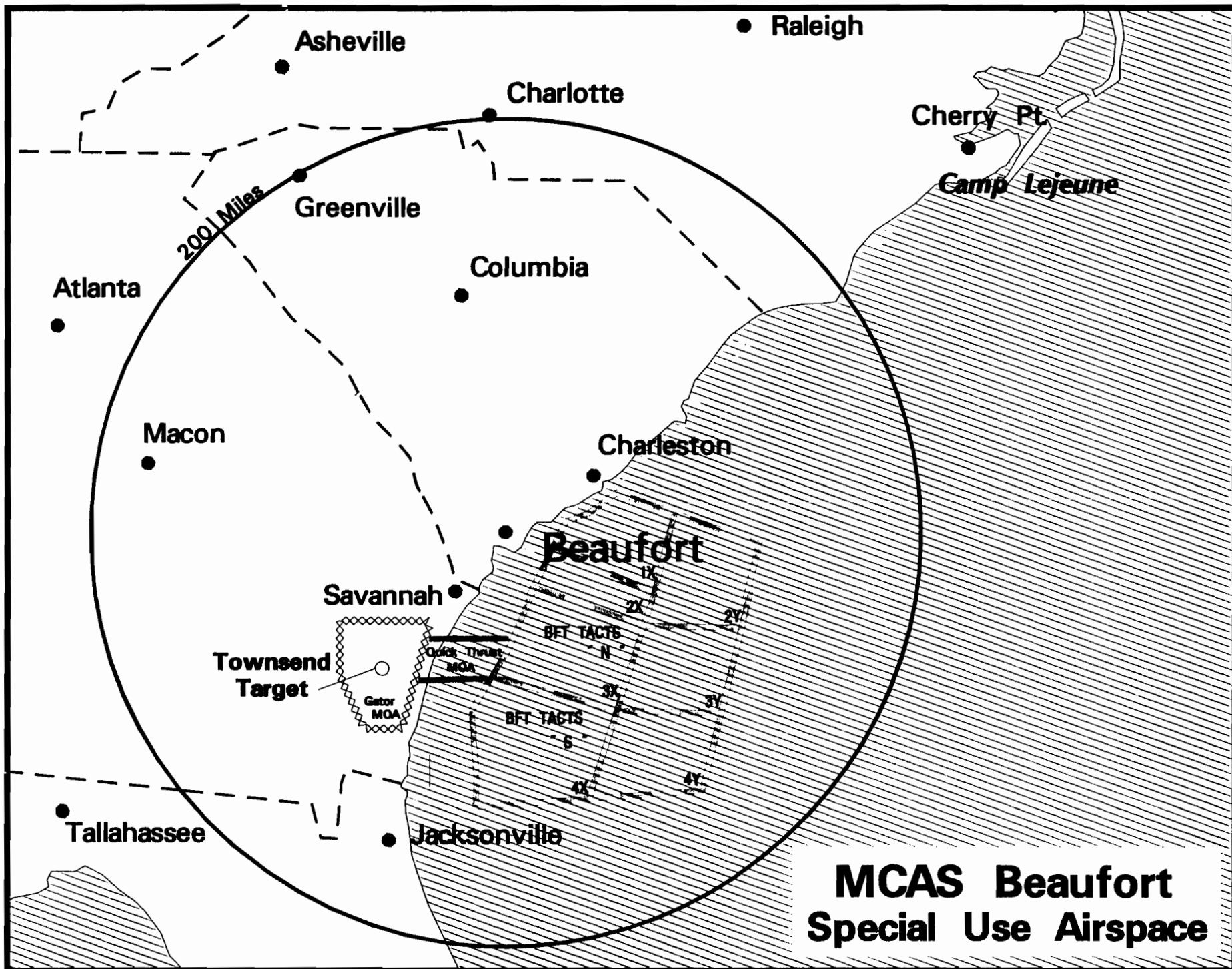
PROXIMITY TO OPERATIONAL MISSION AREAS



Facility	Miles	Minutes	Type of Area
Townsend R 3007	80	12	Air to ground ordnance delivery area
Poinsett R 3005	68	10	Bombing range
IR 18	30	5	Lowlevel Military Training Route
VR 88	110	15	Lowlevel Military Training Route
VR 1041	15	3	Lowlevel Military Training Route
Beaufort MOA	0	0	Military Operating Area
Gator MOA	75	11	Military Operating Area
BullDog Military Operating Area	80	12	Military Operating Area
Marine Division Ranges	220	30	Air to Ground Ordnance Delivery Area







MCAS BEAUFORT

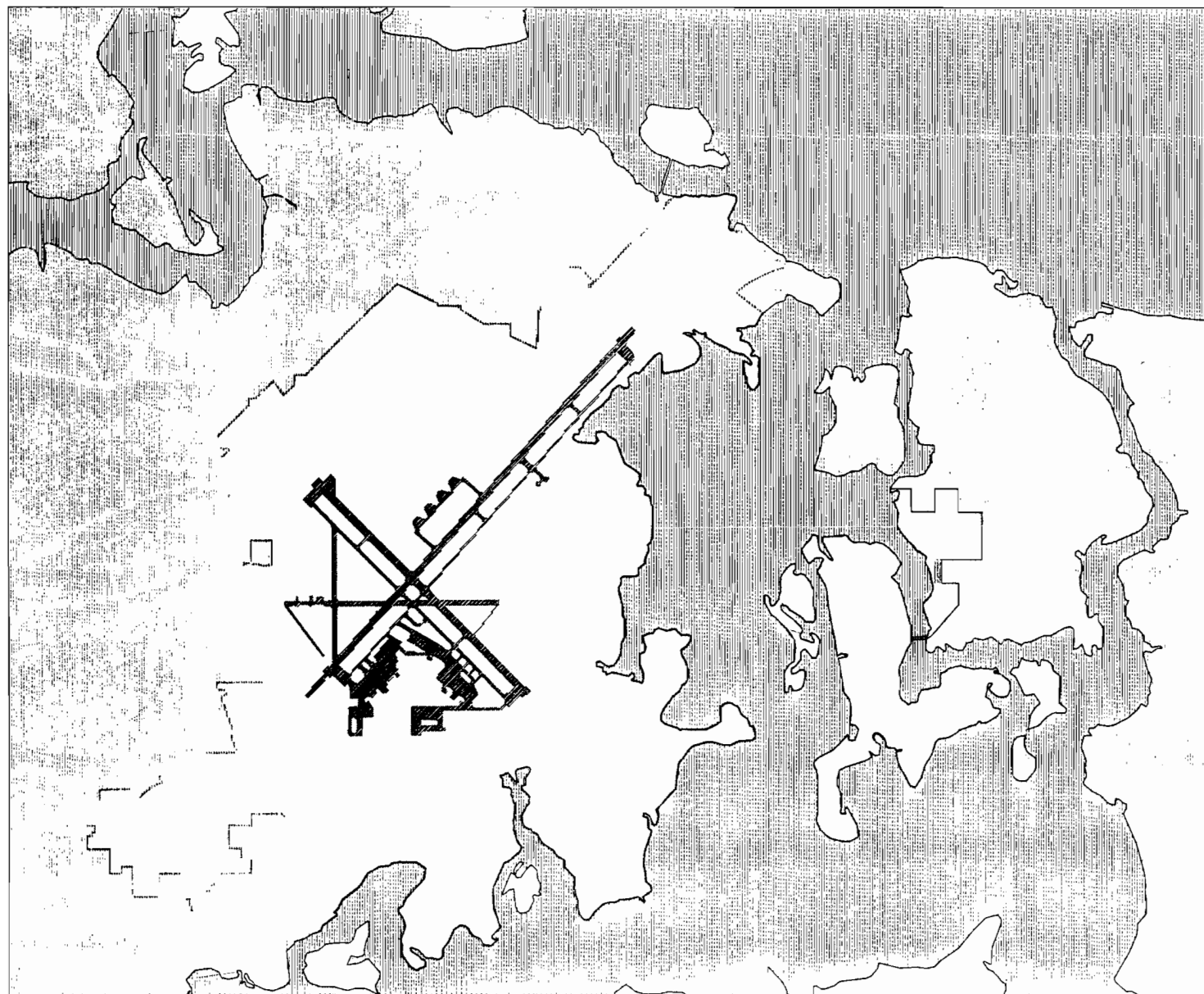
- ◆ **DIRECT ACCESS TO OPERATING AREAS**
- ◆ **NO TRAFFIC CONGESTION**
- ◆ **BEAUFORT OWNS AIR SPACE TO
10,000 FT. WITHIN A RADIUS OF 20 MILES**
- ◆ **CORRIDOR CONNECTIONS TO WORKING
AREA**
- ◆ **MCAS BEAUFORT AIR TRAFFIC CONTROL
FACILITY DESIGNATED CONTROLLING
AGENCY FOR ALL CIVIL / MILITARY
TRAFFIC**
- ◆ **CONTROLS ALL TRAFFIC BETWEEN
SAVANNAH, GA. AND CHARLESTON, S.C.**



AIRCREW TRAINING DEVICES

- ◆ **WEAPONS AND TACTICS TRAINER**
- ◆ **NIGHT VISION CAPABLE**
- ◆ **ONLY SIMULATOR OF ITS KIND**
- ◆ **MOST ADVANCED TRAINER IN SERVICE**
- ◆ **ONLY ONE AVAILABLE ON THE EAST OR WEST COAST**





**MCAS BEAUFORT
LAND USE**

-  **RURAL UNDEVELOPED**
-  **FLIGHT EASEMENT**
-  **WATER**
-  **BASE PROPERTY**



TP9

MCAS BEAUFORT

A I C U Z

- ◆ **BEAUFORT IS SURROUNDED BY WATER, UNDEVELOPED RURAL LAND AND SALT MARSHES**
- ◆ **AICUZ PROTECTED BY COUNTY ORDINANCE 90-3**
- ◆ **STRICT COMPLIANCE OF NOISE ABATEMENT PROCEDURES MANDATORY**
- ◆ **MAYOR OF HILTON HEAD STATES HE HAS NO NOISE COMPLAINTS OR MILITARY OVERFLIGHT PROBLEMS**
- ◆ **POSITIVE RADAR CONTROL OF ALL AIRCRAFT ARRIVING OR DEPARTING BEAUFORT**



MCAS BEAUFORT NOISE COMPLAINTS

<u>Year</u>	<u>Complaints</u>
1988	4
1989	12
1990	8
1991	6
1992	22
1993 Thru May	6

Average Per Year 10.6

◆ **Less than one complaint per month.**

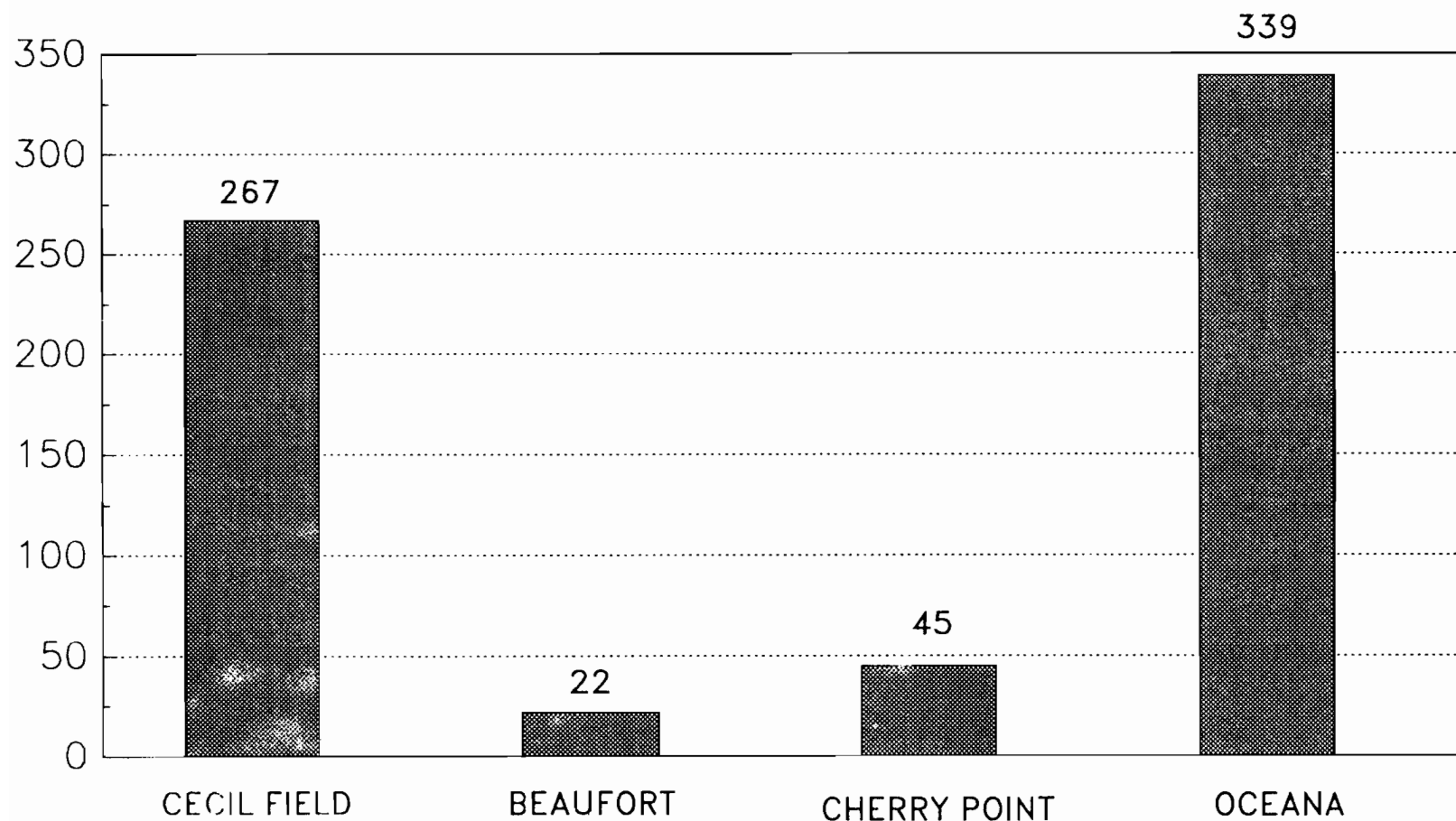
Source: MCAS Records





M C A S B E A U F O R T

 = 1992 NOISE COMPLAINT COMPARISON CHART



MCAS BEAUFORT

FIELD CARRIER LANDING PRACTICE (FCLP)

- ◆ **ALL BEAUFORT'S F/A-18'S FCLP SORTIES
ARE CONDUCTED ABOARD MCAS BEAUFORT**

- ◆ **BEAUFORT HAS NO REQUIREMENT FOR AN
OUTLYING FIELD**

- ◆ **SHOULD INCREASED FCLP CAPABILITY BE
DESIRED IN FUTURE YEARS:**

INSTALL PARALLEL RUNWAY AT BEAUFORT

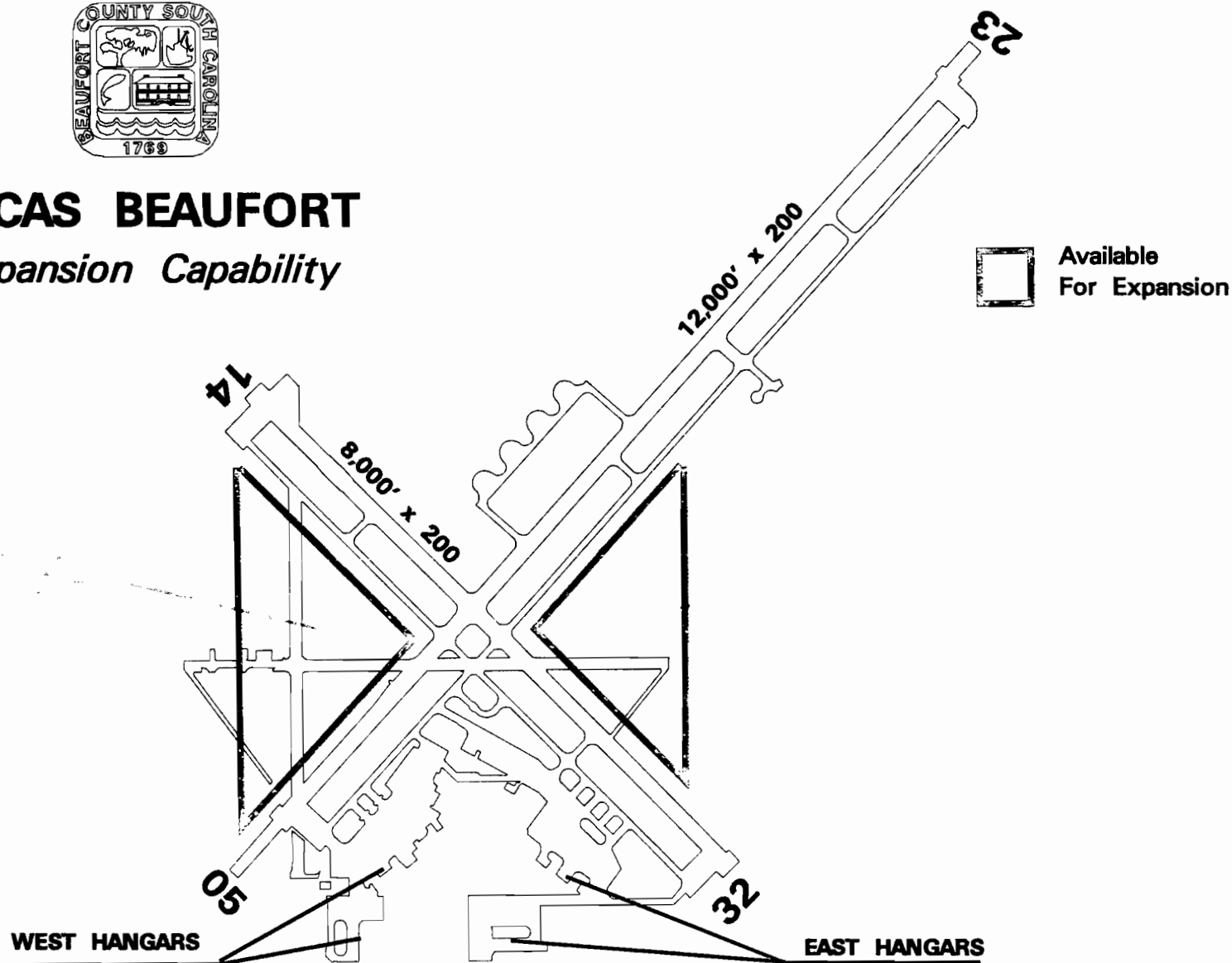
**REFURBISH EXISTING EXPEDITIONARY
RUNWAY AT MCRD, PARRIS ISLAND**





MCAS BEAUFORT

Expansion Capability



MCAS Beaufort Wetlands Map

- **Not Bulldable**
- **Buldable**



PROVEN MOBILIZATION

- ◆ **STAGING BASE FOR OPERATION DESERT STORM**
- ◆ **84 MARINE F/A-18'S**
- ◆ **SUPPORTING AIRCRAFT K/C-10, C-S5A, C-141**
- ◆ **LONG RUNWAY**
- ◆ **ONLY AIRCRAFT IN THEATRE TO ARRIVE ARMED FOR COMBAT**
- ◆ **COMBAT AIRCRAFT LOADING AREA (UNIQUE TO MARINE AIR STATIONS)**





MILITARY VALUE COMPARISON

BASE

MILITARY VALUE

CHERRY POINT	74.30
◆ BEAUFORT	72.09
CECIL FIELD	71.60
OCEANA	62.60

BEAUFORT UPDATED INFORMATION

	<u>ANSWER</u>	<u>MILITARY VALUE</u>
ARE THERE MOA'S WITHIN 100 NM OF STATION?	NO --YES	2.2 PTS
IS THERE RESTRICTED AIRSPACE WITHIN 100NM OF STATION?	NO --YES	2.2 PTS
ARE THERE MTR'S WITHIN 100 NM OF STATION?	NO --YES	1.3 PTS
IS AIRSPACE MANAGED BY DOD?	NO --YES	0.7 PTS
IS THERE ENOUGH SPEC. USE AIRSPACE WITHIN 100 NM?	NO --YES	1.6 PTS
ARE ALL REQUIRED SIMULATORS LOCATED AT OR NEAR STATION?	NO --YES	<u>2.5 PTS</u>
		10.5 PTS

BEAUFORT INCREASE IN MILITARY VALUE = 10.5 PTS

BEAUFORT

MILITARY VALUE SUMMARY

- ◆ Provides close air support for 2nd Marine Division.
- ◆ TACTS range unsurpassed.
- ◆ Numerous overlying military operating areas.
- ◆ Owens close-by Townsend Bombing Target.
- ◆ Pilots can train for combat by attacking an operating airfield.
- ◆ Can attack land targets from the sea free from FAA control.
- ◆ Corps most cost efficient Marine Corps Air Station.
- ◆ 10 prestigious awards since 1990.
- ◆ Considerable expansion possible.
- ◆ No encroachment, AICUZ or noise abatement problems.
- ◆ Desert Shield/Storm staging base.
- ◆ Quality of life and community relations - outstanding.



SUPPORTING DOCUMENTS



A

Mission Requirements

c. Support Reserve Air Squadrons

List reserve aircraft that are scheduled to be assigned at this air station through FY 99.

Aircraft Type	# in FY 93	# in FY 94	# in FY 95	# in FY 96	# in FY 97	# in FY 98	# in FY 99
Not Applicable							

List the reserve squadrons that are scheduled to be assigned to the air station through FY 99.

Squadron	A/C	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
Not Applicable								

d. Support Training Areas

List the training ranges (including land areas used for tactical or infantry training), outlying airfields, auxiliary airfields and airspace that are actively managed (scheduled or controlled) by the air station.

Managed Training Assets	Management Role
1. Beaufort MOA	Scheduling & Controlling Agency
2. Townsend Range (R 3007)	Scheduling Agency
3. TACTS	Scheduling and Controlling Agency
4. Pistol Range	-do-

Facilities

a. Training Facilities

Ranges/Military Operating Areas (MOAs)

List all training areas, MOAs, ranges, and MTRs that assigned aircraft routinely use for training while stationed at this air station.

Aircraft Type: HH-46D

Training Facility	Type of Training
Beaufort MOA	Confined area landings, SAR practice

Aircraft Type: F/A-18

Training Facility	Type of Training
R 3005	Air to Ground ordnance delivery (laser)
R 3007	Air to Ground ordnance delivery
VR 10	Low level ingress/navigation route
IR 18	Low level radar navigation route
VR 88	Low level ingress/navigation route
Beaufort MOA	Airfield attack/defense profiles
Bulldog MOA	Overland Air to Air radar intercept profiles
W133/134	Overland intercepts/air combat maneuver/aerial refueling
W157/158	(TACTS) air combat maneuver/intercepts (supersonic)/aerial refueling
W161/177/122	Overwater intercepts/air combat maneuver (supersonic)/aerial refueling

Facilities

a. Training Facilities (cont.)

Ranges/MOAs (continued)

List all domestic training areas, MOAs and ranges (not listed above) that aircraft assigned to the air station use on an annual deployment/detachment basis.

Aircraft Type: F/A-18

Training Facility	Purpose and Frequency
R 2501	Combined arms/live air to ground ordnance
R 2507 N/S	Low level tactics/live air to ground ordnance
R 2301 N/S	Practice air to ground/low level tactics
R 2306/08	Combined arms/overland intercepts

Aircraft Type: F/A-18

Training Facility	Purpose and Frequency
VR 1266/67/68	Low level (mountainous) navigation
R 4802/03 4810 4813 4816/12	Practice/live air to ground ordnance delivery & low level navigation mountainous terrain. Fleet surface warfare training
W-72	TACTS, air combat maneuvering (supersonic)
Falls 1 MOA Volk E/W MOA's	Overland air combat maneuvering/intercepts

Aircraft Type: NA

Training Facility	Purpose and Frequency

Facilities

a. Training Facilities continued

Ranges/MOAs (continued)

List training ranges/areas routinely used by tenant aviation support units.

Training Facility	Location	Type of Training
W133/134	SC Coast	Ground Controlled Intercepts
W157/158	-do-	-do-
R 3007	100 NM SW	EOD Training

Airspace

Describe the major civilian air traffic structure (routes, terminal control areas, approaches, etc.) in the region and discuss its present and likely future impact on air station operations.

MCAS Beaufort has jurisdictional control of the airspace between Charleston, SC and Savannah, GA. This is delegated by FAA/Jacksonville Center. There are 3 Federal airways traversing this airspace. There are a total of five airports with hard surface landing areas and two grass strips. Presently there is no significant adverse impact on military operations. No future adverse impact is foreseen.

Does the current system of air traffic control (ATC) routes limit the rate of aircraft flights between the air station and all associated training facilities? If so, describe these limitations and their impact on future operations. Also, describe how current military training routes (MTRs) and restricted airspace impact flights between the air station and training areas.

Currently there is no adverse impact, however, if the FAA assumed air traffic control responsibilities, there is a distinct possibility of hindered operations. Beaufort ATC routinely provides the adjacent FAA facilities with flow relief, thereby substantially reducing delay.

Does the air station experience any ATC delays on a regular basis? Describe the recurring causes for these delays and provide average duration estimates.

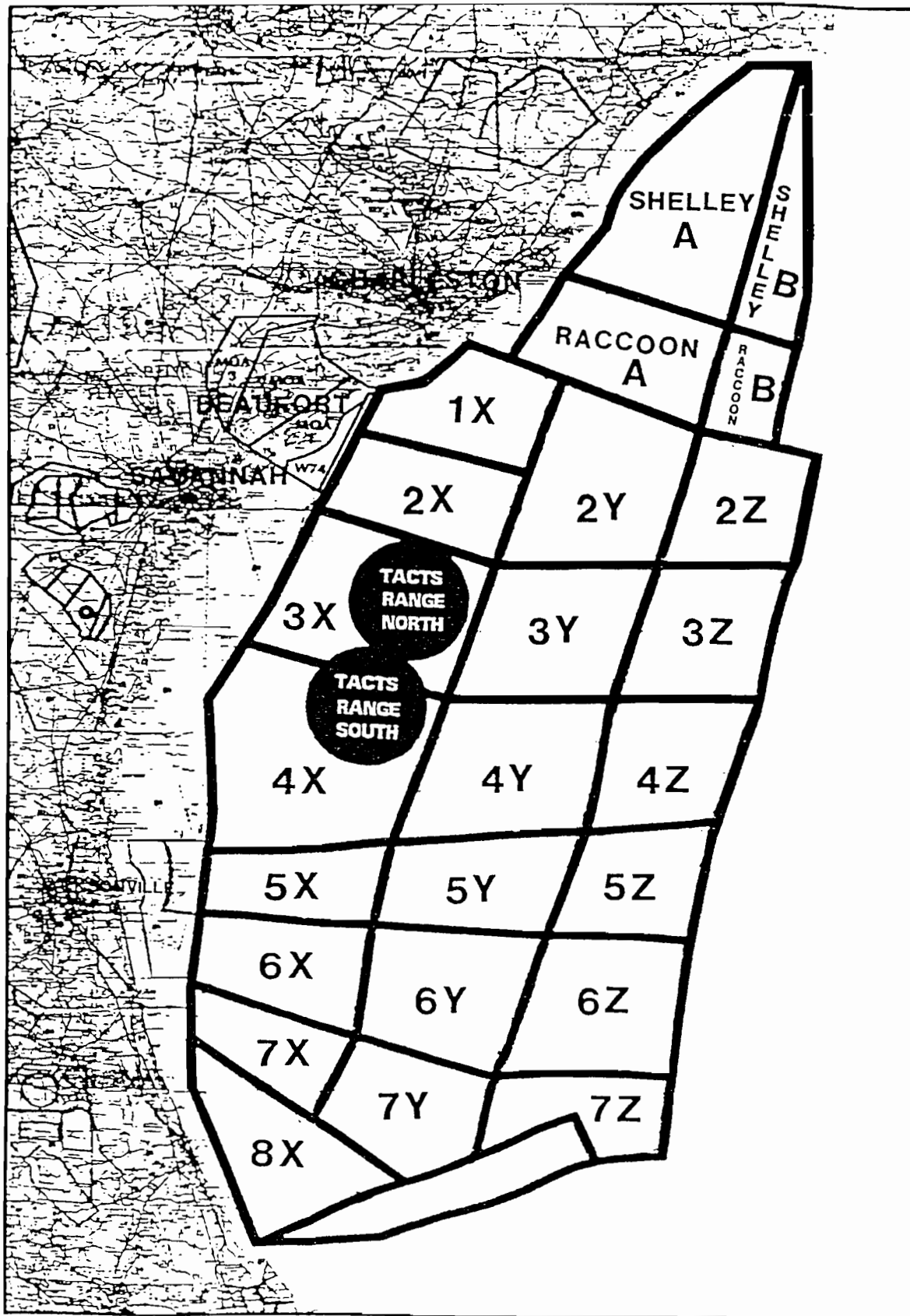
NO

Are there any air traffic control constraints/procedures that currently, or may in the future, limit air station operations?

None

SPECIAL OPERATING AREAS

ILLUSTRATION "K"



B

Mission Requirements

e. General Military Support continued Operations continued

Over the foreseeable future, are these mission requirements expected to decrease, increase, or remain the same?

Remain the same.

List all other installations (DoD and Non-DoD) that could potentially support these military operations.

MCAS Cherry Point

Does this air station directly support military surveillance operations (e.g., ocean surveillance in the North Atlantic)? If so, provide details.

No. However, some capability exists via MACS-5.
Primary Radar Coverage up to 60 NM.
Secondary Radar Coverage up to 240 NM.

Over the foreseeable future, are these mission requirements expected to decrease, increase, or remain the same?

Same as above.

List all other installations (DoD and Non-DoD) that could potentially support these military operations.

Unknown

Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSAC, FAA support)? If so, provide details.

Provides terminal radar approach control (TRACON) services as an integral partner in the National Airspace System (NAS). Jurisdiction of three federal airways; shared jurisdiction of moderately busy civil airport (Hilton Head); five airports within area of jurisdiction: Hilton Head; Beaufort County; Ridgeland; Marine Beaufort; Laurel Hill.

Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

Increase with coastal population growth.

Facilities

a. Training Facilities continued

Ranges/MOAs (continued)

List training ranges/areas routinely used by tenant aviation support units.

Training Facility	Location	Type of Training
W133/134	SC Coast	Ground Controlled Intercepts
W157/158	-do-	-do-
R 3007	100 NM SW	EOD Training

Airspace

Describe the major civilian air traffic structure (routes, terminal control areas, approaches, etc.) in the region and discuss its present and likely future impact on air station operations.

MCAS Beaufort has jurisdictional control of the airspace between Charleston, SC and Savannah, GA. This is delegated by FAA/Jacksonville Center. There are 3 Federal airways traversing this airspace. There are a total of five airports with hard surface landing areas and two grass strips. Presently there is no significant adverse impact on military operations. No future adverse impact is foreseen.

Does the current system of air traffic control (ATC) routes limit the rate of aircraft flights between the air station and all associated training facilities? If so, describe these limitations and their impact on future operations. Also, describe how current military training routes (MTRs) and restricted airspace impact flights between the air station and training areas.

Currently there is no adverse impact, however, if the FAA assumed air traffic control responsibilities, there is a distinct possibility of hindered operations. Beaufort ATC routinely provides the adjacent FAA facilities with flow relief, thereby substantially reducing delay.

Does the air station experience any ATC delays on a regular basis? Describe the recurring causes for these delays and provide average duration estimates.

NO

Are there any air traffic control constraints/procedures that currently, or may in the future, limit air station operations?

None

CHAPTER B - AIRSPACE

VICINITY AIRSPACE

The Beaufort, South Carolina region includes several levels of air traffic control. First, all aircraft operating in accordance with Visual Flight Rules (VFR), below 3,000 feet Above Ground Level (AGL) within five statute miles of the airfield, and all aircraft and vehicular traffic on the taxiways and runways of MCAS Beaufort are under the positive control of Beaufort Tower.

Secondly, all aircraft operating in accordance with Instrument Flight Rules (IFR) within certain designated controlled airspace are also under the control of Beaufort Approach Control. Figures B-1 and B-2, Beaufort Airspace, indicate restricted areas, Military Operations Areas (MOAs), and elements of SOAs, which have been designated offshore, beyond the Air Defense Identification Zone (ADIZ). Civilian airports within the airspace control responsibilities of MCAS Beaufort include Beaufort County Airport, located six miles east-southeast of the air station in the community of Frogmore; Hilton Head Airport, located 15 miles from the air station, on a heading of 177 degrees; and Ridgeland Airport, located 13.5 miles west-northwest of MCAS. Through cooperative agreement with local governments, MCAS Beaufort controls the airspace below 3,000 feet and within five statute miles of all three civilian airports.

AIRPORT CONTROL ZONES AND FLIGHT PROCEDURES

Most military aircraft training missions are conducted over open water, well off-shore from Beaufort. However, some overland maneuvers are necessary. These are confined to MOAs with strict operating procedures. MCAS Beaufort lies within Beaufort 2 MOA which is bordered on the southeast by Beaufort 1 MOA and on the northwest by Beaufort 3 MOA.

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

Beaufort 2 MOA includes the airspace beginning at 100 feet AGL up to and including 7,000 feet Mean Sea Level (MSL). Time of use is intermittent; four daylight hours per day, two days per month, by Notice to Airmen (NOTAM). The controlling agency for this airspace is Jacksonville Air Route Traffic Control Center (ARTCC).

Beaufort 1 MOA includes the airspace beginning at 100 feet AGL up to and including 10,000 feet MSL. Time of use is intermittent, four daylight hours per day, two days per month, by NOTAM. The controlling agency for this airspace is Jacksonville ARTCC.

Military aircraft are excluded from using the airspace 3,000 feet MSL and below within 7.5 Nautical Miles (NM) of the Hilton Head Terminal Area that is contained within Beaufort 2 MOA and Beaufort 1 MOA. Other airspace procedures include:

- o The populated areas of Beaufort, Port Royal, and Yemassee must be overflown at a minimum altitude of 2,000 feet MSL.
- o The resort developments of Edisto Beach, Hunting Island, and Fripp Island must be avoided by at least 1 NM and/or 3,000 feet AGL.
- o The southern Bald Eagle nesting area, in the vicinity of the Combahee River/Highway 17 intersection, and the area within a 2 NM radius of that bridge is designated an exclusion area. The critical nesting period for the species is December and January, which precludes the conduct of anti-aircraft warfare exercises during those months.

Within the airspace controlled by Beaufort Tower and Beaufort Radar Air Traffic Control Facility (RATCF) very specific flight procedures have been developed and must be adhered to by military pilots. Table B-1 provides a summary of pertinent flight

**AIR INSTALLATION COMPATIBLE USE ZONE
BEAUFORT, SOUTH CAROLINA**

procedures and "course rules" that dictate flight tracks and profiles of military aircraft operating in the vicinity of MCAS Beaufort.

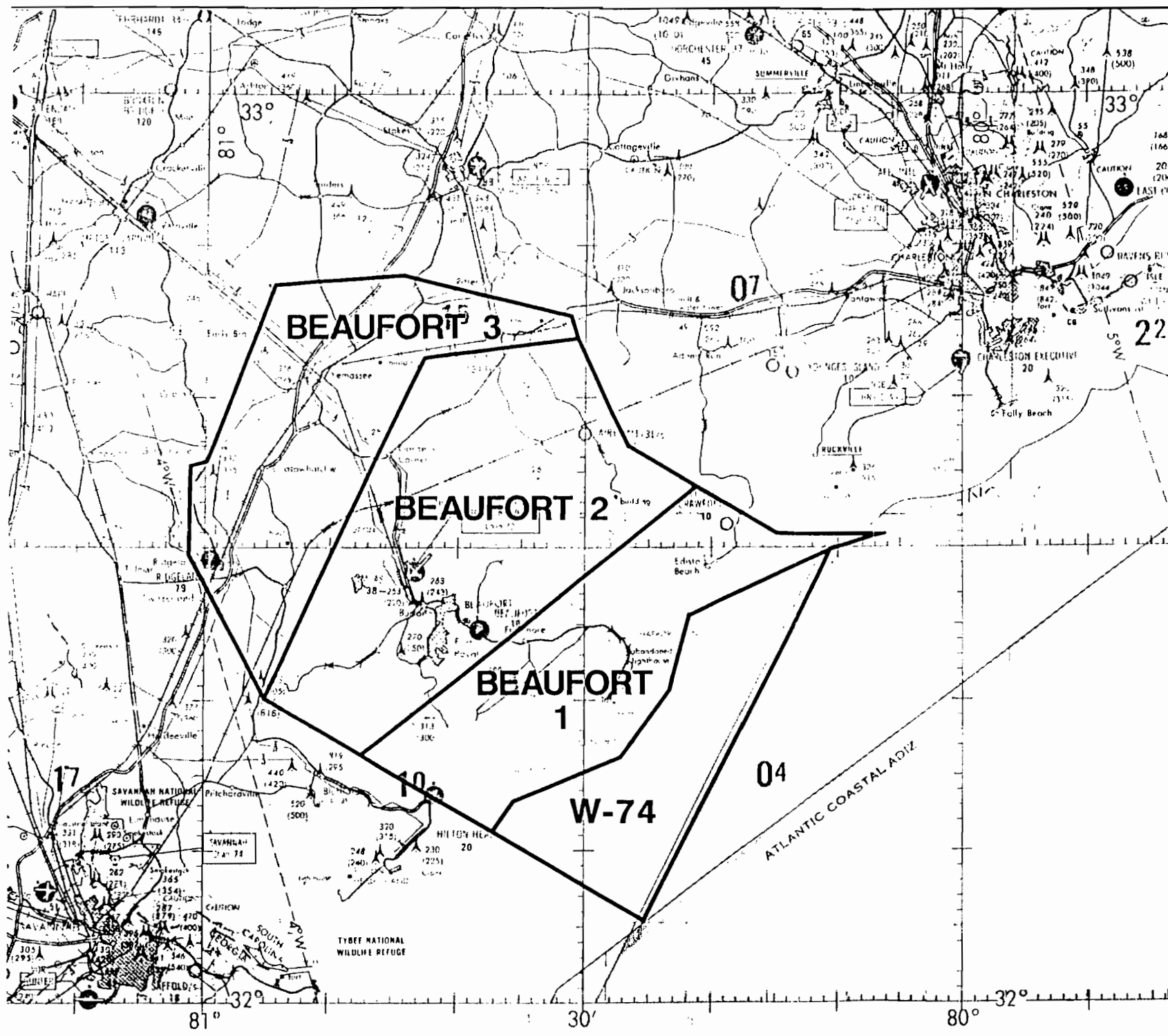
TABLE B-1
SUMMARY, FLIGHT PROCEDURES AND "COURSE RULES",
MCAS BEAUFORT

1.	All pre-take off high-power engine checks shall be done at the run-up area adjacent to the duty runway.
2.	To avoid overflying the town of Beaufort, a left turn to a heading of 120 degrees when departing runway 14 is mandatory as soon as practicable.
3.	Pilots shall not request clearance to perform unusual maneuvers within the airport traffic area if such maneuvers are not essential to the performance of the flight. ATC personnel are not permitted to approve a pilot's request, or to ask a pilot to perform these maneuvers, to include low passes, climbs at very steep angles, or any so called "flat hatting" wherein a flight is conducted at a low altitude and/or high rate of speed for thrill purposes. Mission profiles which require uninterrupted (unrestricted) climbs to altitude should be coordinated through the Air Traffic Control Facility so that clearances may be obtained.
4.	A right turn to a heading of 060 degrees when departing runway 05 is mandatory as soon as practicable after crossing the departure threshold.
5.	Unless otherwise approved, all classes of aircraft in reported VFR conditions, regardless of type flight plan, shall maintain 1,000 feet until one mile from the departure end of the runway.
6.	Maximum speed shall be 250 Knots Indicated Air Speed (KIAS). Higher speeds are authorized when required by the operating limits of the aircraft, in which case the 250 knot limitation should be exceeded only to the extent necessary to obtain satisfactory aircraft performance.
7.	Simulated Flameout Operations (SFO) are not authorized unless appropriate Letters of Agreement delineating procedures are executed.
8.	Jet aircraft will normally continue landing rollout to the end of the runway prior to turn off. Traffic permitting, the tower may approve early turn offs.
9.	Traffic conditions permitting, touch and go landings will be approved except when Field Carrier Landing Practices (FCLP) are in progress.

AIR INSTALLATION COMPATIBLE USE ZONE
BEAUFORT, SOUTH CAROLINA

TABLE B-1 (Continued)

10.	All aircraft in the FCLP pattern under Special VFR conditions shall fly a pattern altitude which avoids loss of sight by the LSO, but which is no lower than 500 feet.
11.	By Letter of Agreement, two overland operating areas have been established, the Bulldog MOA and the Beaufort MOA/W-74. (See Figures B-1 and B-2).
12.	Use of the Beaufort MOA and W-74 shall be limited to: a. Two days per month. b. Four hours per day. c. Daylight hours only.
13.	The Air Traffic Control Facility Watch Officer shall notify the manager/fixed base operator at Beaufort County, Hilton Head and Ridgeland Airports when the Beaufort MOA/W-74 are activated.
14.	MAG-31 shall notify the Airfield Operations Officer in writing at least ten working days in advance for the scheduling of the Beaufort MOAs and W-74 providing the information listed in paragraph 3009.3.b., Operations Manual.



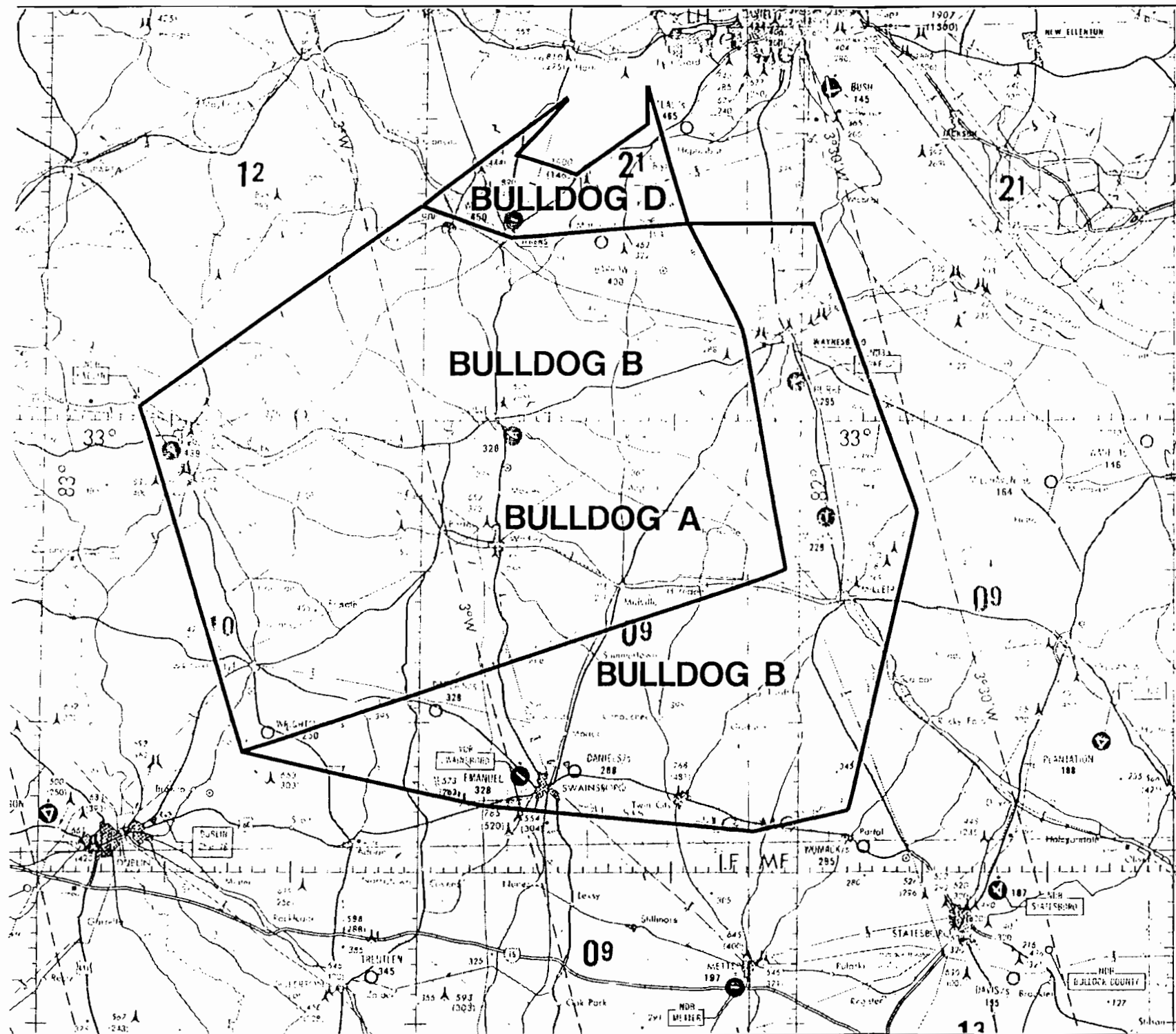
BEAUFORT AIRSPACE-EAST BEAUFORT MOA

Figure B-1

AICUZ

**MARINE CORPS
AIR STATION**

BEAUFORT, SOUTH CAROLINA



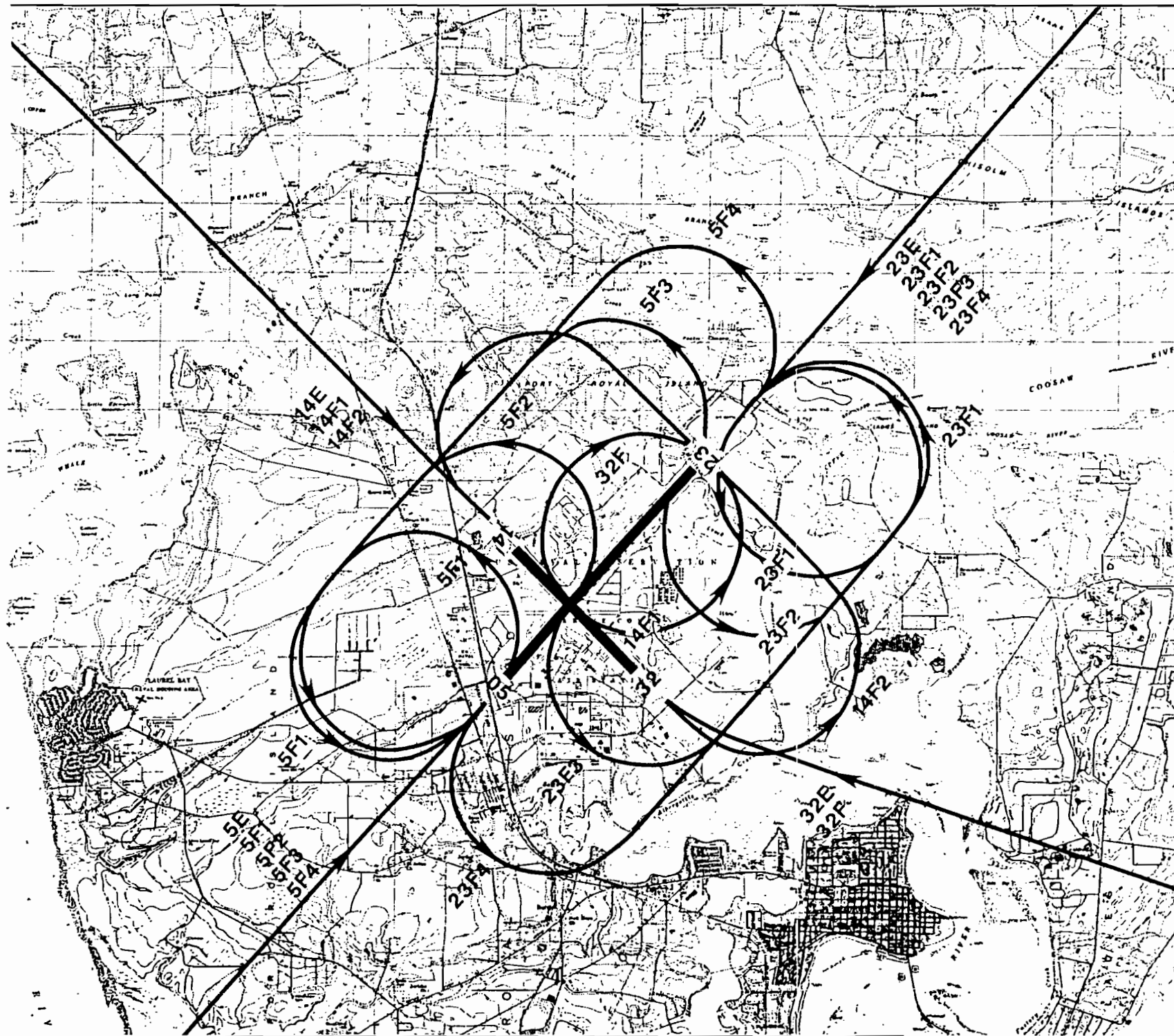
BEAUFORT AIRSPACE-WEST BULLDOG MOA

Figure B-2

AICUZ

**MARINE CORPS
AIR STATION**

BEAUFORT, SOUTH CAROLINA



STRAIGHT-IN AND OVERHEAD APPROACH FLIGHT TRACKS

Figure C-2

AICUZ

**MARINE CORPS
AIR STATION**

BEAUFORT, SOUTH CAROLINA

with the power to pass ordinances, adopt regulations, and appoint the county administrator. The county administrator supervises the expenditure of appropriated funds and is responsible for preparing the annual operating budgets for submission to council. The county administrator is also general manager of the two county airports and is responsible for such county services as libraries, emergency medical service, recreation, and the five (5) county fire departments.

Both the City of Beaufort and the Town of Port Royal are governed by the mayor-council-manager system, with a mayor and four (4) council members elected for four (4) year terms.

A variety of governmental agencies exercise regulatory control over the natural environment around Beaufort County. State agencies include the South Carolina Wildlife and Marine Resources Department (WMRD), South Carolina Budget and Control Board (SCBCB), South Carolina Water Resources Commission (SCWRC), South Carolina Department of Health and Environmental Control (SCDHEC), and the South Carolina Coastal Council. National agencies include the U.S. Army Corps of Engineers (COE), U.S. Fish and Wildlife Service (FWS), U.S. National Marine Fisheries Service (NMFS), and the U.S. Environmental Protection Agency (EPA).

8. ESSENTIAL SERVICES PROVIDED TO MCAS BEAUFORT

MCAS Beaufort and Beaufort County have a mutual relationship for the provision of some essential services. An notable example is enhanced 911 service, wherein emergency calls from Laurel Bay FHA are routed to the County's operator and help dispatched directly. The Provost Office at MCAS is then notified of the call.

Also coordinated with the County are mosquito spraying and fire department services.

Beaufort Memorial Hospital handles all cardiac cases for MCAS Beaufort; the Department of Social Services attends to youthful offenders while family court oversees spouse and child abuse cases as well as civil matters.

A private refuse contractor disposes of solid waste from MCAS Beaufort and Laurel Bay FHA.

9. USE OF AIRSPACE, MILITARY, AND CIVILIAN

MCAS Beaufort lies within Beaufort 2 Military Operations Area (MOA) which is bordered on the southeast by Beaufort 1 MOA and on the northwest by Beaufort 3 MOA.

Beaufort 2 MOA includes the airspace beginning at 100 feet above ground level (AGL) up to and including 7,000 feet Mean Sea Level (MSL). Time of use is intermittent; four daylight hours per day, two days per month by Notice to Airmen (NOTAM). The controlling agency for this airspace is Jacksonville Air Route Traffic Control Center (ARTCC).

Beaufort 1 MOA includes the airspace beginning at 100 feet AGL up to and including 10,000 feet MSL. Time of use is intermittent; four daylight hours per day, two days per month by NOTAM. The controlling agency for this airspace is Jacksonville ARTCC.

Military aircraft are excluded from using the airspace 3,000 feet MSL and below within 7.5 nautical miles (NM) of the Hilton Head Terminal area that is contained within Beaufort 2 MOA and Beaufort 1 MOA. All airports within the Beaufort MOA are uncontrolled with the exception of MCAS Beaufort and shall be avoided by at least 3 NM and 1,500 feet AGL.

The populated areas of Beaufort, Port Royal, and Yemassee shall be overflow at a minimum altitude of 2,000 feet MSL.

The resort developments of Edisto Beach, Hunting Island, and Fripp Island shall be avoided by at least 1 NM and/or 3,000 feet AGL.

The Southern Bald Eagle nesting area in the vicinity of the Combahee River/Highway 17 intersection within a 2 NM radius of that bridge is designated an exclusion area. The critical nesting period for the species is December and January, which precludes the conduct of anti-aircraft warfare exercises during those months.

C

Facilities

a. Training Facilities (cont.)

Ground Training Facilities

List all specialized training simulators that are located at or near the air station.

Type	Purpose and Availability Elsewhere
2F 132 OFT	F/A-18 A/C OFT (Operational Flight Trainer) One on Air Station, four at NAS Cecil Field used extensively by tenant squadrons.
F/A-18 C/D WTT	Enhanced weapons and tactics trainer for two seat night attack F/A-18D, None available elsewhere.
15G20	Radar approach control simulator. Available at any ATC Radar facility, but highly used.
2-15E36	Radar warning trainer-electronic counter measures simulator training for aircraft available at NAS Cecil Field
SLT-1	Simulated laser device, simulates a laser designed TGI to exercise laser spot track system.
2E7 (Enhanced)	Enhanced WTT for F/A-18D
15A19	Radar simulator (ground)

List other simulators not available locally that would assist the training mission.

Type	Training Function	Location
PTT	F/A-18 Radar trainer	NAS Cecil Field

D

Features and Capabilities

c. Encroachment

Do current estimates of population growth and development or environmental constraints pose problems for existing or planned ALCUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable sections of the air station ALCUZ plan and note any recent modifications. Also include a description of local zoning ordinances and their impact on future encroachment.

No, local government has included ALCUZ in Beaufort County zoning ordinance # 90-3.

d. Quality of Life

Describe the cost of living, base features, community infrastructure and other issues that may be used to compare this installation with others on the basis of quality of life for both military and civilian personnel. Address the advantages and disadvantages of this installation in terms of each of the areas listed below. Consider (1) What you have; (2) What are your deficiencies; (3) What is the impact of these deficiencies; (4) If you have a deficiency in this area, can the requirement be satisfied by the surrounding community?

The city of Beaufort's 11,000 residents are closely associated with the military community both socially and economically. Over the last 20 years, Beaufort has enjoyed an economic boom led by the military installations, resort and retirement community development and tourism. Beaufort County's population has grown to over 90,000.

MCAS Beaufort constitutes a significant part of the community and supports not only its Fleet Marine Force units, which make up half of the active service U.S. Marine Corps fighter/attack assets, but also provides transient quarters for a wide variety of active duty, retired and U.S. government personnel who are in the Lowcountry for both business and recreation.

The close bond that currently exists between the Air Station and the surrounding community plays a vital role in mission accomplishment. Fightertown's involvement in local civic and service organizations such as Chamber of Commerce, Partnership in Education, Beaufort County Planning Board, Leadership Beaufort, and Big Brothers/Big Sisters, is indicative of the Air Station's commitment to public responsibility.

The Fightertown family consists of approximately 3500 active duty members, 600 civilian employees, 5600 family members, and 2800 military retirees. It is the combined effort of this community that enables the successful completion of the Fightertown mission; from logistical support for the F/A-18 to medical care for family members, all Air Station personnel serve the needs of their warriors and of each other.

C. LIMITATIONS ON THE CIVILIAN COMMUNITY BY MCAS BEAUFORT

The Beaufort community is supportive of MCAS Beaufort and considers the air station to be a good neighbor. There are some complaints, however, most concerning air operations at MCAS Beaufort.

The Air Installation Compatible Use Zone (AICUZ) describes the "footprint" which is an integration of those areas identified as exposed to accident potential. MCAS Beaufort has an AICUZ study which includes a detailed analysis of aircraft noise, accident potential, land use compatibility, operational alternatives, and potential solutions to both existing and potential incompatible land use problems.

The achievement of land use compatibility between MCAS Beaufort and the neighboring community is the ultimate purpose of the AICUZ program. The principal objectives of the program are to:

- Safeguard the safety, health, and welfare of local civilians and military personnel by discouraging land development which is incompatible with aircraft operations.
- Protect the Marine Corps investment in airfield facilities and maintain the operational capabilities of these facilities at MCAS Beaufort.
- Reduce noise pollution caused by aircraft operations both on and in the vicinity of the installation.
- Inform the general public about the AICUZ program in conjunction with efforts to minimize noise and aircraft accident potential in the vicinity of the installation.

Successful implementation of the program depends on a close working relationship between MCAS Beaufort and community leaders. Beaufort County has responded to the AICUZ by adopting stricter zoning laws for property located within the AICUZ footprint. Beaufort County Zoning and Development Standards Ordinance 90/3 (14 January 1991) places a deed restriction on all property within the footprint, requiring buyers and sellers of such property to sign a disclosure form certifying that they are

aware the location is in an accident and/or noise zone.

Beaufort County should proceed further by adopting noise attenuation standards for compatible construction within the noise zones, in accordance with Zoning Ordinance 90/3.

An Accident Potential Zone (APZ) is an area located under an aircraft flight path which delineates the probable location of an accident if an accident were to occur. Because of the accident potential, this area should remain sparsely developed if at all in order to limit exposure of the human and man-made environment to aircraft accidents.

The aircraft operations and engine run-ups (tests) are the appreciable ancillary sources of aircraft noise generated around the airfield at MCAS Beaufort. Over the last four (4) years, twenty six (26) formal complaints have been filed.

MCAS Beaufort has an ongoing program to purchase property in the most severe accident and noise zones, as opportunity and funds become available. The '377' acres purchased thus far are shown on Plate

In addition to the noise and accident zones, an issue of concern to the Beaufort community is the disposal of treated effluent from the sewage treatment plants at MCAS Beaufort and Laurel Bay FHA. The MCAS plant discharges directly into Albergothi Creek, a very sensitive ecological system which has been closed to shellfishing due to excessive fecal coliform readings. The Laurel Bay plant discharges into the Broad River; some shellfish beds immediately adjacent to the discharge point have also been closed. MCAS Beaufort is currently reviewing its wastewater treatment system and will possibly upgrade the existing system or, more probably, construct a new treatment plant to service both areas.

It is important to note that recent regulations developed by the EPA require that the treatment of drainage runoff from military bases prior to discharge into navigable waterways. These same regulations require an NPDES permit from the local regulatory agency (for Beaufort complex activities cognizance is provided by the SCDHEC).

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

- o Protect Marine Corps investment and the operational capabilities of MCAS Beaufort.

RESPONSIBILITY FOR COMPATIBLE LAND USE

Military installations and local government agencies who have planning and zoning authority share the responsibility for preserving land use compatibility near the military installation. Cooperative action by both parties is essential to prevent land use incompatibility and encroachment. If local government chooses not to implement land development controls within the airfield environment, or is incapable of doing so, the Marine Corps is left with the less desirable alternative of having to acquire property rights to protect its operational integrity.

MCAS Beaufort has a two-fold responsibility within the AICUZ program. First, there is the responsibility to suppress aircraft noise, to the extent feasible, through operational guidance and procedures. Secondly, it is the responsibility of the air installation commander to actively work with state and local planning officials to implement the objectives of the AICUZ program and to continuously strive to educate and inform the local civilian community of the mutual benefit of an effective AICUZ program. Local government, including the City of Beaufort and Beaufort County also share a responsibility to protect the health, safety, and welfare of their respective residents.

CITY/COUNTY AUTHORITY

The Beaufort County Council, recognizing its responsibility for the protection of health, safety, and welfare of the community, enacted on April 9, 1990 a law known as Ordinance 90/3, further entitled a "Zoning and Development Standards Ordinance for Beaufort County, South Carolina". This comprehensive development ordinance addresses the issues of land use, zoning, historic preservation, beach development, flood

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

hazards to development, site design and landscaping, subdivision of land, and other forms of regulatory control.

Beaufort County also enforces standards found within the Southern Standard Building Code for residential and commercial construction.

Responsibility for comprehensive planning within the City of Beaufort and Town of Port Royal are delegated by the respective City and Town Councils to Beaufort County. Both the City of Beaufort and Town of Port Royal have independent zoning and code enforcement functions, including their own land development regulations. Development proposals within all three jurisdictions are reviewed by a Joint Planning Board (JPB) which is advisory only. Final development orders are issued by the respective elected councils.

Section 4.17.4 of Ordinance 90/3 enacts an Airport Overlay District (AOD), which addresses elements of the AICUZ program and Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace". The ordinance is supported by an AOD Map, which shows Noise Zones, Clear Zones, and Accident Potential Zones that correspond to current criteria.

It should be noted that with the recent enactment of zoning in Beaufort County, a very permissive approach was taken, allowing most existing land uses to dominate the assigned zoning categories. Furthermore, the ordinances of Beaufort County are written to exempt single family residential construction (including placement of mobile homes) from all but the basic life/safety requirements. Consequently, AICUZ protection measures afforded by zoning and other regulations will be effective only with respect to future commercial, industrial, and multi-family development. A zoning/land use matrix for Beaufort County is provided as Table G-1.

EXISTING OFF-STATION LAND USE

Existing land uses in the vicinity of MCAS Beaufort (Figure G-3) correspond very closely to zoning district boundaries, as discussed previously. Again, because of the recent enactment of zoning, the County's official zoning map was configured to accept most pre-existing land uses as being the baseline for future permitted use. Table G-2 provides an acreage analysis of land uses within the immediate airfield impact area. The predominant land use within the AICUZ footprint is the airfield and its surrounding property, comprising nearly half of the study area. Approximately 16 percent of the impact area is presently in an undeveloped, open status. An additional 16 percent of the impact area is comprised of wetlands and open water. One percent is developed as commercial/industrial. Relatively small percentages, seven percent and nine percent, are devoted to residential and low density agriculture, respectively.

PROPOSED OFF-STATION LAND USE

Beaufort County does not publish a proposed future land use plan map, per se. However, the zoning map can be construed to represent the County's endorsement of future land use patterns. Comparing existing land use to permitted uses under current zoning is cause for concern insofar as maintaining the operational integrity of MCAS Beaufort. The liberal allocation of residential zoning districts, and the broad range of uses permitted within those districts, creates a potential condition for serious encroach-

E

CHAPTER F - AICUZ

AICUZ AREA

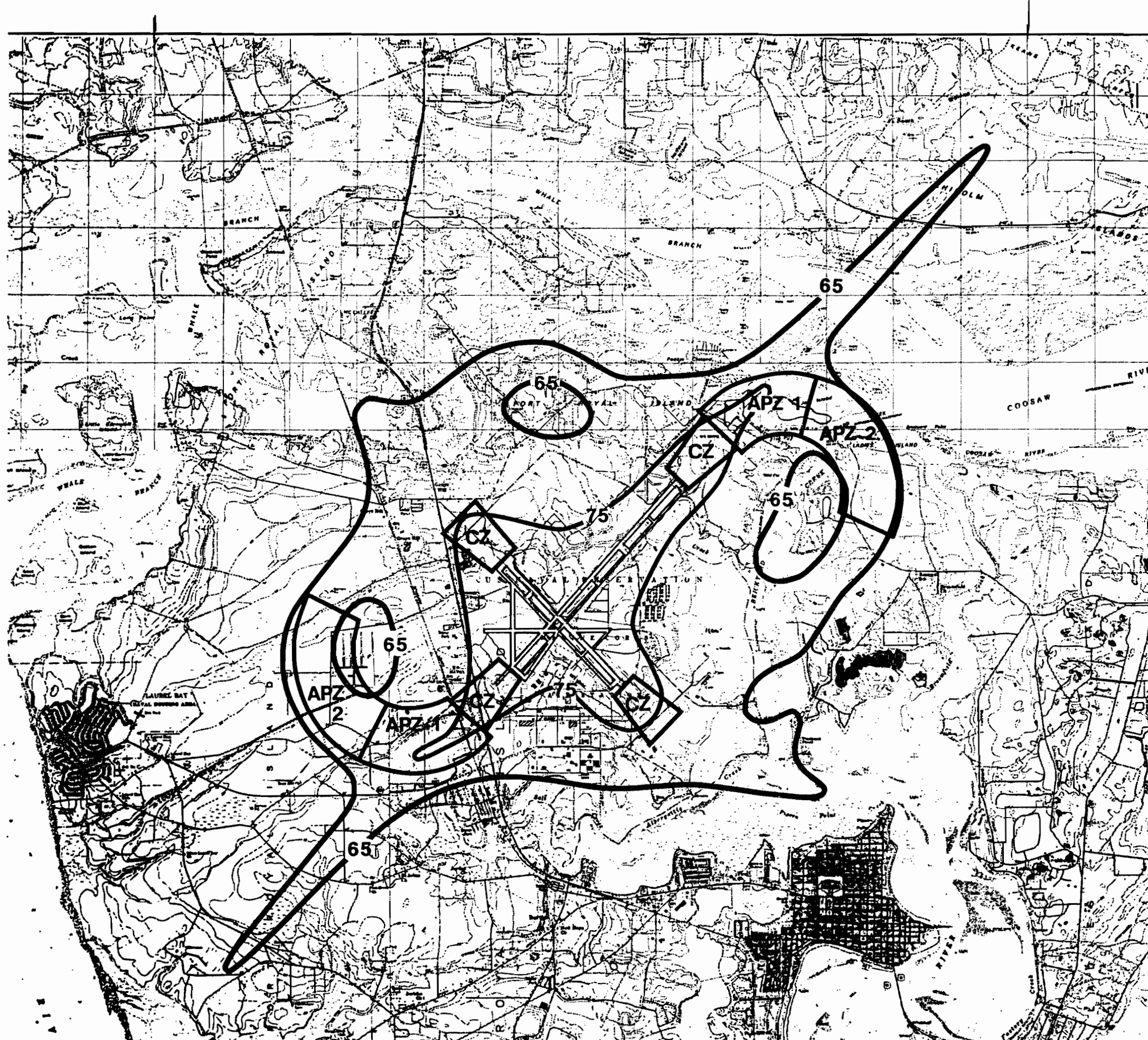
The AICUZ area is a combination of noise impact and Accident Potential Zones (APZS). At MCAS Beaufort, the superimposed Ldn noise contours and APZ boundaries create nine potential AICUZ subzones. These subzones contain various levels of noise and accident potential exposure, as follows:

AICUZ COMPOSITE SUBZONES
Clear Zone/Noise Zone 3 (Ldn 75+)
Clear Zone/Noise Zone 2 (Ldn 65-75)
APZ 1/Noise Zone 3
APZ 1/Noise Zone 2
APZ 2/Noise Zone 3
APZ 2/Noise Zone 2
Noise Zone 3 Only
Noise Zone 2 Only
Noise Zone 1 Only

Figure F-1, "AICUZ", shows the composite AICUZ for MCAS Beaufort.

LAND USE SUITABILITY IN AICUZ

Compatible land use objectives are derived from the suggested land use suitability tables for noise and APZs. To find the recommended suitability of a particular land use for any AICUZ subzone, one must locate that use on both the noise and APZ Suggested Land Use Compatibility Tables. Both tables apply, and where conflicting uses appear, the more restrictive criteria takes precedence.



AICUZ FOOTPRINT

Figure F-1

AICUZ

MARINE CORPS AIR STATION

BEAUFORT, SOUTH CAROLINA

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

APPLICATION OF GUIDELINES

The Federal Land Use Planning Guidelines contained in this report are nationwide in scope. Since many air installations are in urban areas, these guidelines assume an urban environment with higher levels of ambient "background" noise than exists in much of the airfield impact area. These compatibility guidelines are, therefore, often modified at the local government level to address a specific local noise environment. Although there have been noise complaints from well beyond the limits of the AICUZ footprint, there is no established pattern of noise encroachment in these outlying areas. Therefore, Beaufort County has chosen to address the established AICUZ guidelines within its planning and zoning regulatory process.

Section 4.17 of the Beaufort County Zoning Ordinance and Development Standards discusses and incorporates land use development regulations for an Airport Overlay District. This special use zoning district is designed with a two-fold purpose. First, it defines permitted land uses for properties that are under the control of the Marine Corps, or any other governmental airport authority. Secondly, it employs an "overlay" zone which imposes stricter than normal development guidelines upon conventional zoning categories than would normally be the case outside the airport impact area. Beaufort County's Airport Overlay District references the existence of airport noise zones and APZs and defines these geographic areas on its official zoning map. The County Zoning Map indicates noise exposure zones, airport clear zones, APZ 1, and APZ 2 which correspond to those presented in the February, 1991 HMMH Noise Study and OPNAVINST 11010.36A.

Land uses within the Airport Overlay District are regulated as follows:

**AIR INSTALLATION COMPATIBLE USE ZONE
BEAUFORT, SOUTH CAROLINA**

- o ". . . uses to which property contained within the airport district may be put shall be prescribed by the various zoning districts underlying the overlay district as established by ordinance."
- o Commercial development in accordance with Zoning District Regulations shall be permitted, but it is advised that reception, lounge, and office areas shall be designated with a 30 dB, A-weighted, Noise Level Reduction (NLR).
- o Medical and other health services such as hospitals, nursing homes, clinics, and similar uses shall be designated with a 60 dB, A-weighted NLR.
- o Industrial uses such as warehousing, wholesaling, assembly plants, shall be permitted with the advice that reception, lounge, and office areas shall be designated with 25 dB, A-weighted NLR.
- o Public and Quasi-Public Service structures such as churches, government offices, post offices, schools, libraries, museums, art galleries, and similar uses shall not be constructed in areas where the noise level exceeds 65 dB (Noise Zone 2 or 3).

Furthermore, regulations corresponding to Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Air Space" have been incorporated by the County to restrict the height of structures within the federally-regulated air space.

LAND USE COMPATIBILITY IN NOISE ZONES

The federal government has developed guidelines for land uses which are acceptable within noise exposure zones. These guidelines are contained in the Federal Interagency

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

Committee on Urban Noise "Guidelines for Considering Noise in Land Use Planning and Control" (June 1980). This document is used by the DOD, the Department of Transportation (DOT), Environmental Protection Agency (EPA), Housing and Urban Development (HUD), and Veterans Administration (VA).

Standard Federal Guidelines (from Navy planning instructions) for Suggested Land Use Compatibility in Noise Zones are shown in Tables F-1 and F-2. Three zones are shown:

- o Noise Zone 3 = 75 Ldn and above
- o Noise Zone 2 = 65 Ldn up to 75 Ldn
- o Noise Zone 1 = below 65 Ldn

Within these noise zones, specific land uses are either labeled "Y" (yes) for compatible without restrictions, or "N" (no) for not compatible (meaning these land uses should be prohibited).

Noise Zone 1, that area which falls below the 65 Ldn contour, is essentially an area of no impact, and is therefore not mapped for the purposes of this study.

CHANGES IN LAND USE COMPATIBILITY GUIDELINES

The previous versions of noise/land use guidelines described general land use categories and four classifications of compatibility. The previous classes were: Clearly Acceptable, Normally Acceptable, Normally Unacceptable, and Clearly Unacceptable.

The former AICUZ compatibility charts were general in nature with the objective of encouraging local governments to set their own goals for land use suitability. In response to local government requests for more detailed land use criteria, the AICUZ Instruction Manual now includes a more detailed version of the federal land use

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

compatibility standards. The terms "Normally Acceptable", and "Normally Unacceptable", have been replaced by suggested noise reduction levels, and the listing of land uses has been expanded. These more precise guidelines also include a detailed listing of land uses.

RESPONSIBILITY FOR LAND USE COMPATIBILITY

Local government and the Marine Corps have different responsibilities concerning airport land use compatibility. Local government is charged with protecting the health, safety, and welfare of residents. To meet this responsibility, Beaufort County has the authority to plan and control land use through zoning. The role of the Marine Corps is to identify impact areas and provide technical assistance, by supplying guidelines that local government can incorporate in its regulatory scheme.

TABLE F-1
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

SLUCM No.	Land Use	Noise Zones/Levels in LDN						
		1		2		3		
		0-55	55-65	65-70	70-75	75-80	80-85	85+
10	RESIDENTIAL							
11	Household units							
11.11	Single units; detached	Y	Y*	25 ¹	30 ¹	N	N	N
11.12	Single units; semidetached	Y	Y*	25 ¹	30 ¹	N	N	N
11.13	Single units; attached row	Y	Y*	25 ¹	30 ¹	N	N	N
11.21	Two units; side-by-side	Y	Y*	25 ¹	30 ¹	N	N	N
11.22	Two units; one above the other	Y	Y*	25 ¹	30 ¹	N	N	N
11.31	Apartments; walk up	Y	Y*	25 ¹	30 ¹	N	N	N
11.32	Apartments; elevator	Y	Y*	25 ¹	30 ¹	N	N	N
12	Group quarters	Y	Y*	25 ¹	30 ¹	N	N	N
13	Residential hotels	Y	Y*	25 ¹	30 ¹	N	N	N
14	Mobile home parks or courts	Y	Y*	N	N	N	N	N
15	Transient lodgings	Y	Y*	25 ¹	30 ¹	35 ¹	N	N
16	Other residential	Y	Y*	25 ¹	30 ¹	N	N	N
20	MANUFACTURING							
21	Food & kindred products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
22	Textile mill products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
24	Lumber and wood products (except furniture); manufacturing	Y	Y	Y	Y*	Y*	Y*	N
25	Furniture and fixtures; manufacturing	Y	Y	Y	Y*	Y*	Y*	N

SLUCM No.	Land Use	Noise Zones/Levels in LDN						
		1		2		3		
		0-55	55-65	65-70	70-75	75-80	80-85	85+
26	Paper & allied products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
27	Printing, publishing, and allied industries	Y	Y	Y	Y*	Y*	Y*	N
28	Chemicals and allied products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
29	Petroleum refining and related industries	Y	Y	Y	Y*	Y*	Y*	N
30	Manufacturing (cont'd)							
31	Rubber and misc. plastic products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
32	Stone, clay and glass products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
33	Primary metal industries	Y	Y	Y	Y*	Y*	Y*	N
34	Fabricated metal products; manufacturing	Y	Y	Y	Y*	Y*	Y*	N
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks - manufacturing	Y	Y	Y	25	30	N	N
39	Miscellaneous manufacturing	Y	Y	Y	Y*	Y*	Y*	N
40	TRANSPORTATION, COMMUNICATION AND UTILITIES							
41	Railroad, rapid rail transit and street railway transportation	Y	Y	Y	Y*	Y*	Y*	N
42	Motor vehicle transportation	Y	Y	Y	Y*	Y*	Y*	N
43	Aircraft transportation	Y	Y	Y	Y*	Y*	Y*	N
44	Marine craft transportation	Y	Y	Y	Y*	Y*	Y*	N
45	Highway & street right-of-way	Y	Y	Y	Y*	Y*	N	N
46	Automobile parking	Y	Y	Y	Y*	Y*	n	N
47	Communication	Y	Y	Y	25	30	N	N
48	Utilities	Y	Y	Y	Y*	Y*	Y*	N

TABLE F-1
SUGGESTED LAND USE COMPATIBILITY IN NOISE ZONES

SLUCM No.	Land Use	Noise Zones/Levels in LDN						
		1		2		3		
		0-55	55-65	65-70	70-75	75-80	80-85	85+
49	Other transportation, communication and utilities	Y	Y	Y	25*	30*	N	N
50	Trade	Y	Y	Y	Y*	Y*	Y*	N
51	Wholesale trade	Y	Y	Y	Y*	Y*	Y*	N
52	Retail trade - building materials, hardware and farm equipment	Y	Y	Y	Y*	Y*	Y*	N
53	Retail trade - general merchandise	Y	Y	Y	25	30	N	N
54	Retail trade - food	Y	Y	Y	25	30	N	N
55	Retail trade - automotive, marine craft, aircraft and accessories	Y	Y	Y	25	30	N	N
56	Retail trade - apparel and accessories	Y	Y	Y	25	30	N	N
57	Retail trade - furniture, home furnishings and equipment	Y	Y	Y	25	30	N	N
58	Retail trade - eating and drinking establishments	Y	Y	Y	25	30	N	N
59	Other retail trade	Y	Y	Y	25	30	N	N
60	SERVICES							
61	Finance, insurance and real estate services	Y	Y	Y	25	30	N	N
62	Personal Services	Y	Y	Y	25	30	N	N
62.4	Cemeteries	Y	Y	Y	Y*	Y*	Y**	Y**
63	Business Services	Y	Y	Y	25	30	N	N
64	Repair Services	Y	Y	Y	Y*	Y*	Y*	N
65	Professional services	Y	Y	Y	25	30	N	N
65.1	Hospitals, nursing homes	Y	Y*	25*	30*	N	N	N
65.1	Other medical facilities	Y	Y	Y	25	30	N	N

SLUCM No.	Land Use	Noise Zones/Levels in LDN						
		1		2		3		
		0-55	55-65	65-70	70-75	75-80	80-85	85+
66	Contract Services	Y	Y	Y	25	30	N	N
67	Governmental services	Y	Y*	Y*	25*	30*	N	N
68	Educational services	Y	Y*	25*	30*	N	N	N
69	Miscellaneous services	Y	Y	Y	25	30	N	N
70	CULTURAL, ENTERTAINMENT AND RECREATIONAL							
71	Cultural activities (including churches)	Y	Y*	25*	30*	N	N	N
71.2	Outdoor sports arenas, spectator sports	Y	Y	Y*	N	N	N	N
73	Amusements	Y	Y	Y	Y	N	N	N
74	Recreational activities (incl. golf courses, riding stables, water recreation)	Y	Y*	Y*	25*	30*	N	N
75	Resorts and group camps	Y	Y*	Y*	Y*	N	N	N
76	Parks	Y	Y*	Y*	Y*	N	N	N
79	Other cultural, entertainment and recreation	Y	Y*	Y*	Y*	N	N	N
80	RESOURCE PRODUCTION AND EXTRACTION							
81	Agriculture (except livestock)	Y	Y	Y*	Y*	Y**	Y**	Y**
81.5 81.7	Livestock farming and animal breeding	Y	Y	Y*	Y*	N	N	N
82	Agricultural related activities	Y	Y	Y*	Y*	Y**	Y**	Y**
83	Forestry activities and related services	Y	Y	Y*	Y*	Y**	Y**	Y**
84	Fishing activities and related services	Y	Y	Y	Y	Y	Y	Y
85	Mining activities and related services	Y	Y	Y	Y	Y	Y	Y
89	Other resource production and extraction	Y	Y	Y	Y	Y	Y	Y

NOTES FOR TABLE F-1.

1. a) Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-70 and strongly discouraged in DNL 70-75. The absence of viable alternative development options should be determined and an evaluation should be conducted prior to approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones.
- b) Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 db (DNL 65-70) and 30 dB (DNL 70-75) should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.
- c) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures which only protect interior spaces.
2. Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
4. Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
5. If project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.
6. No buildings.
7. Land use compatible provided special sound reinforcement systems are installed.

8. Residential buildings require a NLR of 25.
9. Residential buildings require a NLR of 30.
10. Residential buildings not permitted.
11. Land use not recommended, but if community decides use is necessary, hearing protection devices should be worn by personnel.

KEY TO TABLE F-1

SLUCM	Standard Land Use Coding Manual
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR (Noise Level Reduction)	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
Y ^x (Yes with restrictions)	Land Use and related structures generally compatible; see notes 2 through 4.
25, 30, or 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 must be incorporated into design and construction of structure.
25*, 30* or 35*	Land Use generally compatible with NLR; however, measures to achieve an overall noise reduction do not necessarily solve noise difficulties and additional evaluation is warranted.
DNL	Day-Night Average Sound Level.
Ldn	Mathematical symbol for DNL.

with the power to pass ordinances, adopt regulations, and appoint the county administrator. The county administrator supervises the expenditure of appropriated funds and is responsible for preparing the annual operating budgets for submission to council. The county administrator is also general manager of the two county airports and is responsible for such county services as libraries, emergency medical service, recreation, and the five (5) county fire departments.

Both the City of Beaufort and the Town of Port Royal are governed by the mayor-council-manager system, with a mayor and four (4) council members elected for four (4) year terms.

A variety of governmental agencies exercise regulatory control over the natural environment around Beaufort County. State agencies include the South Carolina Wildlife and Marine Resources Department (WMRD), South Carolina Budget and Control Board (SCBCB), South Carolina Water Resources Commission (SCWRC), South Carolina Department of Health and Environmental Control (SCDHEC), and the South Carolina Coastal Council. National agencies include the U.S. Army Corps of Engineers (COE), U.S. Fish and Wildlife Service (FWS), U.S. National Marine Fisheries Service (NMFS), and the U.S. Environmental Protection Agency (EPA).

8. ESSENTIAL SERVICES PROVIDED TO MCAS BEAUFORT

MCAS Beaufort and Beaufort County have a mutual relationship for the provision of some essential services. An notable example is enhanced 911 service, wherein emergency calls from Laurel Bay FHA are routed to the County's operator and help dispatched directly. The Provost Office at MCAS is then notified of the call.

Also coordinated with the County are mosquito spraying and fire department services.

Beaufort Memorial Hospital handles all cardiac cases for MCAS Beaufort; the Department of Social Services attends to youthful offenders while family court oversees spouse and child abuse cases as well as civil matters.

A private refuse contractor disposes of solid waste from MCAS Beaufort and Laurel Bay FHA.

9. USE OF AIRSPACE, MILITARY, AND CIVILIAN

MCAS Beaufort lies within Beaufort 2 Military Operations Area (MOA) which is bordered on the southeast by Beaufort 1 MOA and on the northwest by Beaufort 3 MOA.

Beaufort 2 MOA includes the airspace beginning at 100 feet above ground level (AGL) up to and including 7,000 feet Mean Sea Level (MSL). Time of use is intermittent; four daylight hours per day, two days per month by Notice to Airmen (NOTAM). The controlling agency for this airspace is Jacksonville Air Route Traffic Control Center (ARTCC).

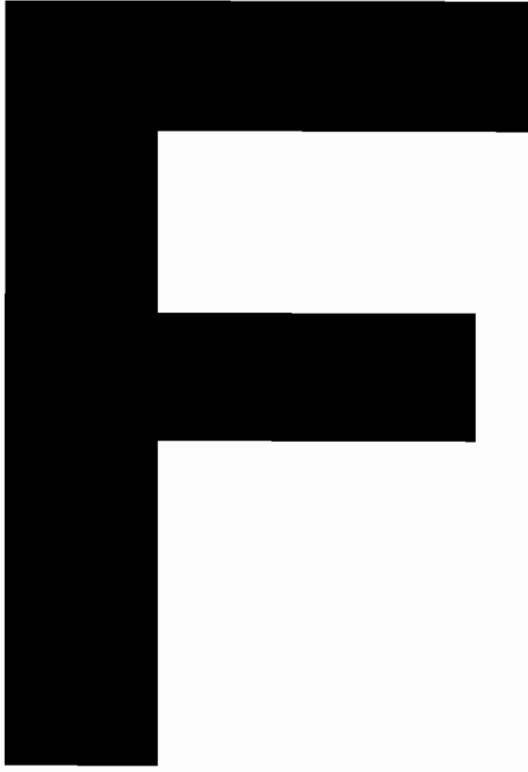
Beaufort 1 MOA includes the airspace beginning at 100 feet AGL up to and including 10,000 feet MSL. Time of use is intermittent; four daylight hours per day, two days per month by NOTAM. The controlling agency for this airspace is Jacksonville ARTCC.

Military aircraft are excluded from using the airspace 3,000 feet MSL and below within 7.5 nautical miles (NM) of the Hilton Head Terminal area that is contained within Beaufort 2 MOA and Beaufort 1 MOA. All airports within the Beaufort MOA are uncontrolled with the exception of MCAS Beaufort and shall be avoided by at least 3 NM and 1,500 feet AGL.

The populated areas of Beaufort, Port Royal, and Yemassee shall be overflow at a minimum altitude of 2,000 feet MSL.

The resort developments of Edisto Beach, Hunting Island, and Fripp Island shall be avoided by at least 1 NM and/or 3,000 feet AGL.

The Southern Bald Eagle nesting area in the vicinity of the Combahee River/Highway 17 intersection within a 2 NM radius of that bridge is designated an exclusion area. The critical nesting period for the species is December and January, which precludes the conduct of anti-aircraft warfare exercises during those months.



CHAPTER D - NOISE

AVERAGE NOISE LEVELS

The noise environment around an air station is typically described using a measure of the cumulative noise exposure that results from all aircraft operations. These operations generally include flight activity in the immediate vicinity of the installation, plus stationary in-frame and/or out-of-frame engine runups associated with aircraft maintenance operations.

The metric used to account for this noise is referred to as the Day-Night Average Sound Level, abbreviated as Ldn. In general, Ldn may be thought of as an accumulation of all of the noise produced by individual events that occur throughout a 24-hour period. The noise of each event is accounted for by a noise metric that integrates the changing sound level over time as, for example, when an aircraft approaches, flies overhead, then continues off into the distance. These integrated sound levels for individual events are referred to as Sound Exposure Levels, or SELs. The accumulation of the SELs from all operations during a 24-hour period determines the Ldn for the day.

Ldn also takes into consideration the time of day that events occur. The measure recognizes that events during the nighttime hours may be more intrusive, and thus more annoying, than the same activity conducted during daytime hours when background noise levels are higher. To account for this additional annoyance, a penalty of ten decibels (dB) is added to each event that takes place during nighttime hours, defined as 2200 to 0700 the next day.

Finally, Ldn values around an air station are presented not just for a single specific 24-hour period, but rather for a typical busy 24-hour period that is based on average operations for a full year. This averaging is done to obtain a stable representation of the noise environment free of fluctuations in wind directions, runway use, temperature,

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

aircraft performance, and total airfield operations, any one of which can significantly influence noise exposure levels from one day to the next. The accumulation of noise computed in this manner provides a quantitative tool for comparing overall noise environments and developing compatible land use plans. The day-night average sound levels, Ldn, are depicted as contours connecting points of equal value, usually in five dB increments from 60 or 65 dB up to 75 or 80 dB.

NOISE COMPLAINTS

The origin and nature of noise complaints within the geographic region is the most tangible barometer of the success or failure of noise abatement procedures. Considering the relatively large number of high performance aircraft operations at MCAS Beaufort, noise complaints are remarkably low. Annual reported complaints since 1988 range from a low of four in that year to a high of 12 in 1989, with a moderate response of eight complaints in 1990. In almost every instance, these noise complaints originate from locations well beyond the normal flight tracks of airfield operations. It can be therefore concluded that an anomalous fly-over of a normally quiet site is more likely to illicit a complaint than day-to-day operations, close-in to the airfield.

In analyzing the data, it appears that the majority of complaints which have been registered with the Public Affairs Office at MCAS Beaufort relate to F/A-18 over-flights of residential areas, which occur in mid-to-late afternoon or early evening. No clear geographic distribution can be determined from the reported information, although it does appear that complaints often come in pairs from the same location on the same date. These multiple complaints appear to correspond to FCLP operations. Table D-1 provides a summary of noise complaints, 1988 through June 1991.

**AIR INSTALLATION COMPATIBLE USE ZONE
BEAUFORT, SOUTH CAROLINA**

TABLE D-1 AIRCRAFT NOISE COMPLAINTS 1988 - 1991			
Date	Time	Location	Description
21 January 1988	6:45 p.m.	Bluffton	SAR Helo - Noise
11 March 1988	8:30 a.m.	Hilton Head	Jet - Sonic Boom
18 May 1988	1:15 p.m.	Varnville	Jet - Engine Noise
20/21 December 1988	All Day	Burton	F/A-18 - Engine Noise
Number of Complaints in 1988 - 4			
3 January 1989	Evening	Pleasant Pt. Plantation	F/A-18 - FCLPs
3 January 1989	Evening	Pleasant Pt. Plantation	F/A-18 - FCLPs
25 January 1989	Afternoon	Perry Clear Plantation	F/A-18 - FCLPs
8 March 1989	N/A	Beaufort	F/A-18 - Engine Noise
15 March 1989	N/A	Pleasant Pt. Plantation	F/A-18 - FCLPs
16 March 1989	2:50 p.m.	Pigeon Pt. Road	Jet - Engine Noise
27 March 1989	9:30 p.m.	Unknown	Jet - Engine Noise
28 March 1989	All the time	Pleasant Pt. Plantation	F/A-18 - FCLPs
28 March 1989	Evening	Driftwood Motel	Jet - Engine Noise
2 April 1989	9:30 - 10:20 p.m.	Burton	F/A-18 - FCLPs
8 August 1989	Afternoon	Cat Island	Jet - Engine Noise
15 December 1989	Noon	Hilton Head	Jet - Engine Noise
Number of Complaints in 1989 - 12			
14 March 1990	11:20 a.m.	Beaufort	Jet - Engine Noise
27 March 1990	N/A	Estil, South Carolina	C-141 Starlifter - Engine Noise
1 May 1990	2:30 p.m.	Fripp Island	Jet - Engine Noise
2 May 1990	3:30 p.m.	Ridgeville, South Carolina	Jet - Engine Noise
24 May 1990	3:57 p.m.	Hilton Head	Jet - Engine Noise
29 July 1990	2:54 p.m.	Summerville	Harrier - Loud Noise
31 October 1990	3:00 p.m.	Hunting Island	Jet - Sonic Booms
1 November 1990	10:20 a.m.	Hunting Island	Jet - Sonic Booms
Number of Complaints in 1990 - 8			
14 May 1991	All Hours	Dataw Island	F/A-18 - FCLPs
28 May 1991	11:20 p.m.	Richmond Hill	Jet - Too Low
11 June 1991	Morning	Perry Clear Plantation	F/A-18 - Engine Noise
9-12 July 1991	Daily	Beaufort	F/A-18 - Engine Noise
Number of Complaints in 1991 - 4			

NOISE ABATEMENT/FLIGHT PROCEDURES

In recognition of community response to aircraft noise at MCAS Beaufort, noise abatement procedures have been prepared to provide strict guidance to pilots and air traffic controllers. Although typically implemented in response to community noise complaints, many of these procedures serve a dual purpose, by minimizing accident-potential hazards. Table D-2, Noise Abatement/Flight Procedures, provides an extensive list of standard operating procedures which are currently in effect at MCAS Beaufort.

NOISE CONTOURS

Noise contours for MCAS Beaufort are shown on Figures D-1, D-2, and D-3. The basis of these Ldn contours are the flight patterns shown in Figures C-1 and C-2 and are further defined by data from Tables C-1 through C-3. These noise contours correspond to those provided in the HMMH noise study, published in 1991.

It must be understood that this noise contour map is a planning tool, not a clear-cut, scientific determination of a drop in noise threshold at each contour. The change in noise level may be imperceptible within a zone several hundred feet to either side of a particular contour line.

**AIR INSTALLATION COMPATIBLE USE ZONE
BEAUFORT, SOUTH CAROLINA**

**TABLE D-2
NOISE ABATEMENT/FLIGHT PROCEDURES,
MERRITT FIELD, MCAS BEAUFORT**

1.	Aircraft shall not fly over the Town of Beaufort below 3,000 feet except when under radar control.
2.	Runway 05 is the preferred calm wind departure runway and runway 23 is the preferred arrival runway. For noise abatement, the preferential runway usage shall be 05/23. This will be particularly pertinent during periods when night FCLPs are in progress. Calm winds are considered to be winds of eight knots or less.
3.	All pilots shall make an expeditious climb to their assigned altitude and secure afterburners as soon as practical after take off, but no later than crossing the field boundary.
4.	All pilots shall execute their departure or downwind turns to avoid flying over on-base housing at low altitudes.
5.	High-power turnups in excess of normal pre-take off checks are prohibited anywhere on the airfield except in the designated high-power turnup area and the hold short areas of runways 14 and 23.
6.	Runway 32 arrivals shall be held to a minimum consistent with good operating practices and safety. Visual approaches, when weather criteria meets or exceeds that prescribed in paragraph 3004, shall be the primary recovery method for all classes of aircraft arriving runway 32 at MCAS Beaufort. This does not preclude ATC from honoring a pilot's request for a radar approach. The pilot's request should terminate in a full stop. Intentional preplanned multiple radar approaches to runway 32 shall not be approved.
7.	Additional procedures which directly or indirectly affect noise abatement include the following SOP citations: <u>Section 1008, Hours of Operation</u> - MCAS Beaufort operates Monday - Thursday 7:00 a.m. - 11:00 p.m. local, Friday 7:00 a.m. - 6:00 p.m. local, Saturday 10:00 a.m. - 6:00 p.m. local, and Sunday 12:00 p.m. - 8:00 p.m. local. <u>Closed Holidays</u> . Written request for Holiday and/or extended operating hours should be forwarded to MCAS Beaufort Airfield Operations Officer seven days in advance of the desired date.

**AIR INSTALLATION COMPATIBLE USE ZONE
BEAUFORT, SOUTH CAROLINA**

TABLE D-2 (Continued)

Section 3002, Paragraph 5 - To avoid overflying the Town of Beaufort, a left turn to a heading of 120 degrees when departing runway 14 is mandatory as soon as practicable.

Section 3002, Paragraph 7 - A right turn to a heading of 060 degrees when departing runway 05 is mandatory as soon as practicable after crossing the departure threshold.

Section 3002, Paragraph 8 - Unless otherwise approved, all classes of aircraft in reported VFR conditions, regardless of type flight plan, shall maintain 1000 feet until one mile from the departure end of the runway.

Section 3002, Paragraph 3 - Maximum speed shall be 250 KIAS. Higher speeds are authorized when required by the operating limits of the aircraft, in which case the 250 knot limitations should be exceeded only to the extent necessary to obtain satisfactory aircraft performance.

Section 3009, Paragraph g, Restrictions/Exclusion Areas

- (1) All airports within the Beaufort MOA are uncontrolled with the exception of MCAS Beaufort and shall be avoided by at least three nautical miles and 1500 feet AGL. Hilton Head will be avoided by 7.5 nautical miles and 3,000 feet AGL.
- (2) The following populated areas shall be overflown at a minimum of 2,000 feet AGL:
 - (a) Beaufort (including adjacent residential areas)
 - (b) Port Royal
 - (c) Yemassee
- (3) The following resort developments shall be avoided by at least one nautical mile and/or 3,000 feet AGL:
 - (a) Edisto Beach
 - (b) Hunting Island
 - (c) Fripp Island

Section 3022, Quiet Hour Operations - During published quiet hours all airfield movement will be limited. Except for emergency situations, no landings, take offs, turnups, low approaches or taxiing will be authorized. Written requests for quiet hours will be forwarded to the Commanding Officer, MCAS Beaufort (Attention: Air Operations Officer). Requests must be received by Airfield Operations a minimum of five working days prior to the requested quiet hours. A quiet hour period should normally be limited to 45 minutes in duration to reduce impact of flight operations.

TOWN OF HILTON HEAD ISLAND

One Town Center Court, Hilton Head Island, S.C. 29928
803/842-8900 Fax 842-7728

Harvey W. Ewing, Jr.
Mayor
Henry Driessen, Jr.
Mayor ProTem

June 3, 1993

Council Members

Frank Brafman
Russell L. Condit, Jr.
Donna C. Martin
Tom Peebles
Dorothy C. Perkins

Defense Base Closure and Realignment Committee
1700 North Moore Street , Suite 1425
Arlington, Virginia 22209

Michael G. O'Neill
Town Manager

Dear Committee Members:

On behalf of the Town Council and the residents of the Town of Hilton Head Island, South Carolina, I wish to express our deep concern over the addition of the Marine Corps Air Station and the Naval Hospital to the list of potential base closures. All of us recognize the need to achieve the most cost effective defense of our nation and have the utmost confidence that you will choose wisely. Every community affected by a potential base closure experiences the urge to claim that the military installations in their area are the best and the most effective and seem to be quick to suggest that you go someone else's ox--not theirs. Although we are equally as proud of the accomplishments and contributions of our military facilities and residents, I will resist the opportunity to suggest weaknesses in other communities.

We are one of the fastest growing communities in the State and have attracted tens of thousands of permanent residents over a relatively short period of time. We enjoy a large retired military population who chose to reside here due in large part to the proximity of military facilities. However, the attraction of our area to military retirees goes much deeper than just the availability of a commissary or medical facility in that it provides a continuing opportunity to be near and associate with Navy and Marine people, to continue to live within those patriotic values, and to maintain those powerful ties upon which professional and social lives were built.

Our community is a model integrated military/civilian community which has been carefully maintained through the years. Through active command/community relations groups, cross participation in professional and social functions, and by a joint desire to benefit from each other's presence, a solid community has emerged which is bonded ideologically, socially, and economically. Those on your committee who have had the opportunity to visit our community recognize immediately the warm and

cordial relationships and the absence of "strips" normally associated with towns and cities of this nature. It would be tragic for all involved to upset this hard won balance.

I ask that you give our community your every consideration as you go through your arduous deliberations. Those of us in community leadership positions, be it governmental, business, and/or military inherited the obligation from our forbearers to maintain this vital community of military, civilians, retirees, and those still in the work force, in such a way as to maximize the synergism that derives from a mixed community who pursues excellence in the quality of life.

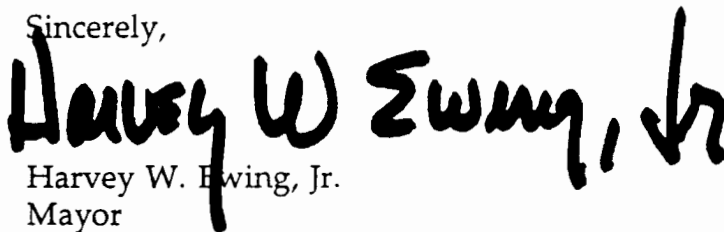
I am duty bound as Mayor to address a totally baseless allegation made by another community that the tourists on Hilton Head Island constantly complained about the noise of overflying military aircraft. There virtually are no overflights and this claim is without merit.

The two facilities under consideration are excellent facilities. I am sure you are aware that the Air Station has just recently been awarded the "Facilities Excellence" Award.

Please support the retention of these two facilities.

Thank you very much for your consideration.

Sincerely,

A large, bold, handwritten signature in black ink that reads "Harvey W Ewing, Jr". The signature is written in a cursive style with a large, stylized "H" and "W".

Harvey W. Ewing, Jr.
Mayor

cc Beaufort County Military
Enhancement Committee

HWE/mea

G

AIR INSTALLATION COMPATIBLE USE ZONE BEAUFORT, SOUTH CAROLINA

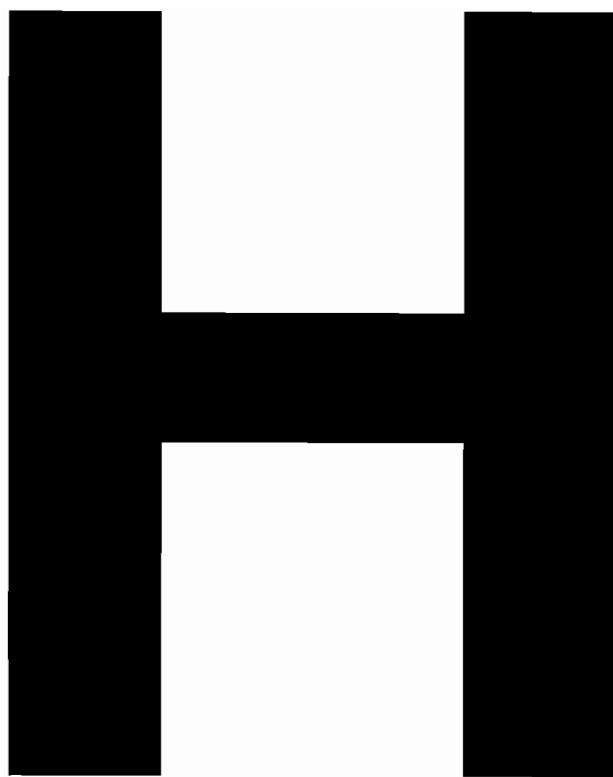
predicted based upon a model derived from the El Toro study. This model was used in the MCAS Beaufort Noise Study.

RUNWAY USAGE

Data for runway usage are evaluated, based upon total annual operations by runway as well as average busy day operations. For the purposes of noise assessment, the average busy day figure, which is higher than the annualized daily average, is used as an indicator of probable community reaction to aircraft noise. Table C-1 provides historical data for annual operations from the years 1985 through 1989. Table C-2 provides a rational prediction for the mix of operations in 1989 from a three-month count of operations conducted during that year. Table C-3 indicates operations to a runway, based upon modeled information from airfield operations counts conducted during 1989.

FLIGHT TRACKS

Frequency of runway usage affects both the noise model for determining the acoustical footprint, as well as the delineation of APZs within a given flight "shadow". Figures C-1 and C-2 indicate flight tracks for departure, Touch and Go, FCLP, and Ground-Controlled Approach (GCA) operations, as well as straight-in and overhead approach tracks, respectively.



D. SITE DEVELOPMENT POTENTIAL

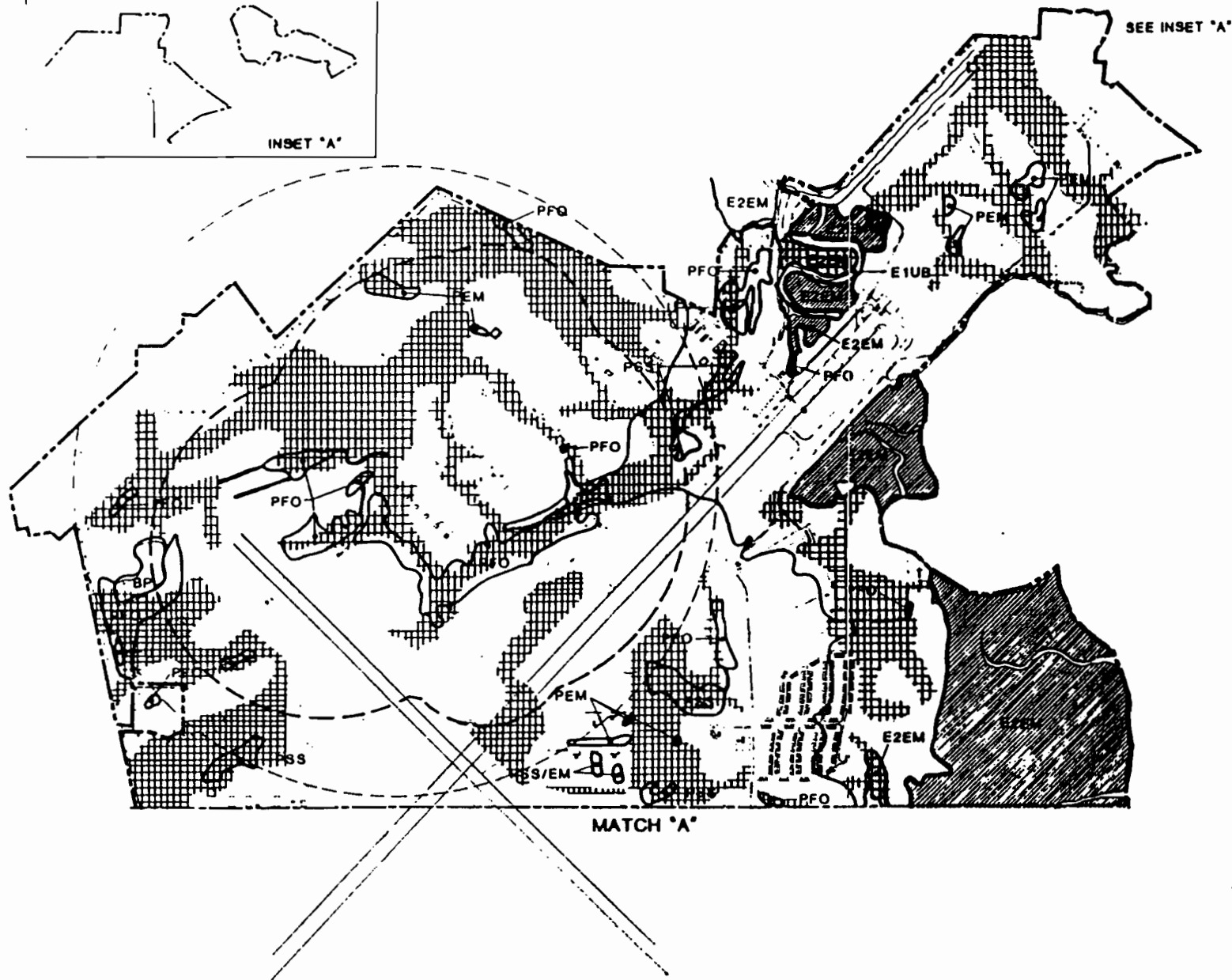
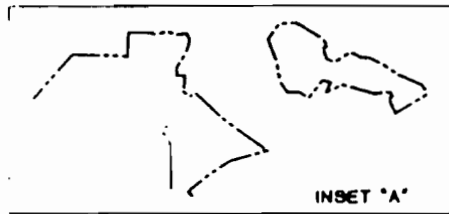
1. SUMMARY OF CONSTRAINTS

The constraints analysis for MCAS Beaufort is provided as Plates III-12 North and III-12 South. Much of the installation is affected by one or more constraints to development. The 100-year floodplain covers the eastern and southern edges of the site, occupying nearly a third of the air station. Pockets of unsuitable soils correspond largely with the floodplain, but also occur in upland areas. Of the balance of acreage that would be otherwise suitable, ESQD and EMR arcs encumber a significant portion. In summary, less than 15 percent of the air station's 5,844 acres are vacant, suitable for future development. Even that allocation of land must be limited by AICUZ and APZ's that are not presently included in this analysis.

2. SITE DEVELOPMENT POTENTIAL

Ideally, future development should occur in the least-encumbered areas (i.e., those away from known archaeological sites; out of jurisdictional wetlands; upland of the floodplain; and out of areas with known soils suitability limitations. Each of these constraints can directly and significantly affect development costs, in terms of extraordinary design, permitting lead time, and construction costs. Plates III-13 North and III-13 South depict the relative development potential of lands within MCAS Beaufort. In summary, no development should be undertaken within wetlands and areas of low potential; moderately low potential lands are often coincidental with U. S. Army Corps of Engineers palustrine jurisdictions and should be developed only as absolutely required, with long lead times provided for permitting; moderate potential zones may be expected to create special engineering solutions for development, such as select filling, ditching, or other drainage facilities or extraordinary foundation support; moderately high and high development potential areas should be targeted for vertical construction, parking, and other higher intensity uses when consistent with the proposed land use plan.

At MCAS Beaufort, the rational approach to future development is to infill within existing built-up areas, where existing roadways and utility infrastructure can be utilized.



CONSTRAINTS ANALYSIS

- 100 YR FLOODPLAIN
- UNSUITABLE SOILS
- PROPERTY LINE
- ESOD ARC
- WETLANDS
- SLIGHTLY CONSTRAINED
- MODERATELY CONSTRAINED
- SEVERELY CONSTRAINED

0 400 800 1200 2400
SCALE IN FEET

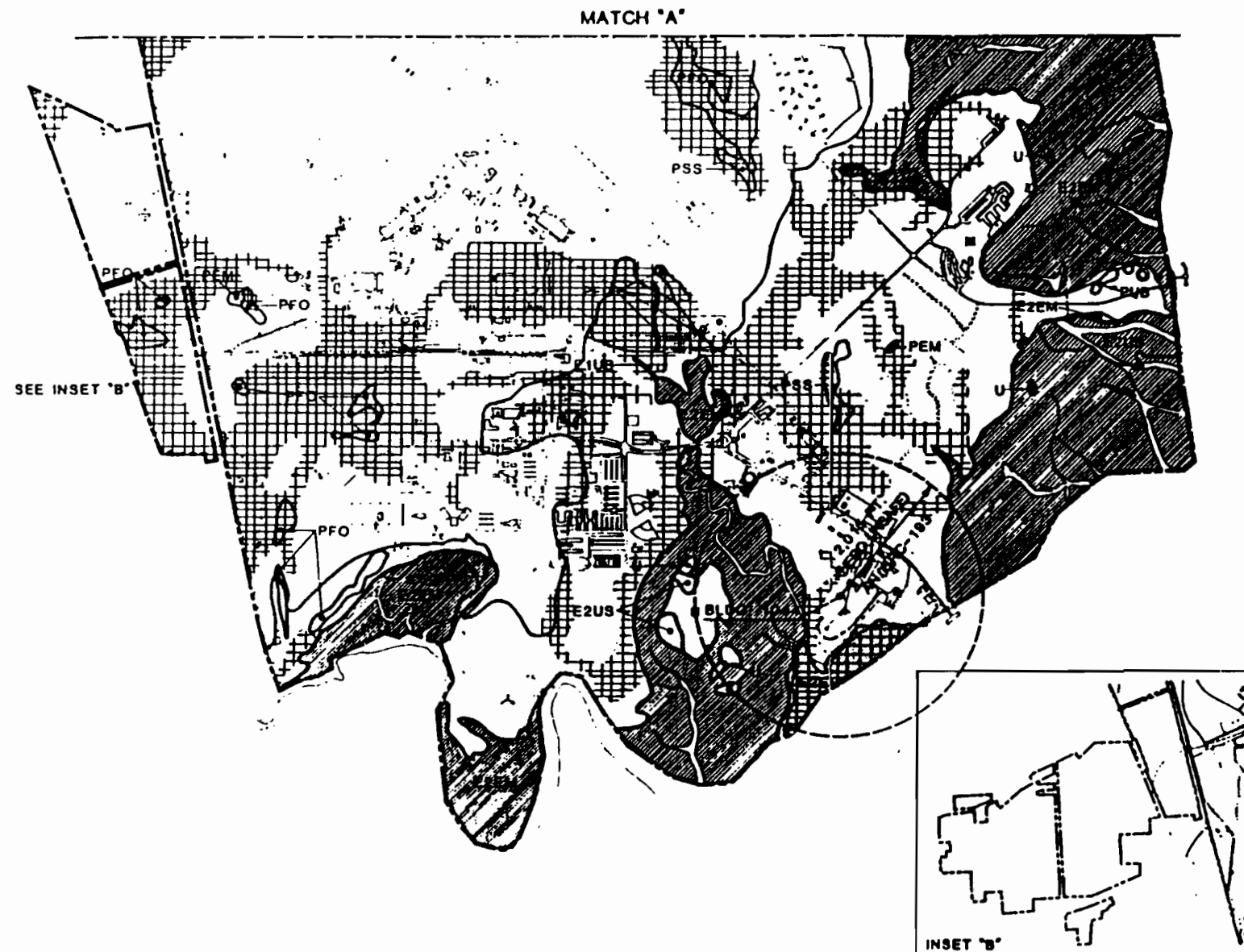


Plate III-12N

MASTER PLAN

MARINE CORPS AIR STATION

BEAUFORT, SOUTH CAROLINA



CONSTRAINTS ANALYSIS

- 100 YR FLOODPLAIN
- UNSUITABLE SOILS
- PROPERTY LINE
- ESOD ARCS
- EMR ARCS
- WETLANDS
- SLIGHTLY CONSTRAINED
- MODERATELY CONSTRAINED
- SEVERELY CONSTRAINED

0 400 800 1200 1600
SCALE IN FEET



Plate III-12S

MASTER PLAN

MARINE CORPS AIR STATION

BEAUFORT, SOUTH CAROLINA

AIRFIELD EXPANSION

POTENTIAL FOR ACTIVE DUTY GROWTH

AIRFIELD = 430 ACRES VACANT

INFILL - BUILT-UP AREA = 350 ACCRES VACANT

RUNWAY - ROOM FOR DUAL R/W

FUEL PITS - SPACE AVAILABLE TO DOUBLE

FUEL STROAGE - SPACE AVAILABLE TO TRIPLE

HEAT/STEAM - CHP AT 50% CAPACITY

- DESIGNED FOR EXPANSION

SEWER - STATION PLANT AT 70% CAPACITY

- HOUSING PLANT AT 60% CAPACITY

WATER - SUPPLY LINES SIZED FOR GROWTH

- COMMERCIAL SUPPLIER HAS CAPACITY

ELECTRICITY - CAPACITY TO DOUBLE

- SUPPLIER CAN PROVIDE ADDITION POWER

MILCON - FY-96/97 PROGRAMMED PROJECTS ADJUSTABLE

- MAGAZINE

- ARMORY

- BEQ PHASE III

- MEDICAL DENTAL

GROWTH

<u>QUADRANT</u>	<u>INFILL</u>	<u>BUILDOUT</u>
SE	12 MIL	X
SW	X	50 MIL (8 Squadrons)
NE	X	70 MIL (12 Squadrons)
(MAIN SITE SUPPORT FACILITIES NOT INCLUDED)		

TOTAL	12 MIL	120 MIL

HIGH POTENTIAL FOR GROWTH

Features and Capabilities

d. Quality of Life continued

12. Opportunity for follow-on tours:

Excellent: FMF (2nd MAW units), Non FMF (MCAS Beaufort and MCRD Parris Island)

13. Average commute times:

Base Housing = 10 minutes
Off Base = 15 minutes

e. Ability for Expansion

List the features of this air station that make it a strong candidate for basing other types of aircraft and other operational units in the future.

Air Station Feature	Benefit for Aircraft Squadrons
12,200' X 200' primary runway	Second longest runway on East Coast capable of supporting any military or civilian aircraft. Alternate landing site for NASA Shuttle. All weather airfield with two sets of E-27 arresting gear on each runway. AMD E-5 gear at end of each runway. Radio controlled approach lighting on primary runway; each end. Three sets of field carrier decks, two are lighted. State of the art Weather Surveillance. State of the art Radar Air Traffic Control facilities (new control tower & RATCF in FY93). Both runways repaved during FY90-91.
Aircraft Hangars	Two each Class "C" maintenance hangars, one dedicated to aviation maintenance, the other supports F/A-18 F-404 Jet Engine Maintenance for East Coast Marine Corps assets. Seven aircraft hangars capable of supporting six F/A-18 Squadrons now and seven squadrons with modifications. One hangar dedicated to Air Station aircraft. All hangars have been renovated and exterior building shells replaced.
Aircraft Parking Aprons	450,000 square yards of concrete for aircraft parking. Aprons capable of parking 120 fighter/attack aircraft plus support aircraft such as KC-10, C-5A etc.
Combat Aircraft loading area (CALA)	CALA facility located adjacent to runway and ordnance storage area for safely loading live ordnance.
Weather	Good weather for flying/operating. Moderate climate.

Beaufort Military Operations Area (MOA)	Approved MOA for low altitude flight activity over an area of 10,000 acres adjacent to Atlantic Ocean and TACTS Range.
Tactical Aircrew Training System (TACTS)	New, state of the art TACTS System. Beaufort TACTS is the HQ for the SE Offshore fighter/attack training system covering the SC coast, Georgia and Northern Florida.
Enhanced Weapon Tactical Trainer (WTT)	One of a kind, state of the art F/A-18 enhanced Weapons Tactics Trainer for support of night attack training and weapons tactics training.
F/A-18 Operational Flight Trainer (OFT)	F/A-18 flight simulator supports various scenarios of real time emergency training. It also includes simulated carrier landings and all weather approaches to various deployment airfields.
Townsend Bombing Target	5,000 acre bombing range located 100 NM SW of MCAS Beaufort.
Training Building	40,000 square foot aircraft maintenance training building.
AICUZ /Encroachment	MCAS Beaufort maintains adequate buffer around the Air Station with good community relations, few noise complaints and little encroachment potential. Beaufort County has zoned MCAS Approach Zones as aircraft overlay districts to prevent incompatible developments. Active AICUZ program maintains close community liaison to ensure a good neighbor policy. AICUZ footprint is small and covers little land/water outside of Air Station boundary. Upon departure from runway 05 access to the ocean is direct without encountering land.
Location	MCAS Beaufort is located on Port Royal Island adjacent the Atlantic Ocean, and in close proximity to Parris Island Recruit Depot and Beaufort Naval Hospital. The military is the predominant industry in Beaufort County. MCAS Beaufort is less than 20 miles from ocean shipping lanes.
Family Housing	Two family housing areas: Pine Grove (133 acres) with 176 units and Laurel Bay (1062 acres) with 1100 units and 157 mobile home spaces. Additional space is available for at least 658 more units.
DoD Schools	Two elementary schools, Kindergarten through sixth grade located at Laurel Bay Family Housing. Additional space is available and planned for school expansion.

Aircraft Fuel Facilities	Fuel received by barge via intracoastal waterway to MCAS waterfront facility (less expensive transportation costs). 37,000 BBL capacity. Rapid Jet fueling System (eight lanes) with two lanes for jumbo aircraft in FY93. Barge, Truck or Rail capabilities.
Infrastructure	Water provided by Beaufort/Jasper water authority and is excellent quality. Air Station maintains a back-up deep well system. Sewage is treated by MCAS facility. Natural gas, electricity and high temperature water are available at reasonable rates. Most facilities are 1960's or later construction and are in excellent condition. Fire Protection is state of the art for aircraft hangars and significant, high value facilities. Fire training facility on-site. Recipient of OGDEN Award third consecutive year for best USMC fire fighting group.
Morale, Welfare and Recreation	Child Development Center - state of the art facility; Flag ship for Navy/MC incorporating latest regulations. Nursery school facilities and integration with pre-school programs at Laurel Bay School. Family Service Center - Excellent Family Support facilities and personnel. Numerous facilities including sports facilities, Sportsman Lodge, fishing pier, freshwater ponds, boating and sailing. Gymnasium, weight training, boxing, hardball courts, etc.
Expansion	Adequate acreage is available (reserved) for facilities expansion including hangar space and parking aprons. Ample space is available for Bldg additions and acreage for infill in the built-up areas.
Ordnance & Armaments	A new aviation ordnance facility is available in FY92 to support the F/A-18 armaments components. Two new high explosive magazines are planned to enhance the ordnance storage capability. No facilities are encumbered by ESQD areas.
Tenants	Major tenants aboard MCAS Beaufort include: Marine Aircraft Group-31, Marine Air Control Squadron 5 (MACS-5); Combat Service Support Detachment 23 (CSSD-23); Marine Wing Support Squadron 273 (MWSS-273); Branch Dental/Medical Clinics; Defense Property Disposal Office (DPPO) and Pacific Missile Test Facility.
New Tower	State of the Art facility, funded for FY93.
CFR & Fire Protection	Functional Test & Evaluation Site for USMC.

Features and Capabilities

e. Ability for Expansion continued

Are there any assets in the vicinity of the air station that are currently not used because of a deficiency but could be improved or enhanced to increase the air station's capabilities? No

Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

Yes. Present facilities have been well planned for future expansion. Future MILCON projects provide additional assets to support increased missions.

Do the current personnel support facilities provide a capability for future expansion?

Yes.

Does the air station base infrastructure (utilities, water, sewerage) support present requirements and allow for future expansion?

Yes. All utilities have excess capacity built in for flexibility. Facilities could increase 50% without significant investment in utility infrastructure.

What is the availability of acreage to place possible future air station development?

MCAS Beaufort covers more than 6000 acres. The activity is approximately 50% built out.

Attributes of Beaufort Marine Corps Air Station

Base Basics

Beaufort MCAS hosts 8 marine fighter attack squadrons and support units. There are 3,156 active duty military, 5,722 dependents, 503 DoD employees, 168 DoD schools employees, 1,250 DoD dependents, and other military and DoD retirees to total a population of 18,816.

Total salaries from the base equal \$138 million. Total expenditures in contracting, excluding aircraft operations and maintenance are \$168 million.

Beaufort MCAS supports the Laurel Bay Family housing area for Parris Island and the Air Station. This includes over 1100 housing units, 157 mobile home spaces and DoD schools. There is a BEQ that houses 1932, BOQ for 120 and excellent community rental infrastructure for those who live off base. Average rent for a 3-bedroom home in the Beaufort area is \$400-\$500/month, well within the housing allowances of junior enlisted servicemen and women.

Encroachment

The county's land use plan effectively manages development and there are no encroachment problems. One-half of the station is on tidal rivers, with natural buffers to encroachment. The land under the flight paths and within noise contours is zoned to prevent any noise or development problems.

MCAS Beaufort has its own approach control facility which is part of the National Airspace System. This makes MCAS Beaufort the clearing facility for all aircraft entering Beaufort Approach Control airspace. This airspace is directly adjacent to the warning areas to the east and only one airway lies between the Air Station and offshore warning areas. This situation facilitates tactical aircraft transit to and from the warning areas without interfering with civil air traffic. NAS Cecil Field aircraft must cross heavily trafficked airways to enter their training areas.

Growth/Expansion

In an era of downsizing defense it seems absurd to talk of a base's expansion potential, but MCAS Beaufort was planned for expansion and this is precisely why the Marine Corps has chosen to retain it in the 1993 BRAC. Beaufort MCAS is a relatively small base, but the flightline can support 2 additional squadrons within the existing hangar areas with minor or no renovations. With construction of facilities, 8 additional squadrons could be supported in the southwest airfield and 12 additional squadrons could be supported in the northeast quadrant. There are only 276 acres of wetlands and 15 acres of open water that are undevelopable.

Aviation Training/Support

Beaufort controls 4 ranges all within 70 nautical miles of the base. Two of these are scheduled through the base. There are six military training routes for entry to these ranges and the longest time to entry is 25 minutes.

The military operating areas controlled by Beaufort allow immediate access to training airspace. If we lost this base, we would lose the approach control facilities to FAA and this flexible and highly sophisticated training area would be lost.

Beaufort MCAS' TACTS range is the largest and most technologically advanced tactical aircraft instrumented air-to-air training range in the US. TACTS provides all computer support from Beaufort MCAS for the instrumented Electronic Warfare Range at Pinecastle Target. No Drop Bomb Scoring is available on the TACTS range and planning is in progress for more sophisticated systems. Beaufort TACTS is a joint use facility serving units from over 20 different states and aircraft from every DoD component.

Beaufort MCAS recently opened a new flight simulator for all types of flight/emergency procedures training. This is the only night vision capable weapons and tactics simulator for the F/A 18 single and two seat series available on either the east or west coast

MILCON FOR RESERVE SQUADRONS

1 MARINE, 1 NAVY SQUADRON FROM CECIL FIELD

P-396

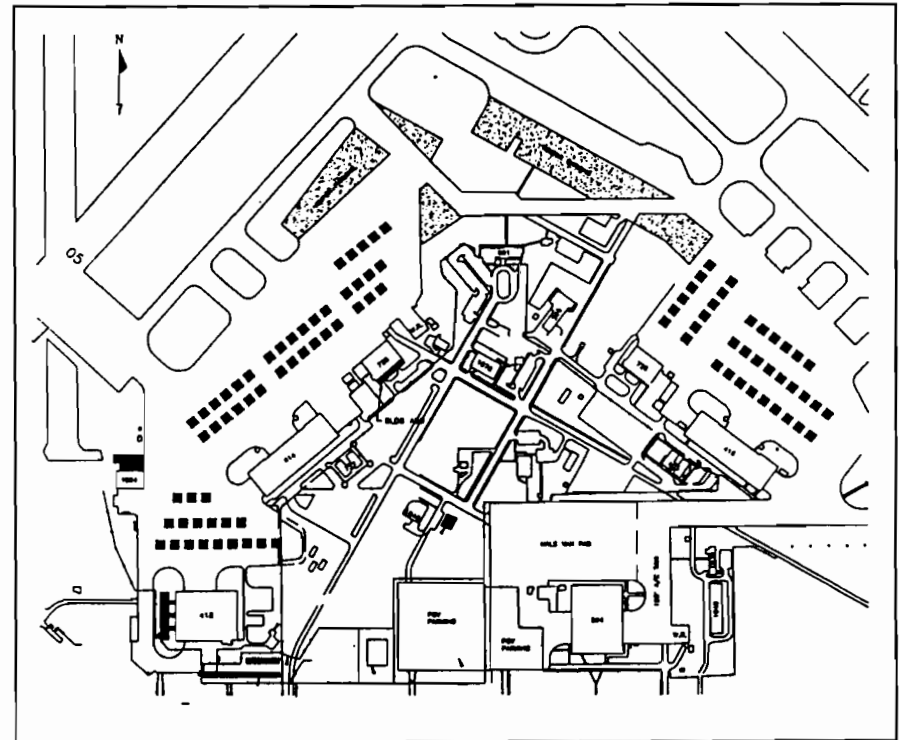
\$4.0 MIL

- * NO NEW FACILITIES
- * CORRECT DEFICIENCIES
HANGAR 728, 729 REHAB.

ALTERNATIVE - COMBINE P-396 & P-394

\$14.0 MIL

- * REQUIRES NEW FACILITIES
- * CORRECT DEFICIENCIES
HANGAR 728, 729 REHAB
- * ENGINE MAINTENANCE
- CONVERT BLDG 1084
- * MISSILE MAGAZINES
- ADD AREA
- * REHAB HANGAR 418
- * CONSTRUCT OPERATIONAL
TRAINER BLDG
- * REHAB VAN PADS





Capers-Handsboro series, which covers approximately 40 percent of the site. The soils which make up this category are very poorly drained with a high organic content and are associated with periodic flooding. This soil group has severe limitations which make construction costs prohibitive. The second general soil series, the Coosaw-Willman-Ridgeland group, and the third soils series, Wando-Seabrook-Seewee group, cover approximately 60 percent of the site. These soils are generally characterized as loamy sands and are somewhat poorly drained. Because of the seasonal high water table associated with these soil groups, there are moderate limitations for construction. Although construction is feasible, special load bearing designs and drainage considerations may be needed. A summary of dominant soil types and limitations is provided in Table G. As also shown on Plates III-4 North and III-4 South, a large portion of the site has cohesively undrained soils.

5. WETLANDS

Wetlands occurring on the MCAS Beaufort site, depicted on Plates III-5 North and III-5 South, are categorized according to the U.S. Fish and Wildlife Service (USFWS) Wetland Classification System (cowardin, 1979). There are five wetland classes located on MCAS Beaufort. Two of these are estuarine (saltwater) communities and three are palustrine (freshwater). The two estuarine communities contain emergent or forested vegetation classes. The three palustrine communities contain emergent, forested, or forested and scrub/shrub vegetation classes.

Under current OPNAVINST 5090.1 directions, "Navy commands shall obtain permits from state and local regulatory agencies for the construction and operation of their shore facilities as necessary under applicable laws." In South Carolina, four agencies have regulatory control over dredge and fill activities in jurisdictional wetlands. These are the U. S. Army Corps of Engineers (COE), South Carolina Budget and Control Board (SCBCB) which is administered by the South Carolina Water Resources Commission (SCDHEC), and South Carolina Coastal Council (SCCC).

COE requires permits for filling wetlands and dredging or construction activities in navigable waters. SCWRC requires permits for any dredging,

filling, construction or alteration activity in, on, or over any navigable waterway of the State. SCDHEC requires water quality certification for dredge, fill and construction projects pursuant to Section 401 of the Clean Water Act. SCCC requires permits for dredge, fill and construction projects in the State's "coastal zone" and requires permits from other state and federal agencies to be certified as consistent with the Coastal Zone Management Plan. Without SCCC certification, a permit for a particular activity in question cannot be issued by the permitting agency.

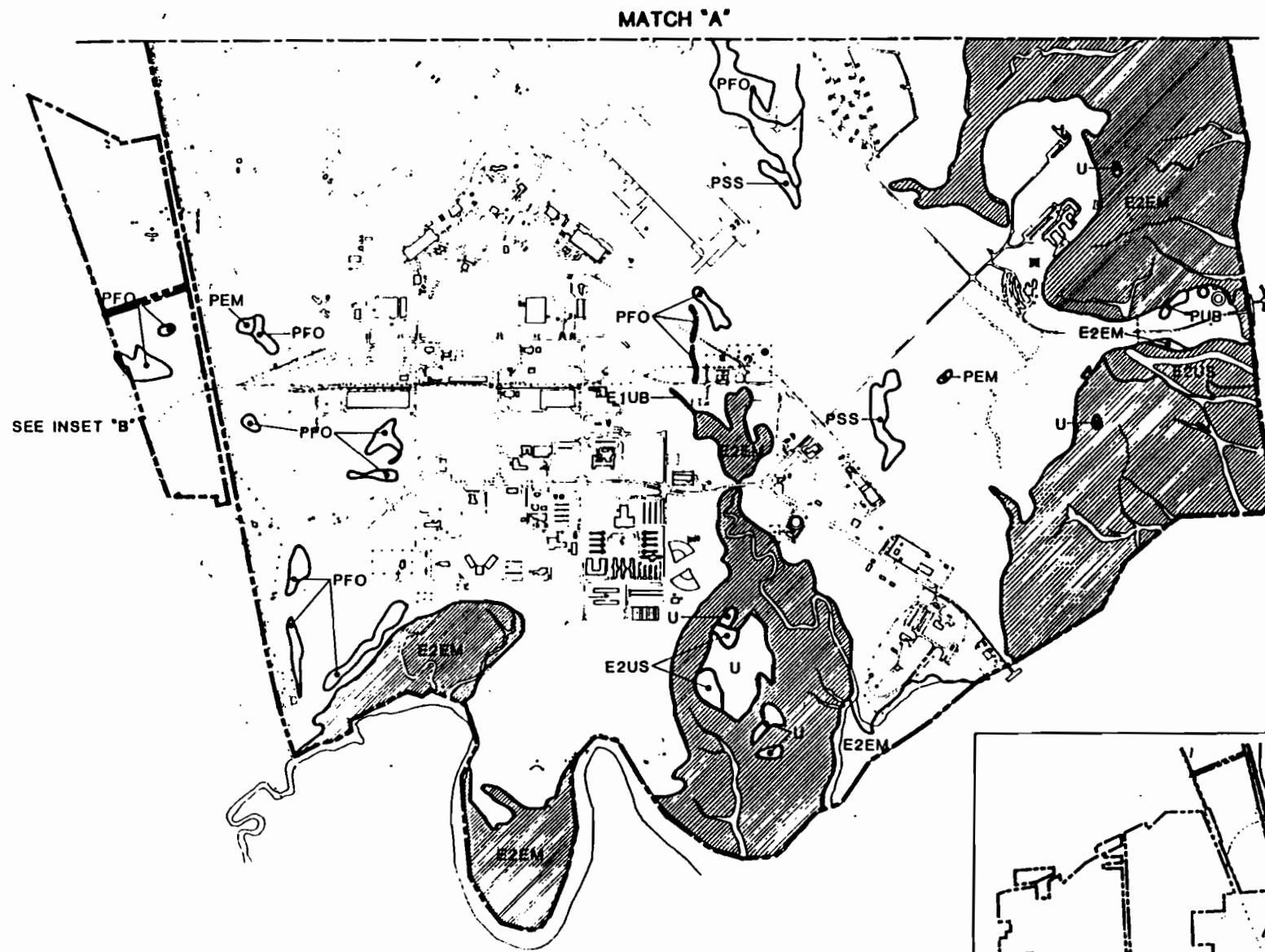
6. VEGETATION

During the past 15 years, much of the open area at MCAS Beaufort has been reforested. Also, needed thinning of forested land has been accomplished by selling merchantable timber. Slash and loblolly pine are the major commercial timber species. Smaller areas of hardwood and brush exist. Open lawn areas contain Pensacola, Bahia, and Bermuda grass.

7. THREATENED AND ENDANGERED SPECIES

A study presently underway by SOUTHNAVFACENGCOM has identified threatened and endangered plants and animals that occur or potentially occur on MCAS Beaufort lands. These are listed in Table H. Section 7 of the Endangered Species Act states "each Federal agency shall, in consultation with and with the assistance of the Secretary (of the Department of the Interior), insure that any action authorized, funded, or carried out by such agency is not likely to jeopardize the continued existence of any endangered species or threatened species". South Carolina also provides protection to threatened or endangered animal species, but presently does not have any regulations that protect threatened or endangered plant species.

Table H lists three species as confirmed residents at MCAS Beaufort. The American alligator is considered threatened due to similarity of appearance under both the Federal and State listing status. Alligators are known to occur in other wetland communities. Pondberry (*Lindera melissifolia*) is endangered under both listings. This plant occurs in several of the freshwater plant communities on base.



WETLANDS

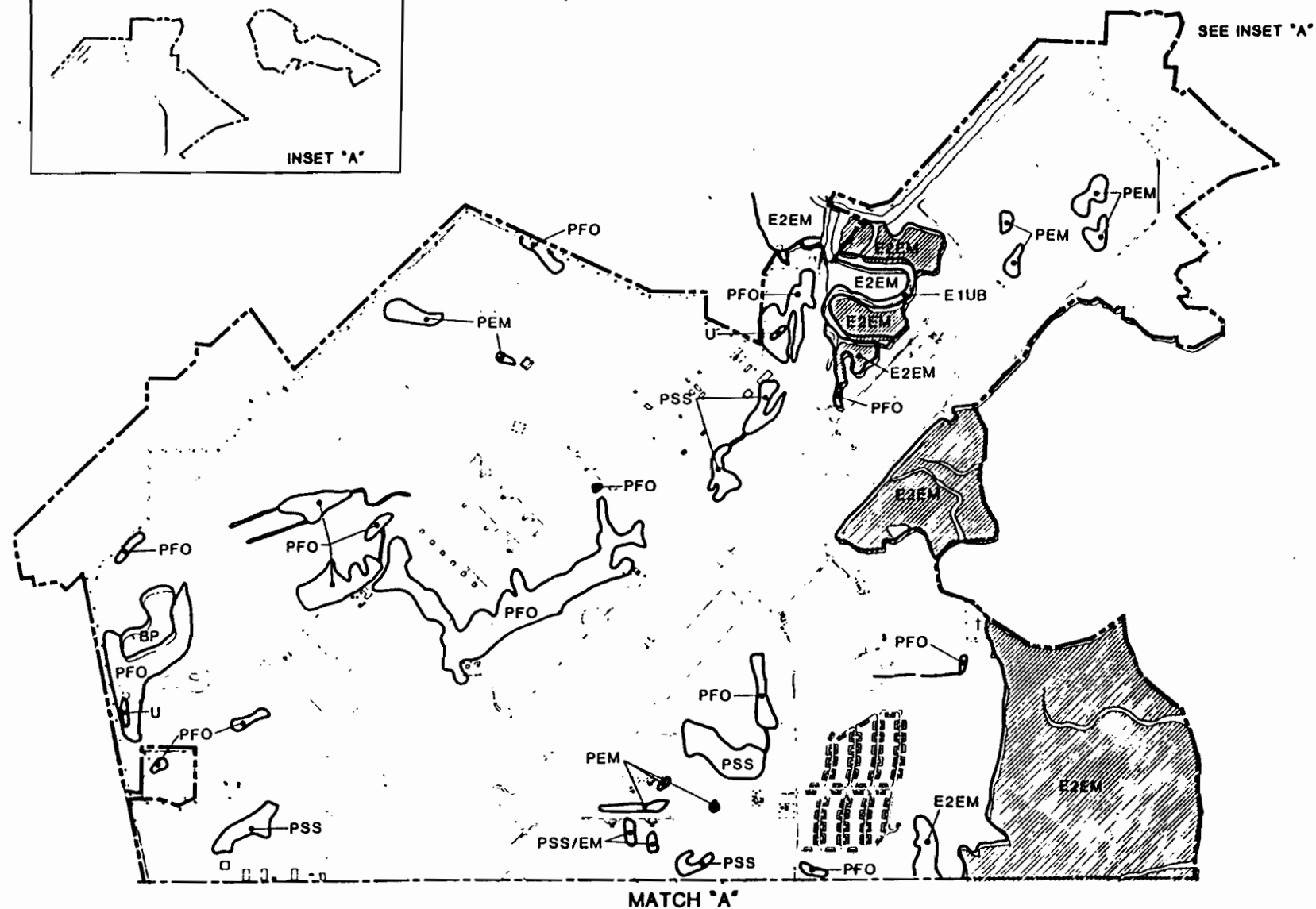
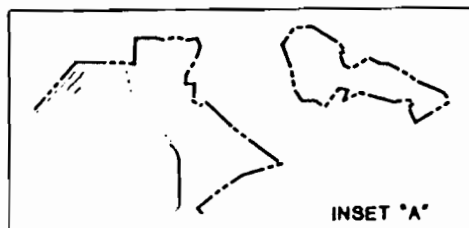
- E1UB ESTUARINE SUBTIDAL UNCONSOLIDATED BOTTOM
- E2EM ESTUARINE INTERTIDAL EMERGENT
- E2US ESTUARINE INTERTIDAL UNCONSOLIDATED SHORE
- PEM PALUSTRINE EMERGENT
- PFO PALUSTRINE FORESTED
- PSS PALUSTRINE SCRUB-SHRUB
- PSS/EM PALUSTRINE SCRUB-SHRUB/ EMERGENT
- PUB PALUSTRINE UNCONSOLIDATED BOTTOM
- BP BORROW PIT
- U UPLAND
-  APPROXIMATE JURISDICTIONAL AREAS



MASTER PLAN

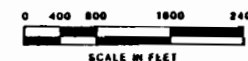
MARINE CORPS AIR STATION

BEAUFORT, SOUTH CAROLINA



WETLANDS

E1UB	ESTUARINE SUBTIDAL UNCONSOLIDATED BOTTOM
E2EM	ESTUARINE INTERTIDAL EMERGENT
E2US	ESTUARINE INTERTIDAL UNCONSOLIDATED SHORE
PEM	PALUSTRINE EMERGENT
PFO	PALUSTRINE FORESTED
PSS	PALUSTRINE SCRUB-SHRUB
PSS/EM	PALUSTRINE SCRUB-SHRUB/ EMERGENT
PUB	PALUSTRINE UNCONSOLIDATED BOTTOM
BP	BORROW PIT
U	UPLAND
	APPROXIMATE JURISDICTIONAL AREAS



MASTER PLAN

MARINE CORPS AIR STATION

BEAUFORT, SOUTH CAROLINA

J

Mission Requirements

e. General Military Support continued

Operations continued

Over the foreseeable future, are these mission requirements expected to decrease, increase, or remain the same?

Remain the same.

List all other installations (DoD and Non-DoD) that could potentially support these military operations.

MCAS Cherry Point

Does this air station directly support military surveillance operations (e.g., ocean surveillance in the North Atlantic)? If so, provide details.

No. However, some capability exists via MACS-5.

Primary Radar Coverage up to 60 NM.

Secondary Radar Coverage up to 240 NM.

Over the foreseeable future, are these mission requirements expected to decrease, increase, or remain the same?

Same as above.

List all other installations (DoD and Non-DoD) that could potentially support these military operations.

Unknown

Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSAC, FAA support)? If so, provide details.

Provides terminal radar approach control (TRACON) services as an integral partner in the National Airspace System (NAS). Jurisdiction of three federal airways; shared jurisdiction of moderately busy civil airport (Hilton Head); five airports within area of jurisdiction: Hilton Head; Beaufort County; Ridgeland; Marine Beaufort; Laurel Hill.

Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

Increase with coastal population growth.

Mission Requirements

e. General Military Support continued Operations continued

List all other installations (DoD and Non-DoD) that could potentially support this mission.

Savannah, GA	FAA ATC Facility
Charleston, SC	FAA ATC Facility

Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP)?

MCAS Beaufort is designated as an alternate site of initial assignment/processing for Individual Reserve Members recalled to active duty.

Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

Remain the same.

List all other installations (DoD and Non-DoD) that could potentially support this mission.

Unknown

List any other military support missions currently conducted at/from this air station (i.e., port of embarkation for MC personnel).

Functional test and evaluation site for USMC CFR equipment/technology.

Are any new military missions planned for this air station?

No

Mission Requirements

e. General Military Support (cont.)

Training

List all ground combat units that train at this air station.

Ground Unit	Training Function / Facilities Used
USA	Sand Eagle 92
MEU's (USMC)	Pre-Deployment Exercises
101st AirBorne (USA)	Exercise Sand Eagle 92/billeting, fuel, hangars, airfield ops
82nd Airborne Rangers	Airfield seizure

List all other operational units (not previously mentioned) that train at this air station.

Operational Unit	Training Function / Facilities Used
GA ANG	Air to Air and Air to Ground/TACTS, MOA, R 3007
LA ANG	-do-
2nd MAW	-do-
17 TFW	-do-
19 TFW	-do-
33 TFW	-do-
116 TFW	-do-

Does the air station or its tenants have any requirements to support training of other Navy and Marine Corp forces (e.g., ground force training, battle group exercise, etc.)

Forces	Location / Distance	Type of Support	Frequency
2nd MarDiv	CLNC 250 NM	Close Air Support, billeting, messing, logistics	Qtrly
CNAL (USN)	East Coast	AAW, CQ, Divert, ATC, Refuel	-do-
CNATRA	NA	CQ	Annually

Mission Requirements

f. Other Support

Does the air station have a role in a disaster assistance plan, search, and rescue or local evacuation plan? If so, describe.

1. Crash Fire and Rescue Branch is a signatory party to County Fire Protection Mutual agreement.

2. ATC provides flight data research on civil aircraft accidents within assigned area of jurisdiction for the National Transportation Safety Board.

3. Air/Ground Search and Rescue support for USCG and state/local government on a not to interfere basis with primary SAR duty for MAG-31 aircraft.

4. Participate in county wide 911 Automatic Emergency Dispatch System.

Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

Weather forecasts and data support to MCRD Parris Island on a requested basis and destructive weather information for civilian community activities.

Does this air station currently have any special non-DoD or civilian support missions (i.e., counter-drug, scientific support)? If so, describe.

1. CFR Branch provides Fire Protection training to Beaufort County Fire Departments, Hilton Head Airport, Savannah Airport and Columbia SC Airport.

2. Forest Fire Protection Agreement between MCAS Beaufort and SC State Forestry Commission.

3. Letter of Agreement between MCAS Beaufort and Beaufort Memorial Hospital, Hilton Head Hospital and Beaufort County EMS for military assistance for emergency medical evacuation.

4. EOD Support Agreement for local four county area Bomb Threat and Disposal service.

5. Provost Marshall has local agreement to assist county Civil Defense Organization in Disaster Assistance/Evacuation Plan.

Are any new civilian or other non-DoD missions planned for this air station? If so, describe. NO

730 (730-10 thru 730-85)	SF	27,147	0	0
740 (740-01 thru 740-89)	SF	157,762	0	0

Note 1 - Area constitutes abandoned WW-II runway being used for deployment staging area and military exercises.

Note 2 - Hangar 729 supports an F/A-18 Squadron, but is short of requirement by 12,100 square feet. Project planned for expansion to rectify deficiency.

Note 3 - BEQ complex MILCON project replaces inadequate BEQ facilities. Phase 1 of 3 underway in FY92.

d. Special Military Facilities

List all facilities at or near the air station that have a special role in military operations (ASWOCs, oceanographic facilities, etc.) of the aircraft or ships based at the installation.

Type of Facility	Operational Mission of Facility
Not Applicable	

List any weapons storage and handling facilities located at the air station.

Type of Facility	Location	Mission and Capability of Facility
Explosive storage magazines	Air Station Ordnance	29 primary magazines used to store authorized explosives. Secondary stock point for DOD.
Combat Aircraft Loading Area	Air Station	Load and download high explosives aboard aircraft.
Ready Service Lockers	Air Station Flightline	Six lockers, 18 bays, used for temporary storage of Class "C" explosives.

Facilities

e. Non-DON Facility Support Arrangements

List all inter-service arrangements (i.e., inter-service support agreements) that involve supporting military (non-DON) activities at the air station (attach copies when possible).

Activity Name / Military Service	Description of Activity Role and Degree of Support
Defense Reutilization & Marketing Office/DoD	Disposal of excess property, administrative services.
437th Military Airlift Wing (MAC)/AF	Airlift materials/storage
48th Ordnance Detachment/Army	EOD Support for four county area.
Defense Investigative Service/DoD	Security and Law Enforcement Administrative Services.
Georgia Air National Guard/Army	Combat Readiness Training, Townsend Bombing Range.
DoD Schools (K-6)	Two Dependent Schools, Administrative Services

Location

d. Proximity to Major Transportation Nodes

List the major transportation facilities (both military and civilian) that play a significant logistics role and/or could play a role in any future operational deployment and mobilization plans.

Facility	Mobilization Role	Location
Quicktrans terminal	Service to deployed units Greensheet/High Priority	Charleston AF Base 65 miles
MAC Air Terminal	Heavy cargo for expediting/SAAM missions air freight/PAX transportation service	-do-
Blount Island	Marine Pre-positioning ships/Military sealift RORO/Bulk cargo	Blount Island Cmd, Jacksonville, FL 250 miles
Port of Charleston	Bulk Cargo, MSC/Foreign Flag Carriers	Charleston 80 miles
Savannah Airport	Overnight Air for Cargo-FEDEX, UPS, Emory. Air Passenger (Comm)	Savannah 45 miles
Independent freight, Mercer Freight	InterModal, Long/Short haul main terminals	Charleston 65 miles
Prefab freight, Ranger Freight	Immediate response to Mobilization	-do-
McGill Freight	Specialized carrier; wideloads, airride, drop decks. Extremely large/avail fleet of special cargo carriers.	Columbia 200 miles
Railroad	Logistic Support/Personnel Transportation	On Base/Amtrac
Dock/Fuel Pier	Logistic Support via Barge	Aboard MCAS

MARINE CORPS COST FACTORS MANUAL

CHAPTER 2

MANPOWER

SECTION F: SUPPORT COSTS

2600. INTRODUCTION

1. This section contains average support costs per Marine man-year for those Marine Corps bases and air stations which support Fleet Marine Force (FMF) units in garrison.

2. Support costs are those annual recurring expenses, less reimbursables, attributable to the support provided to tenant organizations and to the support establishment itself. "Support" refers to services provided to organizations (e.g., base supply and communications) and to members thereof and their dependents (e.g., recreational and commissary facilities). Support costs considered here are funded through the Operation and Maintenance, Marine Corps (O&M,MC) appropriation. Other support costs such as military manpower, major procurement items and military construction are not considered.

2601. DATA USE. Support costs should be considered in estimating total expenses incurred by FMF units in garrison. The average annual support cost of an FMF unit in chapter 5 may be estimated by multiplying the total number of personnel in that unit (including officers and enlisted personnel of the Navy as well as Marine Corps) by the per person amounts in Table 2F1. Since the cost of support is primarily a function of the number of military personnel supported, typical strength (vice Table of Organization (T/O)) should be used. Since these rates are for garrison situations only, application to Chapter 6 is usually not appropriate, as task-organized FMF units are normally deployed. Additionally, these rates represent average support costs and do not apply to changes in personnel strength. Such changes should be costed at the rates identified in Tables 2A1 and 2A2. The data in Table 2F1 can be used in Tables 2A1 and 2A2 instead of the Marine Corps average support cost if manpower costs for a particular base are desired.

MARINE CORPS COST FACTORS MANUAL

Table 2F1. - AVERAGE SUPPORT COST PER MARINE MAN-YEAR¹

TYPE	INSTALLATION/LOCATION ²	CIVILIAN PERSONNEL	OTHER O&M, MC BASE OPS SUPPORT	TOTAL SUPPORT	# OF FMF PERSONNEL
AIR STATION	CHERRY POINT, NC	5,349	3,381	8,730	7,983
	EL TORO, CA	4,635	6,955	11,589	4,907
	BEAUFORT, SC	2,929	2,958	5,886	2,886
	YUMA, AZ	3,016	4,576	7,592	3,348
	KANEOHE BAY, HI ³	1,597	4,116	5,713	7,732
	IWAKUNI, JA	6,887	10,339	17,226	2,311
AIR STATION (HELICOPTER)	FUTENMA, JA ⁴	2,528	4,233	6,761	21,187
	NEW RIVER, NC	665	185	850	4,866
	TUSTIN, CA	274	2,835	3,109	3,656
BASE	CAMP BUTLER, JA	2,528	4,233	6,761	21,187
	CAMP LEJEUNE, NC	1,567	3,269	4,837	26,788
	CAMP PENDLETON, CA	1,537	2,132	3,670	26,847
	CAMP SMITH, HI ⁵	1,597	4,116	5,713	7,732
	MCAGCC, CA	2,092	4,014	6,106	6,074

1/ Support costs refers to services provided by an installation to its tenants and to itself. These services are classified under base operations. Only O&M costs are included here.

2/ Limited to Marine Corps installations with FMF tenants.

3/ MCAS, Kaneohe Bay hosts a Marine brigade which includes aviation units.

4/ Funding for MCAS (H), Futenma and MCB, Camp Butler is provided through the same operating budget. Therefore, the two installations are treated as a single entity.

5/ MCB Camp Smith supports Hq, FMFPac only. All combat forces are assigned to the Marine brigade supported by MCAS, Kaneohe Bay. Funding for MCB Camp Smith and MCAS Kaneohe Bay is provided through the same operating budget. Therefore the two installations are treated as a single entity.

Data Sources: FY90 Operating Budget Authorizations/Expense Report/NAVMC 10890.

OPR: CMC (FDB) PHONE (703) 614-8244, AUTOVON 224-8244

KK

MCAS BEAUFORT BASE HOUSING

MCAS Beaufort has two government housing areas; one aboard the Air Station and the other 3 miles south at Laurel Bay. There are a total of 1276 housing units plus 157 mobile home parking sites. Only 910 units are available for MCAS Beaufort personnel as 355 units are assigned to MCRD Parris Island and 11 to the Naval Hospital.

Department of Defense policy is to first rely on the community to house military personnel. Approximately 600 families of Beaufort MCAS live on the local economy where housing rental costs average \$400-\$500 per month for a 3 bedroom home. BAQ is paid to each service family living off base. 1932 Marines live in the Bachelor Enlisted Quarters.

The primary reasons for living on base are DOD schools, security, cost of utilities and convenience.

Junior personnel (E-5 and below) requiring 2 bedroom quarters wait in excess of six months. All other personnel waiting for 3 or 4 bedroom quarters wait 3 to 6 months.

Many service families prefer to live on the local economy where there is an abundance of housing. Beaufort's Base Housing Office assist service families in obtaining off base housing.

It should be noted that when compared to other bases, MCAS Beaufort has excellent availability of housing for those who desire to live on base. For example: Beaufort accomodates approximately 45% of its married population in on-base quarters whereas Cecil Field has housing for only 6% of its married population.

Laurel Bay Housing

Laurel Bay Housing (Capehart) under the command of the Marine Corps Air Station-Beaufort has 1,156 acres of land and 1,100 single family housing units. It also has 158 mobile home spaces. The population at Laurel Bay is approximately 3,250 active duty military dependents.

Laurel Bay has been home for Marine Corps families in the Beaufort area since 1959. At the end of 1992 a three-phase renovation project to upgrade the area's more than 1,100 housing units was near completion. The houses were built in 1959 and in 1987. They were 28 years old.

Phase one of the refurbishment was completed in May 1989 and involved work on 394 units at a rate of \$22,288 each. Phase two, completed in 1991, renovated 373 units at \$22,866 each. Phase three, which is expected to be completed by 1994, will upgrade the remaining 333 units at a rate of \$26,807 each.

All of the old walls which were plaster were removed and replaced with sheet rock. The old kitchen cabinets were removed and replaced with wooden ones. New fixtures, fluorescent, energy-saving lights, closet space-savers, wall-to-wall carpet in all areas except the kitchen; phone jacks and cable television was installed. Also the old water supply lines under the houses were replaced. Two additions being made to phase three houses are a fire sprinkler system and a range hood over the stove that releases a fire suppressant chemical.

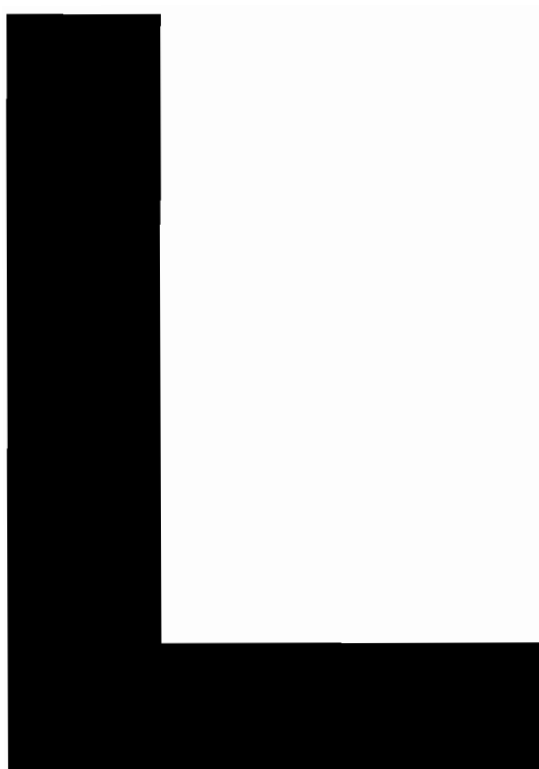
MILITARY EDUCATION

Laurel Bay No. 1 and No. 2 Elementary Schools

In early December 1988, the Beaufort County School District stated it would have to come up with an extra \$3 million if Laurel Bay's two federal elementary schools were to close. The Rand Corporation, who conducted a study for the Pentagon came to Beaufort in September 1988 to conduct the study. The

closing of the schools was viewed as a way to cut Defense Department costs. Congress decided in February 1989 to let the schools continue to operate.

Laurel Bay 1 and Laurel Bay 2 Elementary Schools educate more than 1,100 to 1,300 kindergarten through sixth grade dependents of military and federal employees in Beaufort County. The 1990 enrollment at Laurel Bay 1 was 668 students. The faculty and staff at Laurel Bay 1 was 65. Laurel Bay 1 serves students from pre-Kindergarten through the second grade. Laurel Bay 2 School 1990 enrollment was 528 students, covering grades three through six. The 1992-93 school year enrollment of the two schools at Laurel Bay is approximately 1,210. The faculty and staff consists of 50. Six buses serve both schools each day.



The Military Enhancement Committee of Beaufort County

P.O. Drawer 819

Beaufort,

South Carolina

29901-0819

William Cochrane,

Chairman

525-1010

Bill Rauch,

Secretary

524-7773

Hon. James Courter

Chairman

Defense Base Closure and Realignment Commission

1700 North Moore Street

Suite 1425

Arlington, VA. 22209

May 18, 1993

Dear Mr. Courter:

This committee has noted the testimony that was received by your committee in Orlando, Florida, on May 3. Our purpose in writing today is simply to seek to keep the record clear with respect to our community's continuing support of what the Marine Corps in general and the Marine Corps Air Station at Beaufort in particular contributes to this community. It is my intention to briefly touch upon the myriad ways in which this community has since 1882 provided a hospitable climate in which military installations can function to their capacities, and to outline the considerable flexibility and cross fertilization that MCAS Beaufort today enjoys in this community. It is my view that there is a synergy in Beaufort that is alive and well today. This has without question contributed to MCAS Beaufort winning the Commander in Chief's Installation Excellence Award two of the past four years, awards which amply attest to the superior maintenance, efficiency and quality of life at that facility.

Long before the term AICUZ was used, the Beaufort County zoning authorities set aside land around and under the flight approach zone of MCAS Beaufort so as to prevent civilian encroachment and to permit base expansion. This community's commitment to that precept has remained unchanged from that time to the present. We believe we can say without fear of contradiction that positive command/community relations in this community are unparalleled in any base community in the U.S. This community is relatively crime-free; it is devoid of the strip-joints and other undesirable features that are regrettably the coin of the realm in military communities in this nation today. Most importantly, a tradition of mutual trust exists here between the civilian governmental leaders and the military commanders which we believe is likewise unparalleled.

We are aware of your committee's criteria. Accordingly, on behalf of this committee, I would like to respectfully set forth some brief specifics which I trust will cause to become self-evident to your committee that the 111 year relationship between this community and the military, and the 33 year relationship between MCAS Beaufort and this community, should not now be breached. Instead, MCAS Beaufort should be retained and its use expanded as advocated by the Navy. Beaufort has exceptional military value now and into the outyears. The Navy clearly recognizes its current and potential worth. The decision to retain Beaufort as the home and operational base for Marine F/A-18 aircraft on the East coast, to be subsequently joined by Navy aircraft, is sound, founded on valid judgements and sound perceptions of future Navy-Marine force employment concepts as well as projected civil demographic growth patterns.

MILITARY VALUE

Current Mission Requirements.

- MCAS Beaufort has a 12,200 foot runway. The only longer runway on the east coast is at Cape Canaveral.
- Training at Beaufort is extremely cost effective. There are no training costs to be saved by moving from Beaufort. The training routes are adjacent to the air station, not 35 miles away as suggested, and access to training area and ranges is unimpeded by routing or civil air congestion problems.
- Weather is not a problem.
- MCAS Beaufort has ample ranges. It schedules and conducts training in 20,000 miles of off shore warning areas and 6,435 square miles of overland military operating areas. Beaufort owns the Townsend bombing/target range near Savannah, Georgia. Protected from encroachment by Fort Stewart, the costs of maintaining this range are borne by the National Guard. Beaufort also uses the Mid Atlantic EW range off the North Carolina coast, the TACTS warning area range off Georgia, the Bull Dog Military Operating area south of Augusta, Georgia and ranges at MCAS Cherry Point and Camp Lejeune owned by the Marine Corps. Small use is made of the Pine Castle Range near Jacksonville because of distance, air traffic control restrictions, and the fact that it is half the size of the Townsend range, and better facilities are available elsewhere. There are no ranges on the East Coast for live ordnance drops. All aircraft, Navy and Marine, must go to the west coast or Puerto Rico for this training.
- The master control facility for the Southeastern Tactical Aircrew Combat Training System (largest in the World) is located at MCAS Beaufort. Likewise, the computer scoring system at the Pine Castle range in Florida will soon be controlled by the Beaufort TACTS facility. To relocate this sophisticated facility would cost roughly \$4.9 million.
- Beaufort has some of the newest, state of the art simulators in service today. This device provides excess simulator capacity and allows training in every aircrew mission. NAS Cecil Field does not have these essential F/A-18D simulators. The cost to replicate these simulators at Cecil Field, or another location, would be approximately \$4 million.

Future Mission requirements

- MCAS Beaufort has significant capacity for expansion. It was planned for expansion. There is space to construct hangers for 15 additional squadrons, an additional bounce runway, and taxiways, all identified in the Base Master plan. Contrary to allegations, this expansion would not involve the wetlands. In fact, the wetlands are not a constraining factor.
 - MCAS Beaufort can easily absorb the two reserve squadrons from Cecil Field. There will be no net increase in aircraft as two of the regular squadrons will be normally deployed elsewhere.
 - Flying activity will remain relatively constant. Reserve operational tempo is less than the regulars and they fly on the weekends when active squadrons do not routinely operate.
- Beaufort has the simulators, targets and airspace to operate the two additional reserve squadrons from Cecil Field.
- Manning the reserve squadrons should not be difficult. Reservists routinely travel some distance to train. The cities of Jacksonville, Savannah, Charleston, Columbia and Atlanta are all ready sources. Active duty personnel leaving the F/A-18 squadrons may well decide to stay in Beaufort if the reserve opportunity were available.

Land, Facilities and Air Space

- MCAS Beaufort is one of the least encroachment threatened bases on the east coast.
- The air station is located in a sparsely populated county of 86,000. This is in sharp contrast to densely populated Jacksonville, with its population of 653,000, in which NAS Cecil Field is situated. With its densely populated areas Jacksonville suffers as a host community from some of the social ills that are to be found in and around major American metropolitan areas in the 1990's. For example, a serviceman is 6.6 times more likely to be murdered in Jacksonville than in Beaufort. A serviceman is 7.9 times more likely to be the subject of an armed robbery in Jacksonville than in Beaufort. It is 3.7 times more likely a serviceman's automobile will be stolen in Jacksonville than in Beaufort. Female military personnel or female dependents are twice as likely to be raped in Jacksonville than in Beaufort.
- MCAS Beaufort's airspace and encroachment problems are virtually non-existent. There is no congestion issue. The air station owns the airspace from the surface to 10,000 feet. There is little need for coordination with the FAA or deconfliction with civil traffic. Beaufort ATC controls air traffic from Savannah, GA. to Charleston SC. There is direct ingress and egress to the field without external coordination. The air station has an excellent ALCUZ program (see attachment) which has been in effect since 1974. Revisions to the ALCUZ and all details of the implementation are coordinated with civil bodies representing the surrounding communities and county. Representatives of the air station sit on a host of local boards and commissions. A county-wide zoning law includes an airport overlay district that restricts development in high noise and accident potential areas adjacent to the air station, and disclosure statements for property transfers are required within high noise areas. Noise complaints are very low in Beaufort: 30 per 100,000 annual operations. The last litigation was resolved in 1984 with the purchase of the necessary easement. Future noise and safety problems have been preempted by the recent purchase of 350 acres in the accident prevention zones (APZ). Assertions of potential conflicts with the resort community of Hilton Head are groundless since Hilton Head is well outside the normal traffic patterns.
- In sharp contrast, NAS Cecil Field has difficulties. The arrival and departure corridors are congested. Airspace is tightly controlled by FAA Jacksonville due to heavy civil traffic. Commercial aircraft overfly the field. The outlying ALF Whitehouse, used for carrier landing practice, is being lost because of encroachment. Navy P-3s from NAS Jacksonville regularly use MCAS Beaufort for all-weather approach training due to congestion at their home base.
- Surface encroachment is likewise not a Beaufort problem. The area surrounding MCAS Beaufort is rural and sparsely developed.
- With regard to land utilization, MCAS Beaufort was recognized in 1992 with the Secretary of the Navy's Environmental Quality Award and competed as the Marine Corps's representative for the DOD Environmental Quality Award.

Cost Implications

- Moving the two reserve squadrons to MCAS Beaufort from Cecil Field could be accomplished at no cost, with the same level of support now afforded to the active squadrons. It would only take \$4 million to bring two hangers for the reserves up to full criteria with additional administrative and maintenance space.
- Cecil Field cannot accommodate the eight flying squadrons and four support from Beaufort without considerable additional MILCON, notwithstanding Jacksonville's assertions to the contrary.
- It would cost \$11.5 million, above the identified COBRA costs, to move the unique facilities located at MCAS Beaufort, e.g. TACTS, simulators, air traffic control, aircraft

recovery equipment, munitions, etc.

- Almost 14 million dollars have been invested in MCAS Beaufort in fiscal year 1989 through 1991. Fifteen million dollars in construction and modernization at MCAS Beaufort were awarded in FY-92.

IMPACTS

- MCAS Beaufort is the leading employer in northern Beaufort County with 3,659 military and civilian employees. Supporting the Fleet Marine Force and the Air Station are 503 Department of Defense civilian employees, 329 appropriated and 174 nonappropriated fund employees, 68 DoD section 6 elementary school teachers and 100 DoD schools staff and employees. In addition MCAS Beaufort provides 88 jobs for contract employees and 21 private sector employee jobs at service support institutions aboard the air station. When these individuals, their dependents, Beaufort-area military retirees and their dependents, and Beaufort-area DoD retirees and their dependents are combined they form a population of 18,816, or 33.8 percent of the residents of northern Beaufort County.
- The active duty, civilian appropriated fund, civilian non-appropriated fund and DoD employees in northern Beaufort County will earn approximately \$137,948,455. In addition, MCAS Beaufort is expected to contract for or purchase \$13,534,481 locally during the same time period, thus providing the partial or full-time basis for several hundred other area jobs. Approximately 36 percent of the area's earnings are represented by this group. There is no other sector of the area's economy that even approaches the military's share.

This committee stands ready to supply your committee with whatever additional information you may require. Please convey to your staff our eagerness to be responsive to you and to them as you fulfill one of the most difficult missions of the decade.

With all personal best wishes.

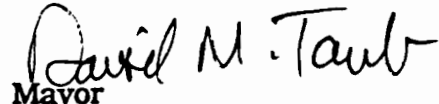
William Cochrane



Chairman

The Military Enhancement Committee

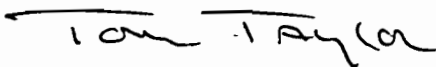
David Taub



Mayor

Beaufort, South Carolina

Thomas Taylor



Chairman

Beaufort County Council

Henry Robinson



Mayor

Port Royal, South Carolina

Larry Mark



President

Greater Beaufort Chamber of Commerce

M

~~DRAFT~~

MCAS BEAUFORT
SUMMARY OF SIGNIFICANT FEATURES
JUNE 3, 1993

MCAS Beaufort Liaison is Bruce Jackson, code (PWE), telephone (803) 522-7643, 7072

MISSION

The mission of Marine Corps Air Station Beaufort is to provide a total quality environment to enhance all using activities in the accomplishment of their assigned mission. This includes operating support aircraft, ensuring environmentally sound facilities and practices, providing quality services while husbanding our available resources, nurturing quality of life programs and conducting proactive community relations.

LOCATION/HISTORY

MCAS Beaufort is located 50 miles SW of Charleston, S.C., 35 miles NE of Savannah Ga., 20 miles NE of Hilton Head S.C., 4 miles NW of Beaufort, S.C. and 15 miles from the Atlantic Ocean. Commissioned NAS Beaufort in 1943, and designated Marine Corps Air Station in 1960. Situated on Port Royal Island adjacent the Atlantic Intracoastal Waterway and accessed by U.S. Highway 21 and Port Royal Railroad.

ORGANIZATION

The Host Command is Headquarters and Headquarters Squadron.
Tenant Commands:

- Marine Air Group 31 (MAG-31) with 8 assigned Marine Fighter Attack Squadrons.
- Marine Air Control Squadron 2
- Marine Wing Support Squadron 273
- Marine Air Traffic Control Squadron 28 Detachment
- Combat Service Support Group Detachment 23
- Branch Medical Clinic
- Branch Dental Clinic
- Defense Reutilization and Marketing Office
- Naval Air Systems Command Detachment
- Naval Aviation Engineering Support Unit
- Pacific Missile Test Center Detachment
- Department of Defense Section Six Dependent Schools

WORKFORCE/POPULATION

Active Duty Military.....	3,156
Active Duty Dependents.....	5,722
DoD Employees.....	503
DoD Schools Employees.....	168
DoD Employee Dependents.....	1,250
Military Retirees.....	2,997
Military Retiree Dependents.....	4,028

DoD Retirees.....	411
DoD Retiree Dependents.....	533
Other.....	48
Total.....	18,816

ECONOMIC IMPACT

Salaries:(projected through FY-93)

Military.....	\$114,933,328
Civilian Appropriated Fund.....	15,816,148
Civilian Nonappropriated fund	1,883,986
DoD Schools Employees.....	5,314,993
Total Salaries.....	\$137,948,455

Total Contracting, Purchasing and Repair..\$25,417,217
(does not include \$40,000,000 purchase of F/A-18 Flight Trainer)

Subsistence for Mess Hall.....	\$640,948
Utilities.....	4,167,539
Federal School Impact Funds.....	220,000
Charitable Contributions.....	85,000

Total Expenditures.....\$168,479,159
(does not include aircraft operations and maintenance)

FACILITIES/REAL ESTATE

Buildings and Structures.....	1455
Main site acreage.....	5735
Townsend Target acreage.....	5183
Laurel Bay Family Housing acreage.....	1062
Pine Grove Housing acreage.....	133
Runway 05/32	12,200 FT X 200 FT
Runway 14/32.....	8,000 FT X 200 FT
.....R/W's rehabed in 1989-1992	
Carrier deck lighting systems (lighted).....	2,ea
.....approach lighting on each end of R/W 05/23	
A/C arresting gear.....	4 sets, E-28
.....4 sets, E-21 chain gear	
Hangar modules.....	10
.....2 modules for aircraft maintenance	
.....hangars rehabed; new roof and siding in 1993	
Tenant squadron aircraft parking.....	88 A/C
Visiting aircraft parking.....	20,000SY
.....40,000SY presently used for avionics van complex	
not included above.	
Compass Rose, certified.....	1, ea
Rapid Jet fuel lanes.....	9 lanes
.....4 truck fueling stands	
.....2 multi-lanes for wide body aircraft	
Jet engine test facilities.....	1, class C test cell
.....1, T-14 outdoor cell	
.....1, T-23 outdoor cell	

.....4 outdoor runup sites
1, APU test stand
 Combat Ordnance Loading Area for 8 aircraft
 Ordnance storage.....18 High Explosive Magazines
 Aircraft ready fuel storage.....2,014,000 gal
A/C fuel delivered by barge at AIWW Fuel Pier
Rail or Truck fuel delivery option
underground fuel tanks renovated to include
 environmental monitoring systems.
 2 story Mock Fire Training Building.....1,ea
 Child Development Center.....17,806SF
new state of the art CDC facility opened in 1992
 Air Traffic Control Tower and RADAR Facility.....
state of the art ATC facility under construction
 ..MCAS Beaufort Approach Control is an integral partner
 in the National Airspace System.
 Avigation Easements.....MCAS Beaufort owns rights
 (airspace) to overfly Pleasant Point Subdivision and
 Perryclear Subdivision.
 Accident Potential Zones.....MCAS owns all un-
 developed property in APZ-1, approx. 377 acres.
 Airfield Clear Zones....MCAS Beaufort owns all property
 located in the R/W Clear Zones.

HOUSING

1100 Capehart units at Laurel Bay Family Housing.
Wholehouse renovation project completion 1995.
 157 Mobile Home Spaces at Laurel Bay Family Housing.
 176 (1950-59 funding) type units at Pine Grove FH.
 582 undeveloped acres available for expansion at LB.
 75 infill lots available for construction at Laurel Bay.
 658 single family homesites available for construction
 at Laurel Bay.
 The Laurel Bay master plan provides for an additional school,
 recreational amenities and open space.
 2 DoD Section Six elementary schools at Laurel Bay.
 1932 Personnel Bachelor Enlisted Quarters.
 ...BEQ replacement project under construction.
 120 Personnel Bachelor Officers Quarters.
 42 room Temporary Lodging Facility.
 Good community rental infrastructure support.

UTILITIES

Electricity is provided by SCE&G. There is adequate
 capacity for expansion.
 Natural Gas is provided by SCE&G. Gas lines are sized
 for expansion on station and housing.

Water is provided by Beaufort/Jasper Water and Sewer Authority. Back up wells are maintained on station. There is adequate water availability and line size for expansion.

Wastewater is treated on station and at family housing. Each plant is 1 million gallons per day, permitted for 0.75 MGD. Both plants are slow rate trickling filter, secondary treatment and the effluent is discharged into area rivers under state permit and monitoring. Solid Waste is removed by contract to the county landfill.

Heat is provided on station from a central hot water generation plant, burning natural gas or no. 6 fuel. The boilers were replaced in FY-88 and the distribution system upgraded since 1980. The system is designed for easy expansion.

ENVIRONMENT

Department of the Navy Environmental Quality Award received in 1992 for best activity in Marine Corps.

All regulated underground tanks were in compliance with all regulations by 1993.

First mandatory curbside recycling program in USMC and Beaufort, County.

Internationally recognized Halon 1211 Recovery Program. MCAS Beaufort Crash, Fire, Rescue is the Navy designee for Halon 1211 testing and evaluation training.

The structure Fire Department is the only fully equipped hazardous material spill response team in Beaufort/Jasper Counties.

2463 acres under forestry management at MCAS and 5183 acres at Townsend Target Range.

MCAS Beaufort and Laurel Bay completely surveyed for wetlands and endangered species.

All known friable asbestos has been removed from all buildings.

MCAS Beaufort provides environmental support to local community. This includes participation in Beaufort County Earth Day Celebration, distributing 6000 trees; acting as a technical environmental resource for the Beaufort County 4-H program and participating in a cooperative study with South Carolina Water Resource Commission on aquifer characterization.

TRAINING

F/A-18 Operational Flight Trainer, cockpit device 2F132.

F/A-18 Weapons Tactics Trainer, cockpit device 2E7 (dome).
New WTT operational in 1993; only one of its kind, most sophisticated in the world. Night attack training for one or two seat scenario including F/A-18D.

Tactical Aircrew Combat Training System (TACTS) Facility.
MCAS Beaufort is the Beaufort TACTS Range headquarters and operations center.

Townsend Target Bombing Range: MCAS owns this range located 70 miles southwest. 5183 acres protected by R 3007 airspace and the Gator Military Operating Area.

Beaufort Military Operating Area (MOA): 500 square mile area from surface to 10,000 feet. The only active East Coast air station underlying a MOA for which the FAA has approved air attacks/defense.

Air Traffic Controllers are trained at MCAS Beaufort as terminal approach controllers. MCAS Beaufort Approach Control is a partner in the National Airspace System.

MCAS Beaufort Crash, Fire, Rescue (CFR) Branch is designated the USMC Field Test and evaluation activity for CFR matters.

MCAS Beaufort is the only operable LIVE FIRE training facility in the region. MCAS Beaufort units provide facilities and personnel to train local structure fire fighters as well as airport fire fighters from Hilton Head, SC., Savannah, GA., Myrtle Beach, SC., Columbia and Spartanburg, SC., in order to meet mandated FAA annual training requirements.

Structural Mock Fire Training Building, only one in the region.

MAINTENANCE

Aircraft Maintenance includes complete facilities for all MCAS Beaufort F/A-18 aircraft: first degree engine maintenance shop, armaments shop, airframes shop, composites shop, avionics shop, GSE, ordnance, etc. Hangar 594 (44000 SF) is dedicated to aircraft maintenance. Complete mobile avionics van complex. Complete aircraft intermediate maintenance operation includes extended intermediate level support and engine maintenance for F/A-18 Reserve squadrons at Andrews AFB.

ENCROACHMENT

An active AICUZ program in conjunction with a comprehensive county zoning plan and avigation easements over nearby developments precludes any encroachment problems.

The county Land Use Plan guides residential and undesirable development away from MCAS and specifies types of compatible development to be allowed in high noise and accident potential areas.

MCAS Beaufort representatives sit ex-officio on the county planning board.

One-half of the station boundary is on tidal rivers affording a natural buffer to encroachment.

There are no central sewer facilities in the North Port Royal Island region which precludes significant development. Existing development is light residential, light industrial and agriculture.

MCAS Beaufort ownership of all of the undeveloped land in the accident potential zones precludes development in those most vulnerable areas.

Noise complaints are low: 30 per 108,000 operations (per year).

Operations are tailored to specific hours and locations to keep complaints to a minimum.

Air encroachment is virtually non-existent. MCAS Beaufort has its own approach control facility which is part of the National Airspace System and as such is the clearing facility for all aircraft entering Beaufort Approach Control airspace. Beaufort Approach airspace is directly adjacent to the warning areas to the east and only one airway lies between the Air Station and the offshore warning areas. This situation facilitates tactical aircraft transit to and from the warning areas without interfering with civil air traffic.

GROWTH/EXPANSION

In the 1960's MCAS Beaufort supported two MARINE AIR GROUPS with one operating here now. The facilities were designed and constructed to support two MAGs. The Base was planned for expansion; most facilities and buildings are cited for expansion by 100 percent. There is ample room for infill of vacant space with new buildings or additions. The flightline can support 10 operational squadrons with two deployed. There is room for minor expansion (two squadrons) within the existing built-up quadrant; major expansion could accomodate 8 additional squadrons in the southwest airfield quadrant and 8 to 12 additional squadrons in the northeast quadrant.

Some facilities, such as the messhall are already sized for two MAGs. There are approximately 430 acres of suitable land for expansion on the airfield and 350 acres within the built-up area (excluding acreage that is required for safety, wetlands, operations, etc). There are 555 acres of palustrine forested (minor) wetlands that could be permitted for development. There are 276 acres of estuarine emergent (significant) wetlands; and there are 15 acres of open water (ponds) that are undevelopable.

UNIQUE ATTRIBUTES, AWARDS/ACHIEVEMENTS

MCAS Beaufort is only East Coast airfield underlying a Military Operations area (MOA) affording unique air strike training opportunities from the ocean or over land areas inbound routes.

MCAS Beaufort has the second longest military runway on the east coast, capable of handling any type aircraft.

MCAS Beaufort is an alternate landing site for the NASA Space Shuttle.

MCAS Beaufort controls its own approach control airspace as a partner in the National Airspace System. MCAS Beaufort military air traffic controllers have a letter of agreement with the FAA for control from Savannah to Charleston.

MCAS Beaufort has ample room for expansion to more than double its present infrastructure.

MCAS Beaufort can accommodate an additional dual runway if required for additional operations.

MCAS Beaufort owns most of the land in the accident potential zones, has very little population on its perimeter and no encroachment problems and owns avigation easements over nearby development. There is no development in the approach zones or the accident potential zones that hinders operations.

MCAS Beaufort is located on the Atlantic Intracoastal Waterway and is able to ship fuel by barge, the least expensive of all transportation modes.

MCAS Beaufort owns and controls its bombing target (Townsend).

MCAS Beaufort hosts the TACTS Southeast HQ.

MCAS Beaufort based aircraft have direct access to the Atlantic Ocean without flying over any developed area (entire route is over water from MCAS property).

MCAS Beaufort has an outstanding, award winning environmental program (1992 SECNAV Environmental Quality Award) without any major environmental problems.

MCAS Beaufort is the most efficient Marine Corps Facility, winning the Commander in Chief's Installation Excellence award in 1989 and 1993.

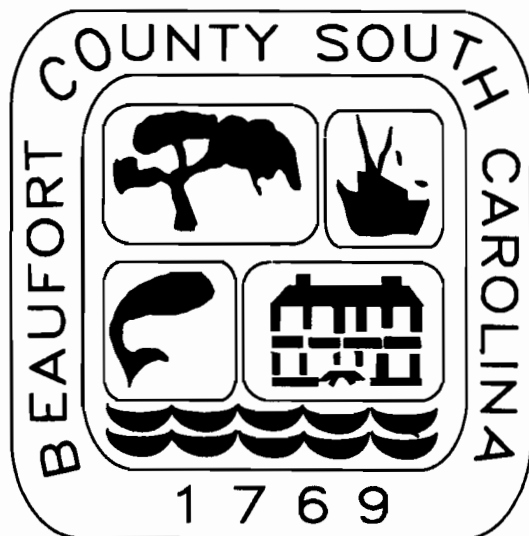
MCAS Beaufort has the best Crash, Fire, Rescue operation in the Marine Corps, winning the Ogden award three years in a row.

MCAS Beaufort is 10 miles from the Naval Hospital and Parris Island Recruit Depot affording increased efficiency due to shared facilities.

PMO Awards - 1992 and 1993 First Place Special Reaction Team and 1993 First Place K-9 Division, South Carolina State Police Olympics.

Ground Safety Awards - 1991 Commandant of the Marine Corps' Merit Award for Safety

Aviation Safety Awards - 1991 and 1992 CG FMFLANT Aviation Safety Award



Presentation
Naval Hospital

Executive Summary

Naval Hospital Beaufort

- Original mission of recruit support unchanged since WW I.
- Training of recruits requires special medical needs
- Parris Island is the only recruit depot for female Marine recruits.
- Acute Care hospital providing general and speciality inpatient and outpatient care.
- Last year 298,000 outpatient visits.
- Last year 161,000 attributed to recruit training.
- Closest military hospital (Charleston) (being considered for closure) 80 miles away.
- Next closest hospital (Eisenhower) 130 miles away.

NAVAL HOSPITAL BEAUFORT

(TP1) Mr. Chairman, Commissioners. We appreciate the opportunity to briefly speak to you about the Naval Hospital, Beaufort, South Carolina. I am Dr. Rod Mullins, a former Commanding Officer of the Hospital. I have been assisted by Mr. Gar Evers, a former Medical Center Director in the Department of Veterans Affairs.

The purpose of this presentation is to provide you with information regarding the Naval Hospital. We will demonstrate that from its very inception the primary role of this facility was to support Marine Recruit Training. It will be apparent that through the years it has successfully performed its assigned mission and today stands ready to continue to perform the job it knows so well.

A Naval Medical presence originated on Parris Island as early as 1891 (TP2). In 1915, a Marine Recruit Training Depot was established on Parris Island. The hospital then assumed the new role of recruit training support, a role it would play until the present. The unprecedented need to train large numbers of Marine recruits during World War II was significant. This indicated the necessity for a larger hospital.

The Naval Hospital Beaufort (TP3) is located on 123 acres of the highest elevation in Beaufort County, just 2.2 miles, gate to gate, from the Marine Corps Recruit Depot on Parris Island.

Fundamentally, the mission (TP4) of the Naval Hospital has remained unchanged from the initial and irreplaceable linkage with Marine recruit processing and training. What has changed through the years has been the development of in-depth appreciation and understanding of peculiarities related to recruit training. Dialogue and free exchange of ideas with Marines has eliminated many and minimized other medical problems associated with

training. These two partners have become experts in their fields as applied to Marine recruit training.

Some of the nations finest fighting men and women are trained at Marine Corps Boot Camps. Such a product is not easily achieved and requires training techniques (TP5) that are demanding, rigorous, and potentially hazardous. Some of these training activities include:

- ◆ Rappelling
- ◆ Indoctrination to gas warfare
- ◆ Demanding and treacherous obstacle courses
- ◆ Hitting skills (utilizing Pugil sticks and Boxing)
- ◆ Live weaponry firing, including use of grenades
- ◆ Water survival

From this short list it is readily apparent that there is injury potential. Despite careful preventive efforts, accidents can and will occur. In that event, it is essential and mandatory that prompt and appropriate medical care is available.

A problem that is ever present in this locale is that of illness related to heat. Individuals not accustomed and acclimatized to high heat and humidity may suddenly collapse. In spite of all preventive measures, heat casualties frequently occur. Rapid specialized care must be available at the Branch Clinic and the Hospital to prevent further morbidity and even mortality in more severe cases.

A segment of the recruit population with special needs and requirements that should be pointed out are the women recruits. These young women also undergo rigorous training schedules and activities which may produce additional unique medical problems. Parris Island is the only site in the country where female Marine recruits are trained.

The Beaufort Naval Hospital is an acute care hospital providing general and speciality (TP6) inpatient and outpatient care. Its branches at the Recruit Depot and the Air Station, provide general outpatient care and other services.

Some other essential services provided at the Hospital include processing of medical boards, maintenance of medical equipment, medical equipment sterilization, and management of an extremely successful and far reaching Blood Bank Program.

While authorized as an 80 bed hospital (TP7) it is staffed to operate only 49 inpatient beds. With 214 monthly admissions, the occupancy rate was 61% during fiscal year 1992.

During this same period, 289,000 outpatient visits were made to the hospital or its branches. Of this number, 161,000 visits were provided in support of recruit training alone.

The disparity between inpatient and outpatient workload is not something peculiar to the Naval Hospital Beaufort. This shift in emphasis and volume from inpatient to outpatient care reflects trends and changes occurring throughout the health care industry.

With a uniformed staff (TP8) of 403 personnel and 198 civilians at the hospital and its Branch Clinics, this fully accredited Hospital meets the medical needs of the Recruit Depot and the Air Station as well as those of other beneficiaries.

There are three population centers within the catchment area (TP9) of the Naval Hospital, the cities of Beaufort, Hilton Head and Savannah. A breakdown of the beneficiary population within this area is shown on the slide before you.

Nearly all active duty and their dependents (TP10) and the majority of other beneficiaries live in the Beaufort area. All care provided through the

Branch Clinic at the Recruit Depot and the majority of that at the Air Station is to active duty personnel. Additionally, 76% of all outpatient visits to the hospital are made by active duty men or women and their dependents.

There are notable differences (TP11) when contrasting support of recruit training to that of other populations served. Three key indicators stand out:

(1) Recruits are medical care intensive. In addition to the extensive medical processing requirements, the rigorous training generates an increased need for medical attention.

(2) Early detection of ailment or injury, treatment, and prompt return to training is critical.

(3) There are significant variations in recruit load relative to season and DOD needs (TP12). The recruit population in fiscal year 92 varied from 3,300 to 5,000. Explosive increases in recruit loads have occurred historically. At the end of World War II there were 20,000 recruits in training. During the Korean conflict the number increased in two years from 2,300 to 24,500. Peak training load during the Vietnam conflict was 11,000. These observations substantiate the fact that this population has a demonstrated dramatic, unscheduled medical care intensive, expansion. A medical support system must be in place to accommodate this.

One way to better appreciate the value of the hospital would be to look at some of the basic and essential recruit training functions that would be altered by its absence (TP13).

(1) Initial processing would be prolonged due to inability to perform required laboratory testing such as blood typing, HIV and Sickle Cell testing, etc. Only basic minimal laboratory capability would remain.

(2) There would be minimal and insufficient radiologic capability.

(3) Specialists would not be readily available for consultation, outpatient evaluations, or treatment.

(4) Required administrative support for the clinics would no longer be available.

(5) There would be no readily available Military Hospital for provision of inpatient care for active duty personnel.

(6) Recruits would be placed in civilian care which could prove to be detrimental to good order and discipline.

(7) Much of the "Military specific," support, of importance in training, would not be provided in the civilian setting.

If the Naval Hospital Beaufort was not available, recruits and other active duty personnel would be referred to other military hospitals for speciality consultation and hospitalization in non-emergency situations. The map before you (TP14) shows the closest military hospitals to which these referrals would be made. Naval Hospital Charleston provides some of these services at present. However, as this hospital is also being considered by the commission, the nearest military hospital providing comprehensive support could be Eisenhower Army Hospital in Augusta, Georgia. This hospital is approximately 119 miles away and the trip would take between 3 to 4 hours.

In emergency situations, active duty could use civilian hospitals. While there is a community hospital in Beaufort, speciality and subspeciality support would not meet all requirements. Therefore, the nearest available hospital would be 60 to 80 miles away in Savannah, Georgia or Charleston, South Carolina.

It is readily apparent that recruit training in specific, and the military presence in general, would be seriously impacted if not crippled by loss of the Naval Hospital Beaufort.

(TP15) With the continuing review and draw down of U.S. Armed Forces the Marine Corps may have to consolidate all Marine recruit training. In this regard, Marine Corps Recruit Depot, Parris Island, alone has sufficient expansion space to accommodate such an action.

It is our belief, Mr. Chairman, that the cooperative and harmonious relationship that existed (TP16) between Marines and the Naval Hospital has not only persisted, but has flourished. While their appearances may have changed, their missions and goals have remained the same. In our judgment, any action to remove this Hospital and its support from the recruit training operation would jeopardize recruit training capabilities.

We request, Mr. Chairman, that the unique and highly productive past relationship between Navy Medicine and Marines be allowed to continue into the future.

We thank you for your kind attention.



TPI

NAVAL HOSPITAL BEAUFORT

HISTORICAL BACKGROUND

- 1891 - Naval medical support on Parris Island to support Navy activities.**
- 1915 - Marine Recruit Training Depot established supported by Naval Hospital.**
- 1949 - Naval Hospital relocated off Parris Island.**
- 1961 - MCAS established.**



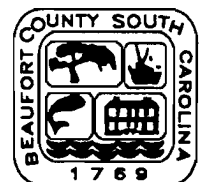


NAVAL HOSPITAL BEAUFORT

MISSION STATEMENT:

THE MISSION OF THE NAVAL HOSPITAL BEAUFORT IS TO INSURE THE HEALTH OF SAILORS, MARINES, AND RECRUITS ENTRUSTED TO OUR CARE, TO ALLOW THEM TO PERFORM THEIR MISSION IN DEFENSE OF OUR NATION.

WE WILL PROVIDE A COMPREHENSIVE QUALITY CARE PROGRAM WITH TIMELY TREATMENT OR REFERRAL FOR SICKNESS OR INJURIES, AND A PROACTIVE HEALTH PROGRAM.



NAVAL HOSPITAL BEAUFORT

SPECIAL TRAINING ACTIVITIES PECULIAR TO RECRUITS

- ◆ **WITH INCREASED INJURY POTENTIAL**
RAPPELLING
INTRODUCTION TO GAS WARFARE
DEMANDING AND TREACHEROUS OBSTACLE COURSES
"HITTING" SKILLS (PUGIL STICKS AND BOXING)
TRAINING WITH "LIVE" ORDNANCE (RIFLES, GRENADES, ETC.)
WATER SURVIVAL
- ◆ **PHYSICAL ACTIVITY PRODUCING HEAT STRESS**
- ◆ **UNIQUE SINGLE SITE**
MCRD PARRIS ISLAND IS THE ONLY MARINE
RECRUIT DEPOT WHERE FEMALE ENLISTED RECRUITS ARE
TRAINED



NAVAL HOSPITAL BEAUFORT

ESSENTIAL SERVICES

- ◆ **GENERAL AND SPECIALITY INPATIENT AND OUTPATIENT CARE.**
- ◆ **PROCESSING OF MEDICAL BOARDS.**
- ◆ **MAINTENANCE OF MEDICAL EQUIPMENT.**
- ◆ **STERILIZATION OF MEDICAL EQUIPMENT/SUPPLIES.**
- ◆ **A PREMIER AND UNIVERSAL BLOOD BANK.**



NAVAL HOSPITAL BEAUFORT

INPATIENT VISITS

FY 92

AUTHORIZED BED CAPACITY	80
OPERATING BEDS	49
AVERAGE DAILY PATIENT LOAD	29
OCCUPANCY RATE	61%

OUTPATIENT VISITS

FY 92

HOSPITAL	106,000
MARINE CORPS RECRUIT DEPOT (MCRD)	161,000
AIR STATION (MCAS)	<u>22,000</u>
TOTAL	289,000



NAVAL HOSPITAL BEAUFORT

HOSPITAL STAFF

UNIFORMED

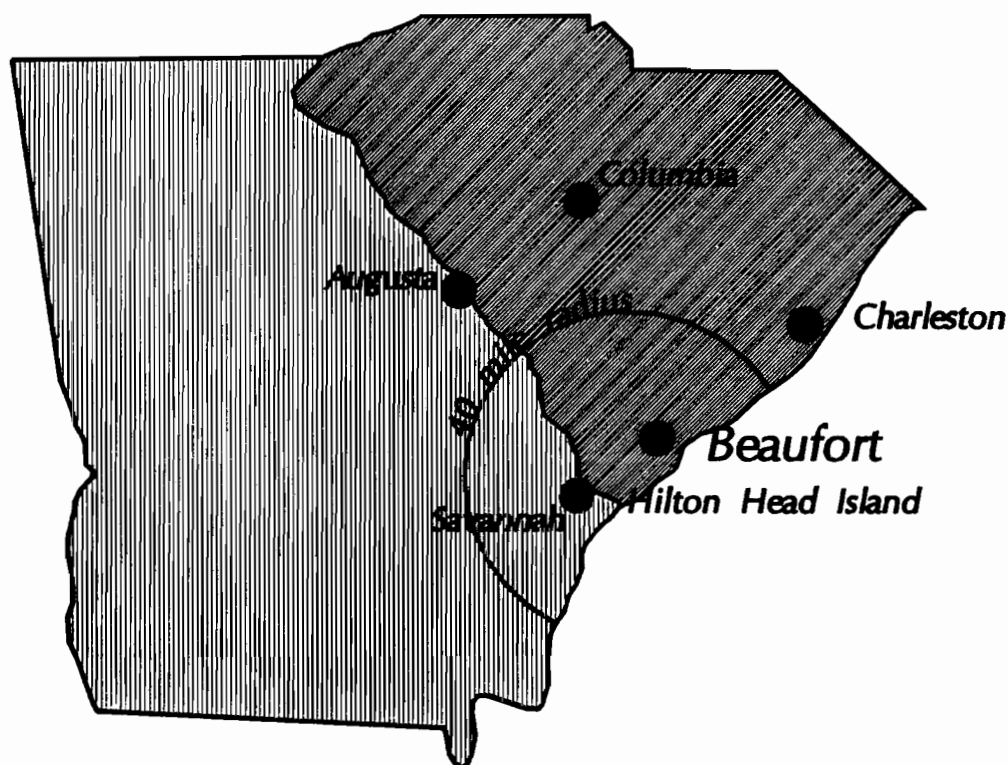
403 PERSONNEL

CIVILIAN

198 EMPLOYEES



NAVAL HOSPITAL BEAUFORT CATCHMENT AREA POPULATION



Active Duty	11,500
Dependents of Active Duty	9,900
Retired and Their Dependents	10,500
Dependents of Deceased Members	<u>1,100</u>
TOTAL	33,000

NAVAL HOSPITAL BEAUFORT

VISITS - ACTIVE DUTY AND THEIR DEPENDANTS

◆ MARINE CORPS RECRUIT DEPOT	ALL ACTIVE DUTY
◆ MARINE CORPS AIR STATION	MAJORITY ACTIVE DUTY
◆ NAVAL HOSPITAL	76% ACTIVE DUTY/DEPENDENTS



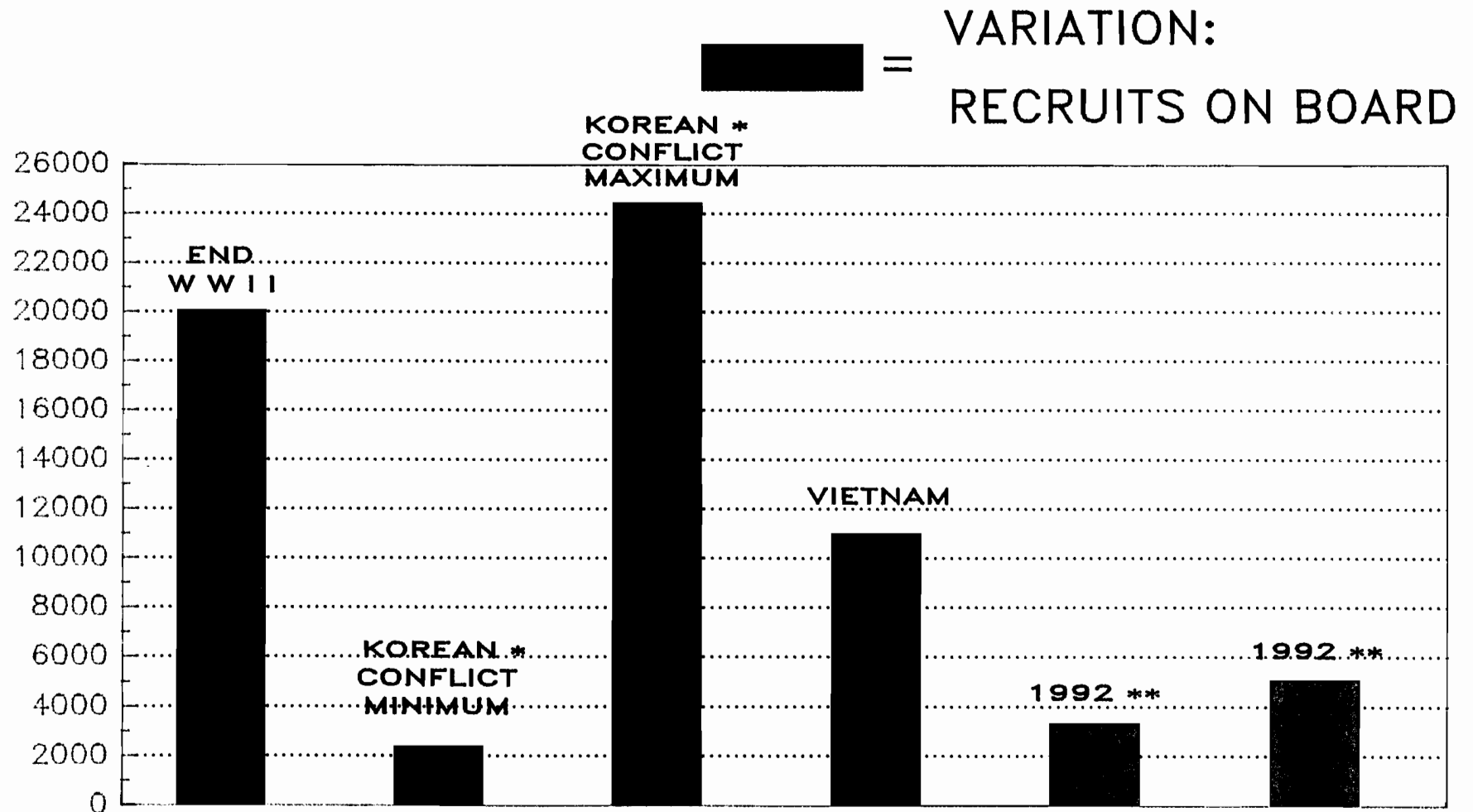
NAVAL HOSPITAL BEAUFORT

NOTABLE DIFFERENCES IN RECRUIT TRAINING

- ◆ **Recruits are medical care intensive.**
- ◆ **Early diagnosis, treatment, and return to training is critical.**
- ◆ **Recruiting goals and recruit loads vary with DOD needs and with seasons.**



NAVAL HOSPITAL BEAUFORT



* SUDDEN INCREASE IN LOAD DUE TO INCREASED REQUIREMENT.

** LOAD VARIES WITH SEASON. INCREASES DURING SUMMER WHEN MOST HIGH SCHOOL GRADUATES ENTER TRAINING.

TP12

NAVAL HOSPITAL BEAUFORT

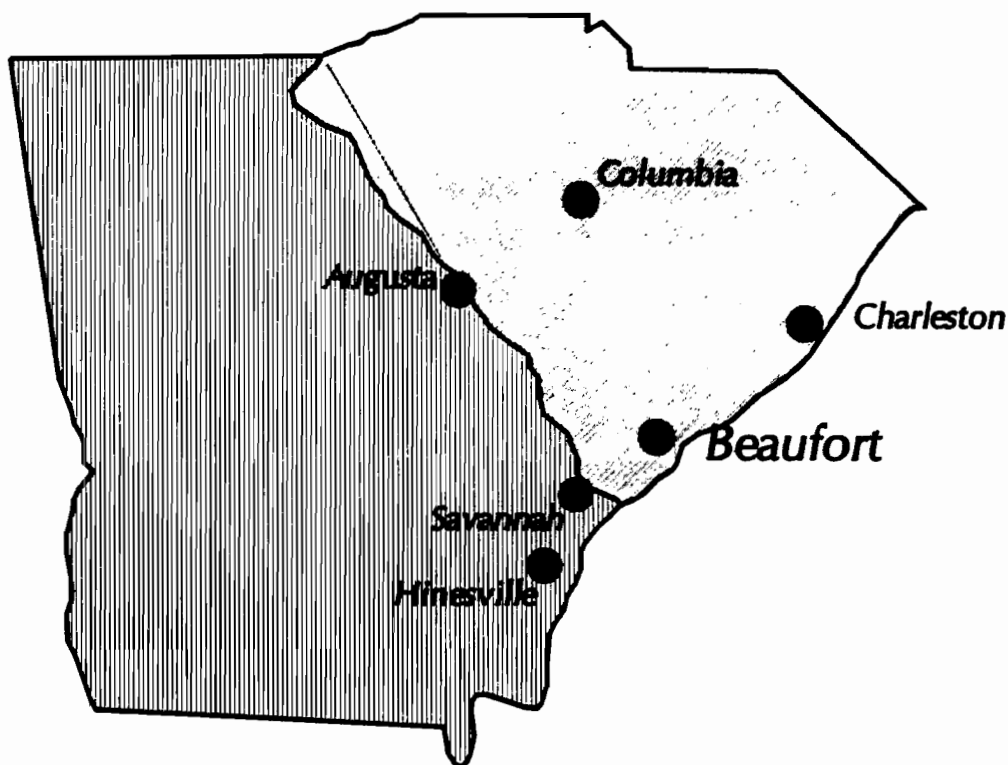
EFFECT OF HOSPITAL LOSS

- ◆ **PROLONGED INITIAL PROCESSING OF RECRUITS.**
- ◆ **INSUFFICIENT RADIOLOGIC CAPABILITY.**
- ◆ **INADEQUATE SPECIALITY ACCESS.**
- ◆ **NO ADMINISTRATIVE SUPPORT.**
- ◆ **NO INPATIENT BEDS NEARBY.**
- ◆ **RECRUITS IN CIVILIAN HEALTH FACILITIES.**
- ◆ **"MILITARY SPECIFIC" SUPPORT NOT PROVIDED.**



NAVAL HOSPITAL BEAUFORT

Referral Hospitals Mileage Chart



<i>City</i>	<i>Military Hospitals</i>	<i>Mileage / Time</i>		
Charleston, SC.	Naval	80 Miles	1.5 Hrs.	
Columbia, SC.	Army	136 Miles	2.5 Hrs.	
Augusta, GA.	Army	119 Miles	3 Hrs.	
Hinesville, GA.	Army	105 Miles	2 Hrs.	

Civilian Hospitals

Charleston, SC.	Medical Univ. of SC.	80 Miles	1.5 Hrs.	
Savannah, GA.	Memorial - St. Joseph's	60 Miles	1.25 Hrs.	

NAVAL HOSPITAL BEAUFORT

FUTURE IMPACTS

- ◆ **MARINE CORPS MAY HAVE TO
CONSOLIDATE RECRUIT TRAINING**
- ◆ **ONLY MCRD PARRIS ISLAND COULD
ABSORB ALL RECRUIT TRAINING**



NAVAL HOSPITAL BEAUFORT

SUMMARY STATEMENT

- ◆ **MCRD MISSION - TRAIN RECRUITS**
- ◆ **HOSPITAL MISSION - RENDER MEDICAL SUPPORT**

LOSS OF MEDICAL SUPPORT JEOPARDIZES MCRD MISSION



Naval Hospital

Supporting Documents

(the sources and references for this section refer to the transparencies (TP) found at the end of the Naval Hospital text).

TP-2

Historical Information:

Letter from Major General Gene A. Deegan, U.S.M.C., Commanding General, Marine Corps Recruit Depot, Parris Island.

TP-4

Mission Statement:

Provided by U.S. Naval Hospital, Beaufort, South Carolina.

TP-7

In and Out Patient Statistics:

a) Correspondence from Charles R. Loar, Assistant Chief, BUMED, 21 April 1993 (reference: 6321/MED-312/3U764307).
b) SEARS Report for Fiscal Year 1992.

TP-9

Catchment Area and
Category of Beneficiaries:

Obtained from Defense Eligibility Enrollment Reporting Systems (DEERS).

TP-10

Inpatient/Outpatient Visits:

SEARS Report for Fiscal Year 1992.

TP-12

Variations in Recruit Populations:

Historical Information.

TP-15

Summary Statement:
Hospital

a) Mission Statement of U.S. Naval and Parris Island, Beaufort, S.C.
b) Letter from Major General Gene A. Deegan, U.S.M.C., Commanding General, Marine Corps Recruit Depot, Parris Island.

Naval Hospital

References

(the sources and references for this section refer to the transparencies (TP) found at the end of the Naval Hospital text).

TP-2

Historical Information:

Information obtained from Dr. Wise, Curator, Marine Corps Museum, Marine Corps Recruit Depot, Parris Island, South Carolina (conversation from early June, 93).

TP-5

Training Activities

Peculiar to Recruits:

Information obtained through personal observation.

TP-6

Naval Hospital, Essential Services:

Knowledge obtained through personal observation and conversation with current Commanding Officer, Naval Hospital, Beaufort.

TP-7

In and Out Patient Statistics:

Data extracted from Worldwide Outpatient Reporting System.

TP-8

Naval Hospital Staffing:
Hospital,

Information obtained from Naval Beaufort.

TP-10

Inpatient/Outpatient Visits:

Worldwide Outpatient Reporting Systems.

TP-11

Notable Differences
in Recruit Training:

Personal observation.

TP-12

Variations in Recruit Populations:

FY 93 USMC Master Projection Plan.

TP-13

Effect of Hospital Loss:

Personal knowledge of available hospital support.

TP-14

Referral Hospital:

Mileage from Rand McNally road atlas.

Naval Hospital

Tab References

TAB 1:

Letter 7 June 1993 from Major General Gene A. Deegan, U.S.M.C.,
Commanding General, Marine Corps Recruit Depot, Parris Island.

TAB 2:

Mission Statement, Naval Hospital Beaufort.

TAB 3:

Correspondence from Charles R. Loar, Assistant Chief, BUMED, 21 April 1993
(reference: 6321/MED-312/3U764307).

TAB 4:

SEARS Report for Fiscal Year 1992.

TAB 5:

Distribution of Military Population by Type for Beaufort (Defense Eligibility
Enrollment Reporting Systems (DEERS)).

TAB 6:

Recruit Population Numbers



UNITED STATES MARINE CORPS
MARINE CORPS RECRUIT DEPOT/EASTERN RECRUITING REGION
PARRIS ISLAND, SOUTH CAROLINA 29905-5001

IN REPLY REFER TO:
5000
C/S
June 7, 1993

Mr. William F. Cochrane
Chairman, Military Enhancement Committee
Post Office Box 819
Beaufort, South Carolina 29901

Dear Mr. Cochrane,

In response to your request, this letter summarizes the concern I expressed to Lieutenant General Matthew T. Cooper, USMC, Deputy Chief of Staff for Manpower and Reserve Affairs Headquarters, U. S. Marine Corps, regarding the potential closure of the Beaufort Naval Hospital. I expressed my views in my capacity as the Responsible Line Commander for the Naval Hospital and underscored the impact such a move would have on the services currently provided to the Marine Corps Recruit Depot at Parris Island.

During 1992, 782 recruits were referred for initial medical consultation to the Beaufort Naval Hospital from Parris Island for treatment beyond the capability of the clinic aboard the Depot. Additionally, there were 287 recruits admitted as patients with an average length of stay of 12.7 days. During this same period, 155 Marines or Sailors from Parris Island (other than recruits) were admitted to the hospital with an average length of stay of 2.6 days. When factoring admission, release and required command visits attendant to this care, over 1900 official trips were made to the Naval Hospital. If similar factors were used should the nearest medical facility be in Charleston, there would be a significant increase in lost man days and transportation costs associated with the 1 hour 45 minute trip to Charleston.

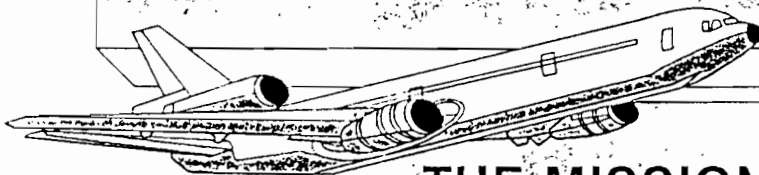
In less concrete terms, I am concerned with our special responsibility and accountability for our young recruits. Many are separated from their families for the first time and they expect us to take care of them. A homesick recruit hospitalized almost 2 hours from his leadership and support structure is not "taking care of your troops." In addition, Marine Corps recruit training is inherently physical resulting in injuries, some serious. We need responsive skilled military medical support.

Very simply, I am strongly opposed to the closure of the Beaufort Naval Hospital and the assumption of existing services by the Charleston Naval hospital 75 miles distant.

Sincerely,

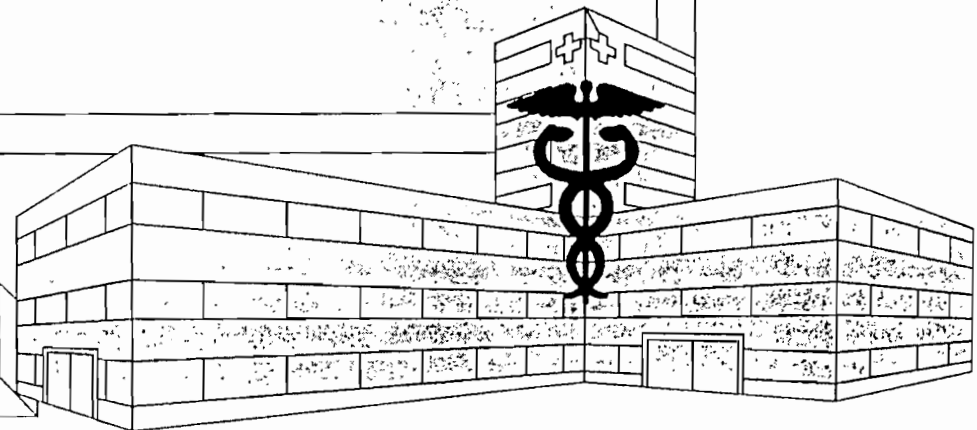
GENE A. DEEGAN
Major General, U. S. Marine Corps
Commanding General

NAVAL HOSPITAL BEAUFORT MISSION STATEMENT



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WE WILL PROVIDE A COMPREHENSIVE QUALITY CARE PROGRAM WITH TIMELY TREATMENT OR REFERRAL FOR SICKNESS OR INJURIES, AND A PROACTIVE HEALTH PROGRAM.





DEPARTMENT OF THE NAVY
BUREAU OF MEDICINE AND SURGERY
2300 E STREET NW
WASHINGTON DC 20372-5300

IN REPLY REFER TO

6321
MED-312/3U764307
21 Apr 93

From: Chief, Bureau of Medicine and Surgery
Subj: FISCAL YEAR 1993 BED CAPACITY AND LICENSED BEDS REPORT
Ref: (a) BUMEDINST 6321.3
(b) DoD 6015.1-M, Glossary of Health Care Terminology
Mar 1, 1989

Encl: (1) Bed Capacity and Licensed Beds for FY 93

1. Under reference (a), enclosure (1) was assembled based on input received from naval medical treatment facilities. It represents official Navy figures for bed capacity and licensed beds for fiscal year 1993. Reference (b) provides DoD bed capacity definitions.

2. Questions or comments may be referred to Ms. Mary Carothers who can be reached at (202) 653-0360 or DSN 294-0360.

CHARLES R. LOAR
Assistant Chief for
Health Care Operations

Distribution:

SNDL, C34F	28C2	FT2
FA47	28K1	FT5
FB58	42A1	FT28
FC17	42A3	FT31
FT108	42B1	V8
FW1	42B2	V16
FW3	C52	V25
FW4	FA6	V12
FA49	FA24	A3
FB60	FB24	A6
FC16	FB28	
FF72	FB50	
21A	FC3	
23A2	FT1	

THE STANDARD ELEMENT ACTIVITY REPORTING SYSTEM (SEARS) REPORT

PROPOSE OF SEARS REPORT: TO PROVIDE A MONTHLY SUMMARY AND COMPARATIVE WORKLOAD REPORT OF ALL NAVAL FIXED MEDICAL TREATMENT FACILITIES (MTFS) AND THE OPERATING FORCES.

THE REPORT INCLUDES OUTPATIENT VISITS, INPATIENT VISITS, OCCUPIED BED DAYS, AVERAGE DAILY PATIENT LOAD, AVERAGE LENGTH OF STAY, NUMBER OF OPERATING BEDS, OCCUPANCY RATE, RELATIVE CASE MIX INDEX, NAVY AND DOD CASE MIX INDICES AND TOTAL (INPATIENT & OUTPATIENT) WEIGHTED PHARMACY, LABORATORY AND XRAY PROCEDURES.

GLOSSARY

MISSIONS: - ADMISSIONS EQUAL THE TOTAL NUMBER OF PATIENTS ADMITTED; INCLUDING LIVE BIRTHS. PATIENTS TRANSFERRED BETWEEN FACILITIES ARE INCLUDED IN THE COUNT OF ADMISSIONS FOR BOTH FACILITIES.

DATA SOURCE: HEADQUARTERS INPATIENT SYSTEM (HIPS)

SEGREGATION OF CLINIC DATA: - AMBULATORY CLINIC DATA REPORTED IS INCLUSIVE OF NAVMED CLINICS WHICH ROLL UP INTO REPORTING FACILITIES.

AVERAGE DAILY PATIENT LOAD (ADPL): - ADPL EQUALS THE AVERAGE NUMBER OF INPATIENTS RECEIVING CARE AT THE FACILITY PER DAY DURING THE REPORTING PERIOD. INCLUDED ARE PATIENTS ON PASS AND LIBERTY STATUS NOT IN EXCESS OF 72 HOURS AND PATIENTS ADMITTED AND DISPOSITIONED ON THE SAME DAY. EXCLUDED ARE PATIENTS ON CONVALESCENT LEAVE AND PATIENTS IN "AUTHORIZED TO SUBSIST OUT" CATEGORY.

ADPL IS CALCULATED AS FOLLOWS:

NUMBER OF OCCUPIED BED DAYS (INCLUDING BASSINET DAYS) FOR A GIVEN REPORTING PERIOD, DIVIDED BY THE NUMBER OF DAYS IN A GIVEN REPORTING PERIOD.

DATA SOURCE: HEADQUARTERS INPATIENT SYSTEM (HIPS)

AVERAGE LENGTH OF STAY (ALOS): - THE ALOS IS DEFINED AS DISPOSITIONED INPATIENT TOTAL OCCUPIED BED DAYS (INCLUDING BASSINET DAYS) DIVIDED BY THE NUMBER OF DISPOSITIONED PATIENTS, INCLUDING NEWBORNS FOR THE REPORTING PERIOD.

DATA SOURCE: HEADQUARTERS INPATIENT SYSTEM (HIPS)

LIVE BIRTHS: - INCLUDES ALL LIVE BIRTHS WITH MOTHER ONLY. DOES NOT INCLUDE TRANSFERS OF NEWBORN INFANTS FROM OTHER MTFS OR JRCES.

DATA SOURCE: HEADQUARTERS INPATIENT SYSTEM (HIPS)

CASE MIX INDEXES:

RELATIVE WEIGHTED PRODUCTS (RWP) - THE RWP IS THE DISPOSITIONS FROM BIOMETRIC DATA SYSTEM WEIGHTED BY CHAMPUS DRG RELATIVE WEIGHTS. EACH DISPOSITION IS ASSIGNED A DRG AND WEIGHTED BY THE APPROPRIATE CHAMPUS WEIGHT FOR THAT DRG IN ACCORDANCE WITH THE RULES FOR WORKLOAD CREDIT WHICH TAKES INTO ACCOUNT SHORT AND LONG STAYS.

CASE-MIX INDEX (CMI) - THE CMI IS THE TOTAL RELATIVE WEIGHTED PRODUCTS (RWPS) FOR A MEDICAL TREATMENT FACILITY (OR OTHER LEVEL OF ACCUMULATION) DIVIDED BY THE TOTAL OF INPATIENT DISPOSITIONS FOR WHICH THE RWPS WERE DETERMINED. THE CMI GIVES AVERAGE RWPS PER DISPOSITION. AN MTF WITH A HIGH CMI IMPLIES THAT THE INPATIENT CASE MIX OF THE MTF WAS CONCENTRATED IN A MORE COMPLEX AND COSTLY PROCEDURE.

RELATIVE CASE MIX INDEX (RCMI) - THE RCMI EQUALS THE MTFS CASE MIX INDEX DIVIDED BY THE COMPARING ORGANIZATION CMI. FOR A GIVEN MTF, A DOD RCMI OF 1.35 WOULD INDICATE THAT BASED ON A CASE MIX ALONE, THE MTF'S DISPOSITIONS REQUIRE 35% MORE RESOURCES THAN THE DOD AVERAGE, EVERYTHING ELSE BEING EQUAL.

DOD RELATIVE CASE MIX INDEX (DOD RCMI) - THE DOD FY-88 RCMI FOR A NAVY HOSPITAL IS EQUAL TO THE HOSPITAL'S FY-88 CASE MIX INDEX DIVIDED BY DOD FY-88 CASE MIX INDEX.

NAVY MTF RELATIVE CASE MIX INDEX - THE FY-88 NAVY MTF RELATIVE CMI IS EQUAL TO THE NAVY HOSPITAL'S FY-88 CMI DIVIDED BY THE FY-88 CMI FOR THE ENTIRE NAVY.

PUTED DATA: - DATA IS ESTIMATED FOR ACTIVITIES WHEN DATA IS MISSING FROM THE REPORT. AN 'I' IN A COLUMN MEANS THAT INPATIENT DATA FOR THE INDICATED MONTH, AN 'O' IN A COLUMN MEANS THAT OUTPATIENT DATA FOR THAT MONTH IS IMPUTED, AND A 'B' IN A COLUMN MEANS THAT BOTH INPATIENT AND OUTPATIENT DATA HAVE BEEN IMPUTED.

MILITARY MEDICAL TREATMENT FACILITY (MTF): - A MTF IS A HEALTH CARE FACILITY EQUIPPED TO PROVIDE VARIOUS DEGREES OF OUTPATIENT AND/OR INPATIENT CARE. IN THE NAVY THIS INCLUDES FIXED HOSPITALS, CLINICS, SICKBAYS AND LAND-BASED MOBILE FACILITIES, DATA ALSO INCLUDES SHIP CLINIC WORKLOAD.

NON-AVAILABILITY STATEMENT (NAS): - THIS IS A STATEMENT GENERALLY ISSUED BECAUSE THE MEDICAL CARE THAT A CHAMPUS ELIGIBLE BENEFICIARY NEEDS CANNOT BE PROVIDED AT THE FACILITY. IT IS A CERTIFICATION BY A COMMANDER (OR A DESIGNEE) OF A MILITARY MEDICAL TREATMENT FACILITY THAT MEDICAL CARE IS NOT AVAILABLE, AND RECORDED ON DD FORM 1251, UNIFORMED SERVICES MEDICAL TREATMENT FACILITY NON-AVAILABILITY STATEMENT (NAS).

DATA SOURCE: NON-AVAILABILITY SYSTEM (NAS)

NAVCARE VISITS: - AMBULATORY VISITS TO NAVCARE FACILITIES. THESE VISITS ARE PATIENT ENCOUNTERS AND MAY OR MAY NOT MEET THE DOD VISIT CRITERIA.

DATA SOURCE: NAVAL MEDICAL MATERIAL SUPPORT COMMAND

OCCUPANCY RATE: - THIS IS A RATIO OF AVERAGE DAILY PATIENT LOAD (ADPL) TO THE NUMBER OF AUTHORIZED OPERATING BEDS MAINTAINED DURING THE REPORTING PERIOD TIMES 100.

OCCUPIED BED DAYS (OBD): - OBDS ARE THE NUMBER OF DAYS AN INPATIENT OCCUPIES A BED DURING THE REPORTING PERIOD. THE FOLLOWING ARE COUNTED AS OBDS.

- DAYS ON PASS OR LIBERTY NOT IN EXCESS OF 72 HOURS
- NEWBORN INFANT DAYS WHILE OCCUPYING A BASSINET
- DAYS IN LABOR OR DELIVERY ROOM.
- AN OBD IS CREDITED WHENEVER A PATIENT IS ADMITTED AND DISPOSITIONED ON THE SAME DAY, SUCH AS FROM SAME DAY SURGERY.

DATA SOURCE: HEADQUARTERS INPATIENT SYSTEM (HIPS)

OPERATING BEDS: - THESE ARE BEDS THAT ARE CURRENTLY SET UP AND READY IN ALL RESPECTS FOR THE CARE OF A PATIENT. IT MUST INCLUDE REPORTING SPACE, EQUIPMENT, AND STAFF TO OPERATE UNDER NORMAL CONDITIONS. EXCLUDED ARE TRANSIENT PATIENTS' BEDS, INCUBATORS, BASSINETS, LABOR BEDS, AND RECOVERY BEDS.

DATA SOURCE: MEDCOM 311 RT (BED CAPACITY AND BED STATUS REPORT)

VISIT: - HEALTH CARE CHARACTERIZED BY THE PROFESSIONAL EXAMINATION AND/OR EVALUATION OF A PATIENT AND THE DELIVERY OR PRESCRIPTION OF A CARE REGIMEN.

A. VISIT CRITERIA

1. EACH TIME AN ELIGIBLE BENEFICIARY RECEIVES CARE THROUGH A SEPARATE ORGANIZED CLINIC CONSISTING OF A COMBINATION OF THE FOLLOWING:

A. EXAMINATION	D. COUNSELING
B. ASSESSMENT	E. TREATMENT
C. DIAGNOSIS	

A VISIT IS CONSIDERED COMPLETE AND COUNTABLE ONLY WHEN DOCUMENTED IN THE PATIENT'S INPATIENT TREATMENT RECORD, OUTPATIENT TREATMENT RECORD, HEALTH RECORD, OR OTHER AUTHORIZED RECORD OF MEDICAL TREATMENT.

2. CLASSIFICATION OF A VISIT IS NOT DEPENDENT UPON THE PROFESSIONAL LEVEL OF THE PERSON PROVIDING THE SERVICE (I.E., PHYSICIAN, NURSE, PHYSICIAN'S ASSISTANT, TECHNICIAN, CORPSMAN). HOWEVER, VISITS RENDERED BY PROVIDERS PAID FROM NONAPPROPRIATED FUNDS ARE NOT REPORTED.

3. CLASSIFICATION OF A VISIT IS NOT DEPENDENT UPON THE PHYSICAL LOCATION OF THE PATIENT. TECHNIQUES OR METHODS OF PROVIDING HEALTH CARE SERVICES INCLUDE TELEPHONIC OR DIRECT PATIENT CONTACT (ONE-TO-ONE OR GROUP).

4. GROUP SESSIONS SUCH AS MENTAL HEALTH THERAPY SESSIONS AND HEALTH PROMOTION ACTIVITIES OR INTERVENTIONS DESIGNED TO MODIFY LIFESTYLE, ARE COUNTED AS A VISIT FOR EACH PARTICIPANT. THIS IS TRUE REGARDLESS OF THE LENGTH OF THE SESSION OR THE NUMBER OF HEALTH CARE PERSONNEL INVOLVED, IF THERE IS INDIVIDUALIZED INTERVENTION WITH A SPECIFIC TREATMENT PLAN FOR EACH INDIVIDUAL IN ATTENDANCE AND THE ABOVE CRITERIA ARE MET.

REPORTABLE AS VISITS:

1. INPATIENT VISITS. AN INPATIENT VISIT CAN BE COUNTED FOR THE FOLLOWING SITUATIONS:

A. EACH TIME AN INPATIENT IS SEEN WITHIN THE ADMITTING MTF ON A CONSULTATIVE BASIS IN AN OUTPATIENT CLINIC OR IN THE PHYSICAL EXAMINATION AND STANDARDS SECTION FOR EVALUATION OF PROFILE CHANGES.

B. EACH TIME CONTACT IS MADE BY CLINIC OR SPECIALTY SERVICE MEMBERS (OTHER THAN THE PRIMARY HEALTH CARE PROVIDER) WITH PATIENTS ON HOSPITAL UNITS/WARDS WHEN SUCH SERVICES ARE SCHEDULED THROUGH THE RESPECTIVE CLINIC OR SPECIALTY SERVICE. FOR EXAMPLE, A PHYSICAL THERAPIST BEING REQUESTED BY THE ATTENDING HEALTH CARE PROVIDER TO INITIATE CERTAIN THERAPY REGIMENS TO A PATIENT WHO IS IN TRACTION AND UNABLE TO GO TO THE CLINIC; OR A DIETITIAN REQUESTED TO COME TO THE BESIDE OF A STRICT BEDREST PATIENT TO EXPLAIN AND DELINEATE A PARTICULAR DIET. CONVERSELY, A PHYSICAL THERAPIST OR DIETITIAN MAKING ROUTINE WARD ROUNDS WILL NOT BE COUNTABLE AS VISITS. SEE PARAGRAPH C(3) BELOW FOR HANDLING OF ALL WARD/GROUND ROUNDS.

DATA SOURCE: FOR FIXED FACILITIES: HEADQUARTERS OUTPATIENT SYSTEM (HOPS)
FOR SHIPS: FLEET MARINE GROUP (FMG)/CONSTRUCTION
BATTALION (CB)/RESERVISTS (RES): WORLDWIDE OUTPATIENT REPORTING SYSTEM (OPT)

2. OUTPATIENT VISITS:

A. WHEN A PATIENT IS SEEN SIMULTANEOUSLY BY MORE THAN ONE HEALTH CARE PROVIDER IN THE SAME CLINIC OR SESSION, ONLY ONE VISIT IS COUNTED PER PATIENT. FOR EXAMPLE, A VISIT DURING WHICH BOTH A PHYSICIAN AND MEDICAL TECHNICIAN IN THE SAME CLINIC HAVE BEEN INVOLVED, SHALL COUNT ONLY AS A SINGLE VISIT.

B. A PATIENT VISITING A CLINIC IN THE MORNING AND AGAIN IN THE AFTERNOON WILL BE COUNTED AS TWO VISITS ONLY IF THE FIRST VISIT IS COMPLETED (I.E., THE PATIENT HAS BEEN EVALUATED, TREATED, DISPOSITIONED AND THE REQUIRED DOCUMENTATION MADE IN THE MEDICAL RECORD). CONVERSELY, ONLY ONE VISIT CAN BE COUNTED WHEN THE AFTERNOON VISIT IS MERELY A CONTINUATION OR EXTENSION OF THE INITIAL VISIT IN THE MORNING (E.G., A PATIENT SEEN IN THE ORTHOPEDIC CLINIC IN THE MORNING IS SENT TO RADIOLOGY FOR X-RAYS AND RETURNS TO THE ORTHOPEDIC CLINIC IN THE AFTERNOON FOR CONTINUED EVALUATION OR TREATMENT).

C. ALL OR PART OF A PHYSICAL EXAM PERFORMED IN A SEPARATELY ORGANIZED CLINIC OR SPECIALTY SERVICE IS COUNTED AS A VISIT IF THE PHYSICAL EXAMINATION REQUIRING THE PATIENT TO BE EXAMINED OR EVALUATED IN FOUR DIFFERENT CLINICS IS REPORTED AS A VISIT IN EACH OF THE FOUR CLINICS. SCREENING PROCEDURES SUCH AS SIMPLE VISION TESTS, AUDIOGRAMS AND OTHER DIAGNOSTIC TESTS CONDUCTED AS PART OF ROUTINE OR FLIGHT PHYSICAL EXAMINATION WILL NOT BE COUNTED AS SEPARATE VISITS REGARDLESS OF WHERE THEY ARE PERFORMED.

D. A VISIT MAY BE COUNTED WHEN ONE OF THE FOLLOWING TASKS IS PERFORMED, OTHER THAN AS PART OF ROUTINE MEDICAL CARE, AND THE VISIT IS ASSOCIATED WITH OR RELATED TO THE TREATMENT OF A PATIENT FOR A SPECIFIC CONDITION, AS FOLLOW-UP, AND MEETS THE CRITERIA OF PARAGRAPH A.

- 1) THERAPEUTIC OR DESENSITIZATION INJECTIONS
- 2) CANCER DETECTION CHECKS (E.G. PAP SMEAR)
- 3) BLOOD PRESSURE CHECKS
- 4) WEIGHT CHECKS

DATA SOURCE: FOR FIXED FACILITIES: HEADQUARTERS OUTPATIENT SYSTEM (HOPS)
FOR SHIPS: FLEET MARINE GROUP (FMG)/CONSTRUCTION
BATTALION (CB)/RESERVISTS (RES): WORLDWIDE OUTPATIENT REPORTING SYSTEM (OPT)

NOT REPORTED AS VISITS

1. AN OCCASION OF SERVICE IS IDENTIFIED AS A ACT OR SERVICE INVOLVED IN THE MEDICAL CARE OF A PATIENT WHICH DOES NOT REQUIRE E ASSESSMENT OF THE PATIENT'S CONDITION NOR THE EXERCISING OF INDEPENDENT JUDGMENT AS TO THE PATIENT'S CARE. SOME EXAMPLES ARE TECHNICIAN DRAWING BLOOD, TAKING AN X-RAY, ADMINISTERING AN IMMUNIZATION AND FILLING A PRESCRIPTION. THESE ARE REPORTED IN THE PROPRIATE ANCILLARY WORKCENTER AS WEIGHTED OR UNWEIGHTED PROCEDURES.

2. LIMITED AND SCREENING EXAMINATIONS ARE NOT RELATED TO THE TREATMENT OF PATIENTS, THEREFORE ARE NOT CLASSIFIED AS A VISIT. ME EXAMPLES OF LIMITED AND SCREENING EXAMINATIONS ARE SIMPLE VISION TESTS FOR DRIVER'S LICENSES, AUDIOGRAMS FOR OCCUPATIONAL ALTH PROGRAMS, TUBERCULIN TESTS AND EXAMINATION OF FOOD HANDLERS. THESE ARE REPORTED IN THE APPROPRIATE ANCILLARY WORKCENTER A IGHTEED OR UNWEIGHTED PROCEDURES.

3. REGARDLESS OF THE CIRCUMSTANCES, WARD ROUNDS AND GRAND ROUNDS MAY NOT BE COUNTED AS INPATIENT VISITS. THEY ARE CONSIDERE RT OF THE INPATIENT CARE REGIMEN.

IGHTEED PROCEDURES:

ORDER TO OBTAIN USEFUL AVERAGE COST COMPARISON DATA, IT IS NECESSARY TO ASSIGN WEIGHTED VALUES TO THE NEW PROCEDURES PERFORMEI ICH REFLECT THEIR RELATIVE COMPLEXITIES AND COSTLINESS. TYPICALLY, A WORKLOAD PROCEDURE IS "WEIGHTED" TO ACCURATELY AND FAIRLY COUNT FOR THE VALUE OF THE RESOURCES CONSUMED TO ACCOMPLISH OR PRODUCE THAT GIVEN PERFORMANCE (WORKLOAD) UNIT. SPECIFIC WEIGHT OCEDEURES FOR LABORATORY, PHARMACY AND RADIOLOGY ARE LOCATED IN DOD 6010.13M, MEDICAL EXPENSE AND PERFORMANCE REPORTING MANUAL.

IGHTEED PROCEDURES FOR OCTOBER THROUGH SEPTEMBER AND THIS FY ARE IN HUNDREDS, (PRIFY TOTALS ARE WHOLE NUMBERS).

DISTRIBUTION OF MILITARY POPULATION BY TYPE FOR REAUFORT DEMO
AS OF DECEMBER 31 1992

(4)

ZIP	ARMY				NAVY				A.F.				M.C.				OTHER				TOTAL			
	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT
SPONSORS																								
ACT	37				0				52				1				1				91			
RET	745				225				485				83				52				1590			
SRV			0				0				0				0				0				0	
TOT				782				225				537				84				53			~~1681~~	
DEPENDENTS																								
ACT	35				0				89				0				0				124			
RET	1197				309				520				110				65				2201			
SRV			182				57				113			22					18				392	
TOT				1414				366				722				132				83			~~2717~~	

DISTRIBUTION OF MILITARY POPULATION BY TYPE FOR BEAUFORT DEMO
AS OF DECEMBER 31 1992

ZIP	ARMY				NAVY				A.F.				M.C.				OTHER				TOTAL				
	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	RET	SRV	TOT	ACT	SRV	RET	TOT	ACT	RET	SRV	TOT	

SPONSORS																									
ACT	50				734				32				10497				4				11317				
RET		492				629				571				1093				44				2829			
SRV			0				0			0				0				0						0	
TOT				542				1363				603				11590				48				~~14146~~	

DEPENDENTS

ACT	96				1138				59				8429				9				9731				
RET		629				690				669				1777				54				3819			
SRV			150				149			123				281				12						715	
TOT				875				1977				851			10487				75				~~14265~~		

TOTAL 32,809

PT Recruits
Total 2,238

(5)

FY 93 MASTER PROJECTION PLAN													C 4 March 1993		
Change 5													O		
M T COMP	LEAD	FOLLOW						MESS, AND	MESS, AND	BASIC	GRAD		M		
P S SIZE	SERIES	SERIES	SHIP, WEEK	TD-1	GRASS, WEEK	FIRING, WEEK	MAINTENANCE	MAINTENANCE2	WARRIOR	TRAINING	DATE	P	NOTE	RPT, SOI	
C 6 315	1120	1124	920928-921002	921009	921102-921106	921109-921113	921116-921123	921123-921129	921127-921212	921223	C	1, 6	930103		
NS 0 0	0	0	921005-921008	921016	921109-921113	921116-921120	921123-921130		921203-921219	930101	NS		930111		
G 6 409	2000	2004	921013-921015	921023	921116-921120	921123-921127	921129-921207		921211-921226	930108	G	2, 3	930119		
O 2 100	4000	4001	921013-921015	921020	921116-921120	921123-921127	921129-921207		921210-921226	930108	O	2, 3			
L 6 409	3000	3004	921019-921022	921030	921123-921127	921130-921204	921207-921214		921218-930102	930115	L		930126		
D 6 409	1000	1004	921026-921029	921106	921130-921204	921207-921211	921214-921221		921225-930109	930122	D		930202		
N 2 100	4002	4003	921026-921029	921103	921130-921204	921207-921211	921214-921221		921224-930109	930122	N				
H 6 396	2008	2012	921102-921105	921113	921207-921211	921214-921218	921221-921228		930101-930116	930129	H		930209		
M 6 396	3008	3012	921109-921113	921120	921214-921218	921221-921225	921228-930104		930108-930123	930205	M	4, 5	930216		
A 6 398	1008	1012	921116-921119	921127	921221-921225	921228-930101	930104-930111	930111-930117	930115-930130	930212	A		930223		
O 2 100	4004	4005	921116-921119	921124	921221-921225	921228-930101	930104-930111		930114-930130	930212	O				
NS 0 0	0	0	921123-921126	921204	921228-930101	930104-930108	930111-930118		930122-930206	930219	NS		930302		
E 6 398	2016	2020	921130-921203	921211	930104-930108	930111-930115	930117-930125		930129-930213	930226	E		930309		
N 2 100	4006	4007	921130-921203	921208	930104-930108	930111-930115	930117-930125		930128-930213	930226	N				
I 6 420	3016	3020	921207-921210	921218	930111-930115	930118-930122	930125-930201		930205-930220	930305	I		930316		
B 6 420	1016	1020	921214-921217	921225	930118-930122	930125-930129	930201-930208	930208-930214	930212-930227	930312	B		930323		
NS 0 0	0	0	921221-921223	930101	930125-930129	930201-930205	930208-930215		930219-930306	930319	NS		930330		
F 6 420	2024	2028	921228-921231	930108	930201-930205	930208-930212	930214-930222		930226-930313	930326	F		930406		
O 2 100	4008	4009	921228-921231	930105	930201-930205	930208-930212	930214-930222		930225-930313	930326	O				
K 6 422	3024	3028	930104-930107	930115	930208-930212	930215-930219	930222-930301		930305-930320	930402	K		930413		
C 6 423	1024	1028	930111-930114	930122	930215-930219	930222-930226	930301-930308		930312-930327	930409	C		930420		
N 2 100	4010	4011	930111-930114	930119	930215-930219	930222-930226	930301-930308		930311-930327	930409	N				
G 6 424	2032	2036	930119-930121	930129	930222-930226	930301-930305	930308-930315		930319-930403	930416	G	7	930427		
L 6 424	3032	3036	930125-930128	930205	930301-930305	930308-930312	930315-930322		930326-930410	930423	L		930504		
D 6 368	1032	1036	930201-930204	930212	930308-930312	930315-930319	930322-930329		930402-930417	930430	D		930511		
O 2 100	4012	4013	930201-930204	930209	930308-930312	930315-930319	930322-930329		930401-930417	930430	O				
H 6 368	2040	2044	930208-930211	930219	930315-930319	930322-930326	930329-930405		930409-930424	930507	H		930518		
M 6 370	3040	3044	930216-930218	930226	930322-930326	930329-930402	930405-930412		930416-930501	930514	M	8	930525		
A 6 370	1040	1044	930222-930225	930305	930329-930402	920405-930409	930412-930419		930423-930508	930521	A		930601		
N 2 100	4014	4015	930222-930225	930302	930329-930402	930405-930409	930412-930419		930422-930508	930521	N				
E 6 411	2048	2052	930301-930304	930312	930405-930409	930412-930416	930419-930426	930426-930503	930430-930515	930528	E		930608		
NS 0 0	0	0	930308-930311	930319	930412-930416	930419-930423	930426-930503		930507-930522	930604	NS				
I 6 411	3048	3052	930315-930318	930326	930419-930423	930426-930430	930503-930510		930514-930529	930611	I		930622		

C P		FY 93 MASTER PROJECTION PLAN										C 4 March 1993		
O L		Change 5										O		
M	T	COMP	LEAD	FOLLOW			MESS, AND		MESS, AND	BASIC	GRAD	M		
P	S	SIZE	SERIES	SERIES	SHIP, WEEK	TD-1	GRASS, WEEK	FIRING, WEEK	MAINTENANCE	MAINTENANCE2	WARRIOR TRAINING	DATE	P	NOTE RPT, SOI
O	2	100	4016	4017	930315-930318	930323	930419-930423	930426-930430	930503-930510		930513-930529	930611	O	
B	6	411	1048	1052	930322-930325	930402	930426-930430	930503-930507	930510-930517	930517-930523	930521-930605	930618	B	930629
NS		0	0	0	930329-930401	930409	930503-930507	930509-930514	930517-930524		930528-930612	930625	NS	930706
F	6	420	2056	2060	930405-930408	930416	930510-930514	930517-930521	930523-930531		930604-930619	930702	F	930713
N	2	100	4018	4019	930405-930408	930413	930510-930514	930517-930521	930523-930531		930603-930619	930702	N	
NS		0	0	0	930412-930415	930423	930517-930521	930524-930528	930531-930606		930610-930625	930709	NS	930720
K	6	422	3056	3060	930419-930422	930430	930524-930528	930531-930604	930607-930614		930618-930703	930716	K	930727
C	6	421	1056	1060	930426-930429	930507	930531-930604	930607-930611	930614-930621		930625-930710	930723	C	930803
O	2	100	4020	4021	930426-930429	930504	930531-930604	930607-930611	930614-930621		930624-930710	930723	O	
G	6	417	2064	2068	930503-930506	930514	930607-930611	930614-930618	930621-930628		930702-930717	930730	G	930810
NS		0	0	0	930510-930513	930521	930614-930618	930621-930625	930627-930705		930709-930724	930806	NS	930817
L	6	418	3064	3068	930517-930520	930528	930621-930625	930628-930702	930705-930712		930716-930731	930813	L	930824
N	2	100	4022	4023	930517-930520	930525	930621-930625	930628-930702	930705-930712		930715-930731	930813	N	
D	6	419	1064	1068	930524-930527	930604	930628-930702	930705-930709	930712-930719		930723-930807	930820	D	930831
H	6	418	2072	2076	930601-930603	930611	930705-930709	930712-930716	930719-930726		930730-930814	930827	H	9 930907
M	6	419	3072	3076	930607-930610	930618	930712-930716	930719-930723	930726-930802		930806-930821	930903	M	930914
O	2	100	4024	4025	930607-930610	930615	930712-930716	930719-930723	930726-930802		930805-930821	930903	O	
A	6	420	1072	1076	930614-930617	930625	930719-930723	930726-930730	930802-930809		930813-930828	930910	A	930921
E	7	514	2080	2084	930621-930624	930702	930726-930730	930802-930806	930809-930816		930820-930904	930917	E	930928
I	8	514	3080	3084	930628-930701	930709	930802-930806	930809-930813	930816-930823		930827-930911	930924	I	931005
N	2	100	4026	4027	930628-930701	930706	930802-930806	930809-930813	930816-930823		930826-930911	930924	N	
B	7	515	1080	1084	930706-930708	930716	930809-930813	930816-930820	930823-930830		930903-930918	931001	B	10 931012
F	6	418	2088	2092	930712-930715	930723	930816-930820	930823-930827	930830-930906		930910-930925	931008	F	931019
K	6	419	3088	3092	930719-930722	930730	930823-930827	930830-930903	930906-930913		930917-931002	931015	K	931026
O	2	100	4028	4029	930719-930722	930727	930823-930827	930830-930903	930906-930913		930916-931002	931015	O	
C	6	418	1088	1092	930726-930729	930806	930830-930903	930906-930910	930913-930920		930924-931009	931022	C	931102
G	6	401	2096	2100	930802-930805	930813	930906-930910	930913-930917	930920-930927		931001-931016	931029	G	931109
L	6	401	3096	3100	930809-930812	930820	930913-930917	930920-930924	930927-931004		931008-931023	931105	L	931116
N	2	100	4030	4031	930809-930812	930817	930913-930917	930920-930924	930927-931004		931007-931023	931105	N	
D	6	403	1096	1100	930816-930819	930827	930920-930924	930927-931001	931004-931011		931015-931030	931112	D	931123
H	6	405	2104	2108	930823-930826	930903	930927-931001	931004-931008	931011-931018		931022-931106	931119	H	931130
O	2	100	4032	4033	930823-930826	930831	930927-931001	931004-931008	931011-931018		931021-931106	931119	O	
M	6	418	3104	3108	930830-930902	930910	931004-931008	931011-931015	931018-931025		931029-931113	931126	M	931207

C P
O LFY 93 MASTER PROJECTION PLAN
Change 5C 4 March 1993
O

M	T	COMP	LEAD	FOLLOW												
P	S	SIZE	SERIES	SERIES	SHIP, WEEK	TD-1	GRASS, WEEK	FIRING, WEEK	MESS, AND MAINTENANCE	MESS, AND MAINTENANCE2	BASIC WARRIOR TRAINING	GRAD DATE	M	P	NOTE	RPT, SOI
A	6	416	1104	1108	930907-930909	930917	931011-931015	931018-931022	931025-931101		931105-931120	931203	A	11		931214
E	7	508	2112	2116	930913-930916	930924	931018-931022	931025-931029	931101-931108		931112-931127	931210	E			931221
N	2	100	4034	4035	930913-930916	930921	931018-931022	931025-931029	931101-931108		931112-931127	931210	N			
I	8	510	3112	3116	930920-930923	931001	931025-931029	931101-931105	931108-931115		931119-931204	931217	I			931228
B	7	512	1112	1116	930927-930930	931008	931101-931105	931108-931112	931115-931122		931126-931211	931224	B			940104

NOTES:

Bolded Date: Denotes Federal Holiday

- 1 2 Oct - Frigay ship
- 2 12 Oct - No shipping (Mon Columbus Day)
- 3 16 Oct - Friday ship
- 4 11 Nov - No shipping (Wed Veterans' Day)
- 5 13 Nov - Friday ship
- 6 23 Dec - Wednesday grad (Thu-Fri Christmas)
- 7 18 Jan - No shipping (Mon M. L. King Day)
- 8 15 Feb - No shipping (Mon Presidents' Day)

TOTAL 18/629 PT RECRUITS FY92

EASTERN RECRUITING REGION EVENFLOW

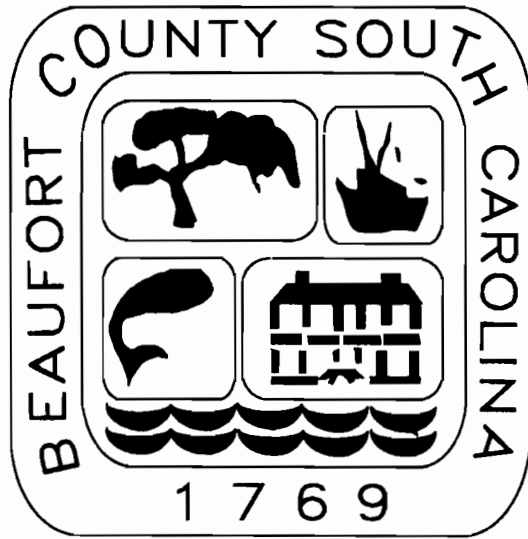
MONTH	WEEK	FIRST DISTRICT	FOURTH DISTRICT	SIXTH DISTRICT	ERR	RECOMMENDED BREAKDOWN
OCT	* 7 - 10	92	128	140	360	6/60
	15 - 17	93	130	141	364	6/61
	21 - 24	92	128	140	360	6/60
	*28 - 31	93	129	141	363	6/61
	TOTAL	370	515	562	1447	
NOV	4 - 7	131	179	181	491	8/62
	12 -15	132	180	182	494	8/62
	*18 -21	122	166	168	456	8/57 **
	TOTAL	385	525	531	1441	
DEC	2 - 5	89	136	109	334	6/56
	9 - 12	90	137	110	337	6/56
	*16 - 19	90	137	110	337	6/56
	23 - 27	82	124	99	305	6/51
	30	13	20	16	49	
	TOTAL	364	554	444	1362	
JAN	2 - 3	84	108	104	296	
					(345)	6/57 **
	*13 - 16	94	121	117	332	6/55
	21 - 23	93	119	116	328	6/55
	27 - 30	93	120	117	330	6/55
	TOTAL	364	468	454	1286 1631	
FEB	* 3 - 6	75	103	102	280	(275) 5/55
	10 - 13	77	106	104	287	(275) 5/55
	18 - 20	76	106	104	286	(275) 5/55
	*24 - 27	75	104	102	281	(309) 6/51 **
	TOTAL	303	419	412	1134	
MAR	9 - 12	92	127	122	341	6/57
	*16 - 19	87	120	115	322	6/54
	23 - 26	93	128	124	345	6/57
	30 - 31	39	54	52	145	
	TOTAL	311	429	413	1153	
APR	1 - 2	29	40	40	109	
					254	(230) 4/55
	* 6 - 9	62	86	84	232	(230) 4/55
	13 - 16	68	94	92	254	(230) 4/55
	20 - 23	67	93	91	251	(230) 4/55

EASTERN RECRUITING REGION EVENFLOW						
MONTH	WEEK	FIRST DISTRICT	FOURTH DISTRICT	SIXTH DISTRICT	ERR	RECOMMENDED BREAKDOWN
MAY						
	11 - 14	107	171	157	435	8/55
	*18 - 21	94	150	137	381	6/64
	26 - 29	107	171	157	435	8/55
	TOTAL	308	492	451	1251	
JUN						
	* 1 - 4	88	160	149	397	8/50
	8 - 11	88	160	149	397	8/50
	15 - 18	87	159	148	394	8/50
	*22 - 25	87	159	148	394	8/50
	29 - 30	44	80	75	199	
	TOTAL	394	718	669	1781	
JUL						
	1 - 2	49	67	64	180	
					(379)	6/63
	* 6 - 9	82	112	107	301	6/50
	13 - 16	93	127	120	340	6/57
	20 - 23	93	127	121	341	6/57
	*27 - 30	83	113	107	303	6/50 **
	TOTAL	400	546	519	~~1465~~ 1844	
AUG						
	*10 - 13	131	187	168	486	8/61
	17 - 20	135	193	173	501	8/63
	*24 - 27	130	185	166	481	8/60 **
	TOTAL	396	565	507	1468	
SEP						
	7 - 10	103	137	142	382	6/64
	*14 - 17	86	115	120	321	6/54
	21 - 24	101	135	140	376	6/63
	28 - 30	101	134	139	374	6/63
	TOTAL	391	521	541	1453	

* DENOTES WM SHIP WEEK

** DENOTES COMPANY COVERAGE FOR SPLIT MESS/MAINT CYCLE

total 18429



Presentation
Economic Impact

Executive Summary

Economic Impact, Beaufort, South Carolina

- Loss of installations would affect over 6,400 jobs.
- 17% affect on total employment (1 in 5 Jobs) in Beaufort County.
- 30% affect on employment (1 in 4 Jobs) in Northern Beaufort County.
- \$163 million payroll loss (military/civilian direct jobs).
- \$197 million total payroll loss (military/civilian and direct/indirect) (27% of area payroll dollars--1 in 4 payroll dollars).
- MCAS and NAVHOSP are leading county employers.
- The average MCAS civilian salary is 68% more than the average Beaufort salary.
- The 2,834 civilian direct and indirect jobs lost are 2.5 times more jobs than the entire number of jobs in manufacturing in Beaufort.
- Minorities will be disproportionately affected (41% of MCAS/NAVHOSP employees are minority and 52% are female).
- Unemployment could soar from a current 5% to 13% (21% in Northern Beaufort County).

ECONOMIC IMPACT BEAUFORT, SOUTH CAROLINA

(TP1) Mr. Chairman, members of the Commission. My name is Tom Taylor and I am Chairman of the Beaufort County Council. My assistant on this presentation is Mr. Don Hottel from Governor Campbell's Office.

While I am proud to be here representing the 86,000 citizens of our county, I must confess it is not a pleasure to explain the severe magnitude of the economic impact of these possible closures. However, I welcome this opportunity to present vital information on our community's dependency on these bases.

The employment losses and resulting loss of payroll dollars would have a serious and dramatic effect on Beaufort's present economy and on its future growth and development. The closure of the Air Station and the Naval Hospital would result in the loss of 4,476 military and civilian jobs (TP2). This will in turn result in the eventual loss of over 1,900 indirect support jobs, mostly affecting small businesses in the service sector. Total job losses could reach well over 6,400 jobs. That's 17% (TP3) or a loss of almost 1 in 5 jobs in Beaufort County's total employment force.

However, these figures are county-wide data and do not truly reflect the more serious economic effect the base closures would cause on northern Beaufort County. This map (TP4) shows the geographic division of northern and southern Beaufort County. The two areas are not only physically separate, but distinct economic areas as well.

The 34,000 residents of the resort and retirement community of Hilton Head have an average per capita income of about \$25,000 with only 7% below the poverty line.

The 52,000 residents of the Northern Beaufort County have an average per capita income of about \$11,500, and 15.1% are below the poverty line. This area contains the City of Beaufort and the Town of Port Royal and is the location of the Air Station and the Naval Hospital-shown in yellow. The Northern portion of Beaufort County will suffer virtually the entire employment and income losses since almost all of the civilian employees and indirect job holders associated with the Air Station and the Naval Hospital live and work in this part of the county.

The employment losses of 6,440 jobs would be concentrated in the Northern Beaufort County Area (TP5) and result in the loss of 30.6% of the current jobs - more than 1 and 4.

Unemployment in Beaufort County (TP6) would surge from the current low rate of 5.1% (which is below the national average of 7%) to possibly exceed 10 to 13%. Historically, Beaufort has had very low unemployment (Beaufort is currently ranked 6th best in the state); however, an unemployment rate of 10 to 13% would place Beaufort among the five worst counties in the State.

Beaufort County is a service based economy driven by tourism and government spending. There is no question that the Air Station and Naval Hospital represent the leading employment force in the local economy (TP7). In its Economic Impact data call, the Air Station is noted as the leading employer in the county.

Only 1,110 persons in Beaufort County are employed in high wage manufacturing (3.4% of the workforce). The 2,834 civilian direct and indirect jobs lost from base closure are more than two and a half times the number of persons employed in manufacturing in Beaufort County. Beaufort does not have a readily accessible labor market for such a large number of skilled and highly paid persons to be absorbed into its workforce.

Base closure would also mean the loss of over \$163 million in payroll dollars generated by the direct military and civilian jobs (TP8). That is 1 in 5 of the total payroll dollars in the county. The situation would worsen as an *additional* loss of an estimated \$34 million in indirect job payroll dollars would drain away as the over 1,900 indirect jobs associated with the installations are lost. The total payroll loss could exceed \$197 million. That is 27%, or more than 1 in 4, payroll dollars in Beaufort County.

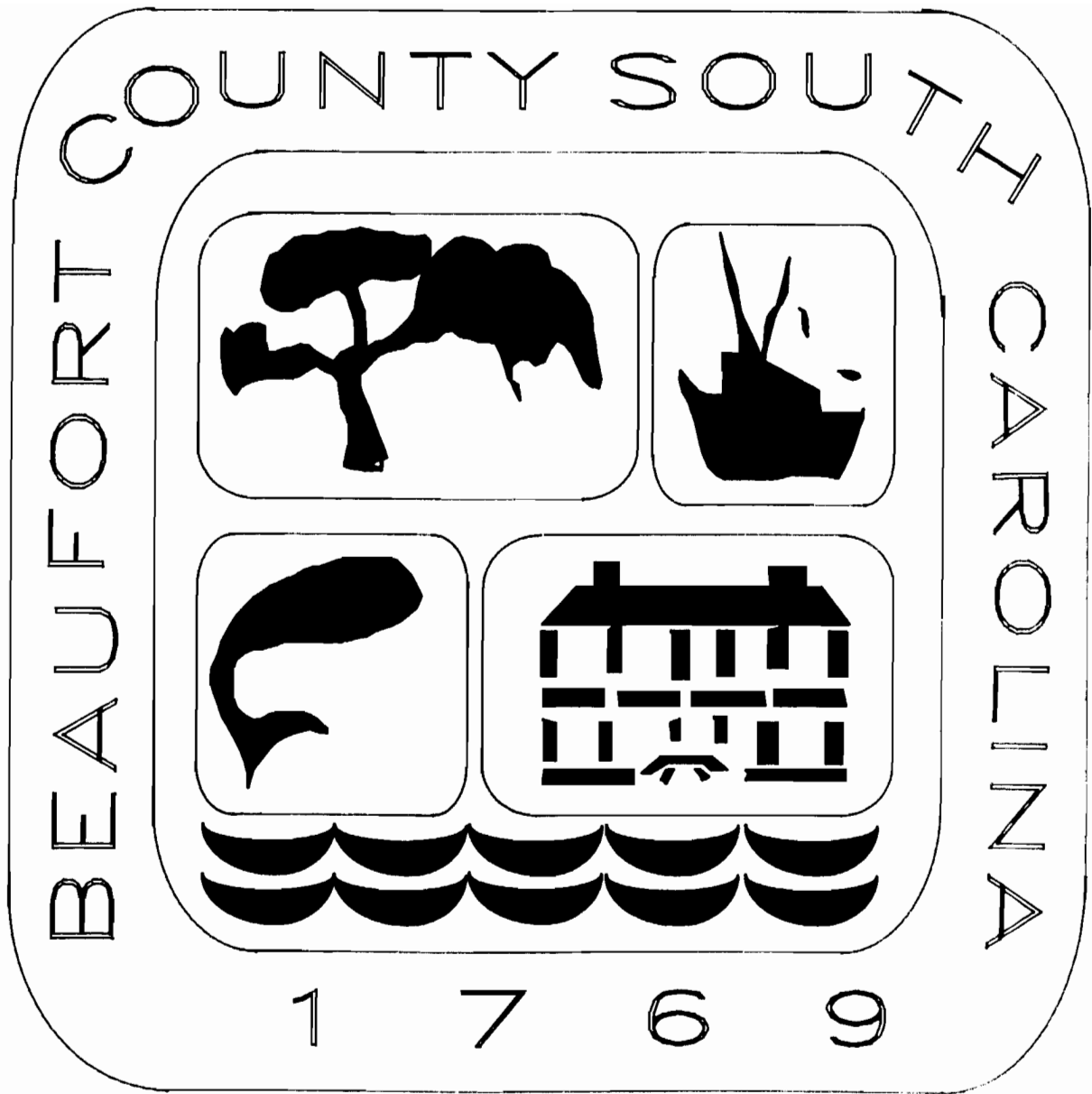
Aside from the critical unemployment problem that would be created, the jobs that would be affected are some of our best jobs (TP9). The Air Station reported in its Economic Impact data call that the average civilian wage at Marine Corps Air Station is \$29,476 and the Naval Hospital reported an average civilian wage of \$23,968. Few jobs in Beaufort afford this salary level. The average civilian salary at the Air Station is 68% more than the \$17,576 average salary in Beaufort. It will be difficult, if not impossible, for displaced employees to find employment with comparable economic benefits.

If the facilities close, minorities in Beaufort will be disproportionately affected (TP10). Fifty-two percent of the civilian employees at the Air Station and the Naval Hospital are female and forty-one percent are minority. Minorities face a tighter labor market than whites, since the current minority unemployment rate in Beaufort County is 7.7%.

In summation, the economic impact of closing the bases would be devastating to our community (TP11). We would see a loss of 1 in 5 jobs (more than 1 in 4 in Northern Beaufort County). More than 27% of all county payroll dollars would be lost. More than 40% of those who would lose their jobs would be minorities.

The job losses would bring 13% unemployment to our county and an estimated 21% unemployment to Northern Beaufort County.

On behalf of the citizens of Beaufort County who have embraced the military in our community for generations and who depend on the presence of these bases for our economic life, I implore you to examine all the facts and I am sure you will conclude that MCAS Beaufort and the Naval Hospital must remain open.



ECONOMIC IMPACT

BEAUFORT

BEAUFORT ECONOMIC IMPACT

JOB LOSSES

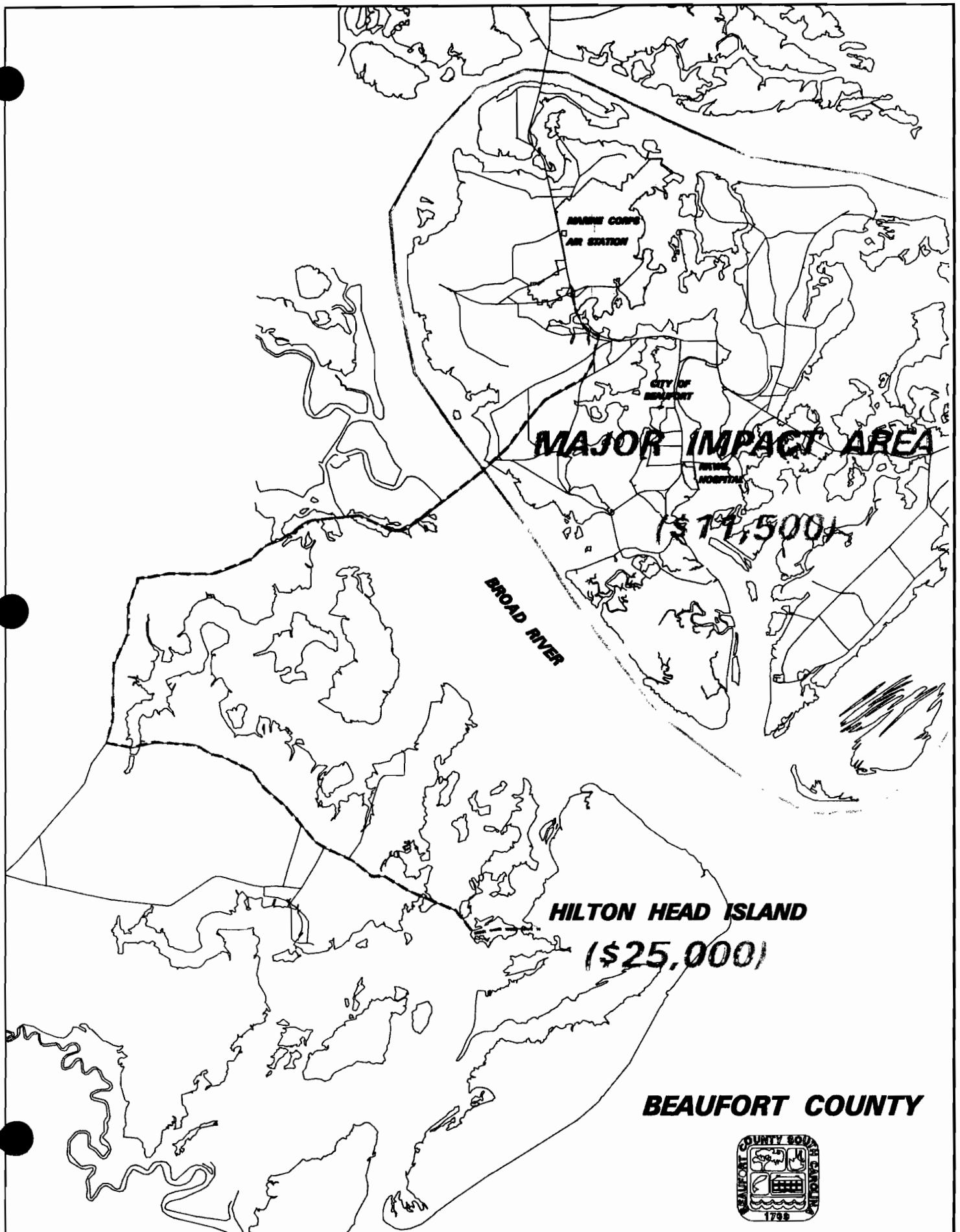
◆ Active Military Jobs at MCAS and NAVHOSP	3606
◆ Direct Civilian Jobs at MCAS and NAVHOSP	870
◆ Total Direct Jobs at MCAS and NAVHOSP	<u>4476</u>
◆ Indirect Job Loss	<u>1964</u>
◆ <i>Total Job Loss</i>	6440



BEAUFORT ECONOMIC IMPACT

- ◆ **Loss of 6440 jobs is *17.2%* of total persons employed in Beaufort County.**
- ◆ **1 in 5 jobs lost in Beaufort County.**

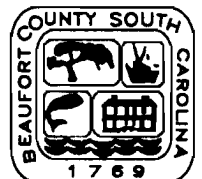




TP4

BEAUFORT ECONOMIC IMPACT

- ◆ **Loss of 6,440 jobs is *30.6%* of total persons employed in Northern Beaufort County.**
- ◆ **More than 1 in 4 jobs lost in Northern Beaufort County.**



BEAUFORT ECONOMIC IMPACT

- ◆ **Present unemployment in Beaufort County is *5.1%*.**
- ◆ **With base closures the unemployment rate would be *10% to 13%*.**



BEAUFORT ECONOMIC IMPACT

- ◆ **MCAS and NAVHOSP are leading county employers.**
- ◆ **Only 1,110 persons in Beaufort County are employed in high wage manufacturing (3.4% of the workforce).**
- ◆ **The 2,834 civilian direct and indirect jobs lost from base closure are more than 2.5 times the number of jobs in manufacturing in Beaufort County.**
- ◆ **Beaufort can not readily absorb this number of persons into its labor force.**



BEAUFORT ECONOMIC IMPACT

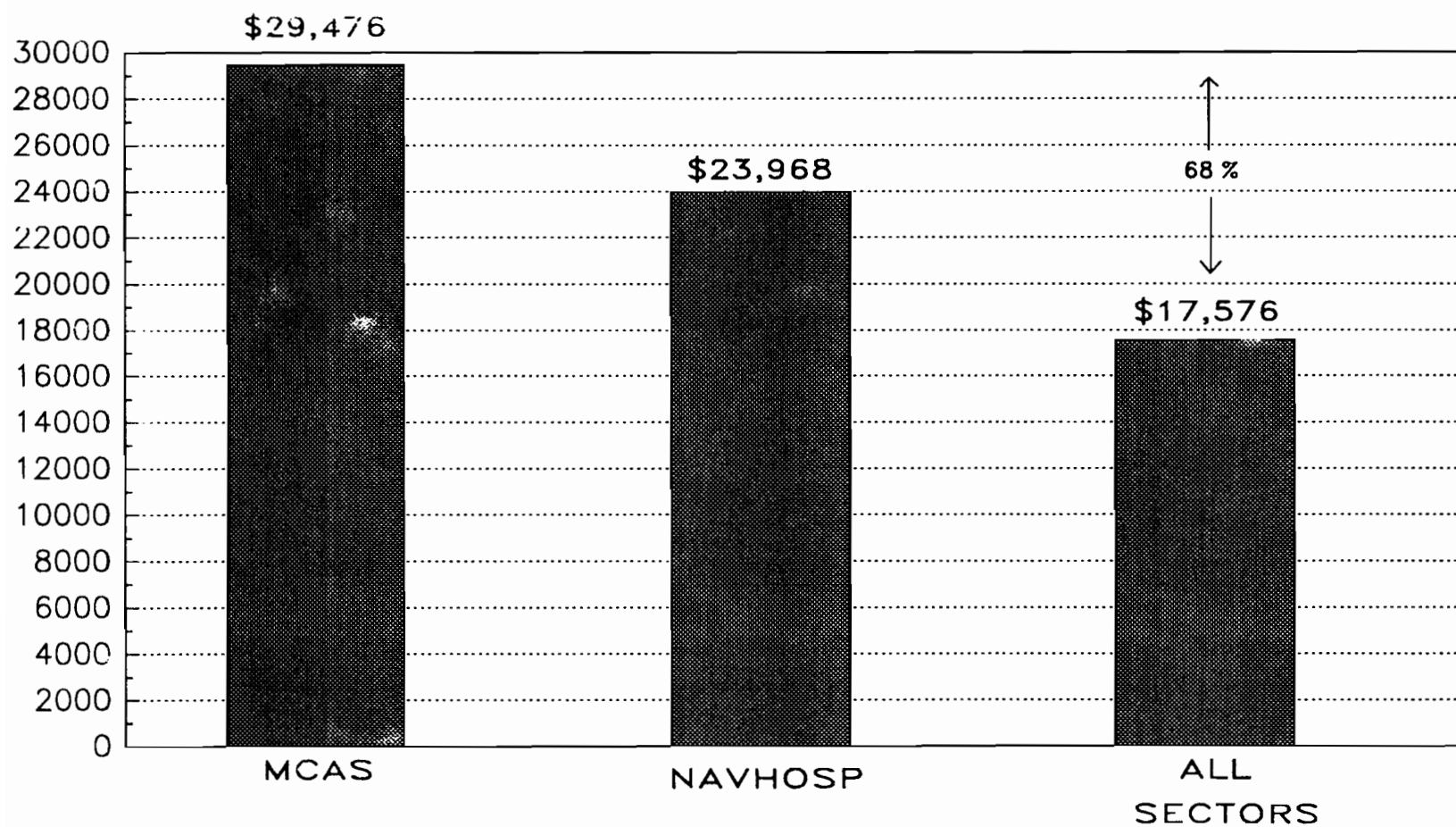
- ◆ Annual loss of direct active military and civilian payroll **\$163 million**
- ◆ Annual loss of indirect civilian payroll **\$ 34 million**
- ◆ Total annual payroll loss in Beaufort County ***\$197 million***
- ◆ Total annual payroll loss *in Beaufort County* ***27%***
- ◆ Loss of *1 in 4* payroll dollars





BEAUFORT ECONOMIC IMPACT

 = AVERAGE ANNUAL CIVILIAN WAGES



MINORITY IMPACT

- ◆ **Minorities disproportionately affected**
- ◆ **Females: 52% of civilian employees at MCAS and NAVHOSP are female.**
- ◆ **Minorities: 41% of civilian employees at MCAS and NAVHOSP are minorities.**
- ◆ **Tighter labor market**
- ◆ **Beaufort County has current minority unemployment rate of *7.7% versus overall rate of 5.1%*.**



BEAUFORT ECONOMIC IMPACT

- ◆ **Devastating impact of base closures**
- ◆ **Loss of *30.6%* of jobs in Northern Beaufort County.**
- ◆ **Loss of more than 1 in 4 jobs.**
- ◆ **Loss of *27%* of payroll dollars in Beaufort County.**
- ◆ **Loss of 1 in 4 payroll dollars.**
- ◆ **Minorities are disproportionately affected.**
- ◆ **Unemployment rate explodes from *5.1%* to *13%*.**



SUPPORTING DOCUMENTS



Economic Impact Guide to Sources

This guide allows the reader to find the sources supporting the text. The tabs are arranged according to occurrence in the text. The transparencies from the presentation (TP) are also referenced.

TEXT SECTION/reference	TAB	CONTENTS
Employment and Payroll Losses Page 1, paragraph 3	1 2	Tables 1 and 2 Tables 13-16, TP-2: Employment, TP-3: Percentage loss of jobs in Beaufort County
Map of Beaufort Page 1, paragraph 4	3	TP-4: Map of Beaufort
Demographic Information Page 1, paragraph 5	4-9	Tab 4: Table 3, Tab 5: Table 4, Tab 6: Table 5, Tab 7: Table 6, Tab 8: Table 7, Tab 9: Tables 8, 26-31.
Employment Losses in Northern Beaufort County , Page 2, paragraph 2	10	Tables 20-21; TP-5: Employment Losses in Northern Beaufort County
Unemployment in Beaufort County Page 2, paragraph 3	11	Tables 11, 12, 17, 32; TP-6: Current and projected unemployment in Beaufort County
MCAS Beaufort leading employer and Comparison to Manufacturing labor force , Page 2, paragraph 4	12 1	Tables 18, 19 Table 1, TP-7: Lost employment compared to manufacturing labor pool
Payroll Impact , Page 3, paragraph 1	13 2	Tables 9,10 Tables 13-16, TP-8: Payroll impact
Average Annual Salaries in Beaufort Page 3, paragraph 2	14 2	Tables 22-24 Table 13. TP-9: Average Annual Salaries bar chart
Minority Impact , Page 3, paragraph 3	15	Table 25, TP-10: Minority Impact
Community Infrastructure	16	Community infrastructure and utility rate information

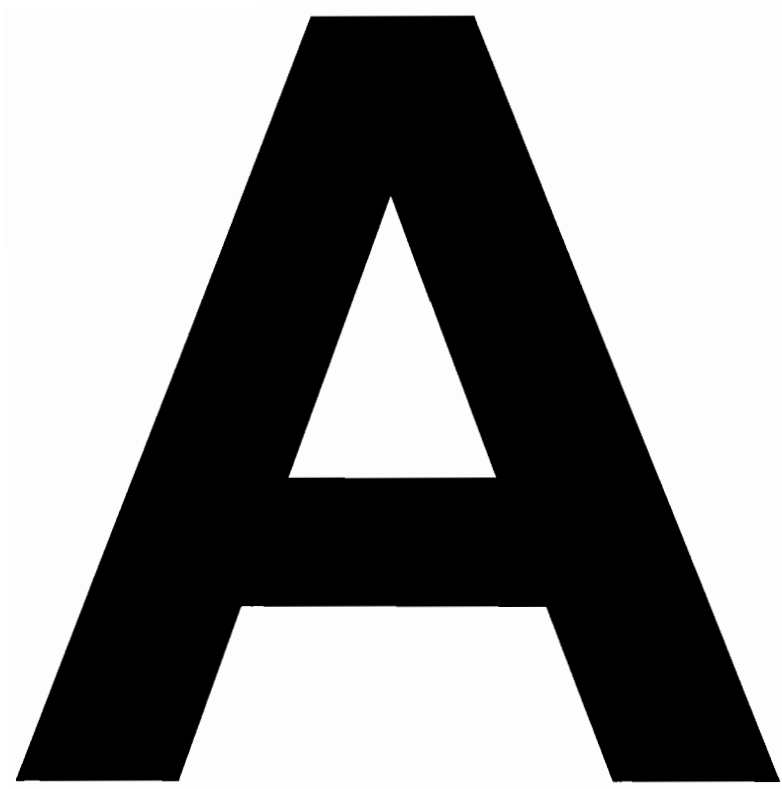


TABLE 1

**ESTIMATED WORKFORCE IMPACT
PROPOSED CLOSING OF MCAS & NAVAL HOSPITAL BEAUFORT**

	MCAS	HOSPITAL	TOTAL
Active	3,156	450	3,606
Civilian	503	199	702
Other (Schools)	168	---	168
Total Direct	3,827	649	4,476
Indirect	1,665	299	1,964
Total	5,492	948	6,440
% Total Employment	14.7 %	2.5 %	17.2 %

Employment estimates based on Total Civilian Employment for Beaufort County as of March 1991 = 33,820 + active duty personnel (3,606) for a total employment of 37,426.

Multipliers based on Economic Impact Model developed by Logistics Management Institute for Base Realignment and Closure Process.

Sources: SC Employment Security Commission; Logistics Management Institute; Center for Business Research, Charleston.

TABLE 2

EMPLOYMENT IMPACT
from loss of NAVHOSP and MCAS, Beaufort

Beaufort County

<u>Area</u>	<u>Total Population</u>	<u>Persons Employed</u>	<u>Potential Direct & Indirect Job Losses</u>	<u>Percent of Total Employment</u>
Beaufort County	86,425	37,426	6,440	17.2%

17.2% = 1 IN 5 JOBS

Source: SC Employment Security Commission; Logistics Management Institute; SC State Data Center (census tract data for Beaufort county and the City of Beaufort and vicinity (the Economic Impact Area); and the Charleston Trident Center for Business Research.

B

TABLE 13

MEMORANDUM

June 3, 1993

TO: Don Hottel

FROM: Mary Graham, Center for Business Research

SUBJECT: Economic Impact -- Beaufort military facilities

I have attached the updated payroll impact that includes and estimate of indirect payroll. I based the estimates on the number of indirect jobs x the average salary in the county (\$17,576) for a total indirect payroll.

Total employment impact for the major impact area is based on a total civilian employment of 17,436 (Census data) plus active duty personnel. It is assuming that all those employed -- direct and indirect -- are in the major impact area.

Incidentally, the 1990 unemployment rate for the major impact area was 6.2% (1,160 persons). If you add the additional 2,834 civilian jobs that are at risk, unemployment rises to 21.5%.

Also attached are two additional source tables -- the SC Employment Security Report that I took average wages from and the March 1993 report showing total labor force and unemployment in Beaufort.

TABLE 14

Estimated Economic Impact Proposed Closing of MCAS & Naval Hospital Beaufort

	MCAS	Hospital	Total
Active	3,156	450	3,606
Civilian	503	199	702
Other (Schools)	168	--	168
Total Direct	3,827	649	4,476
Indirect	1,665	299	1,964
Total	5,492	948	6,440
% Total Employment	14.7%	2.5%	17.2%

Sources: SC Employment Security Commission; Logistics Management Institute; Center for Business Research.

Employment estimates based on Total Civilian Employment for Beaufort County as of March 1991 = 33,820 + active duty personnel (3,606) for a total employment of 37,426.

Multipliers based on Economic Impact Model developed by Logistics Management Institute for Base Realignment and Closure Process.

TABLE 15

Estimated Economic Impact
Proposed Closing of MCAS & Naval Hospital Beaufort
On the Major Impact Area

	MCAS	Hospital	Total
Active	3,156	450	3,606
Civilian	503	199	702
Other (Schools)	168	--	168
Total Direct	3,827	649	4,476
Indirect	1,665	299	1,964
Total	5,492	948	6,440
% Total Employment	26.1%	4.5%	30.6%

Sources: US Bureau of the Census; Logistics Management Institute; Center for Business Research.

Employment estimates 1990 Census for Beaufort County, Tracts 2-12 showing a total Civilian Employment at 17,436. Total Civilian Employment + Active Duty = Total Employment.

Multipliers based on Economic Impact Model developed by Logistics Management Institute for Base Realignment and Closure Process.

TABLE 16

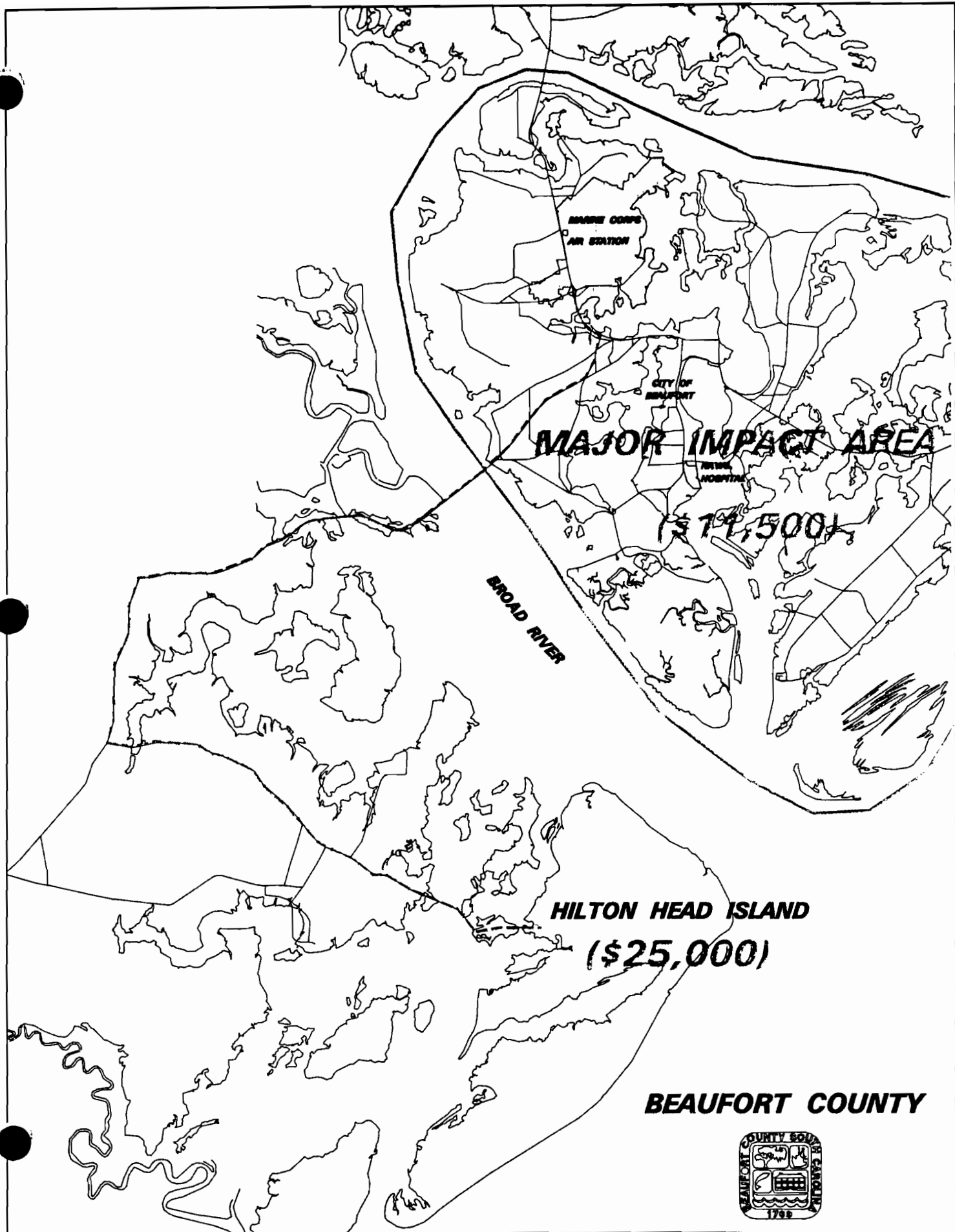
Payroll Impact

	MCAS	Hospital	Total
Active	\$114,933,328	\$19,337,838	\$134,271,166
Civilian	17,650,134	5,342,638	22,992,772
Other (Schools)	5,314,993	--	5,314,993
Total Direct	137,948,405	24,680,476	162,628,881
Indirect	29,264,040	5,255,224	34,519,264
Total Direct & Indirect Payroll	167,212,445	29,935,700	197,148,145
% Total payroll	23.0%	4.1%	27.1%

Sources: SC Employment Security Commission, MCAS Shareholders Report, Beaufort Chamber of Commerce

Total payroll is based on total civilian annual payroll (all industries) for Beaufort County of \$594,058,168 + Active duty payroll (\$134,271,166) = total payroll of \$728,329,334.

C



TP4

D

TABLE 3

Comparison Among Beaufort County, Northern Beaufort County and Hilton Head Areas

	<u>Hilton Head</u>	<u>Beaufort County</u>	<u>Northern Beaufort County</u>
Per capita income	\$25,171	\$15,213	\$11,135
Rank in state (highest) (cited or estimated)	1st	1st	17th
Per cent persons below poverty line	7%	13.6%	15.1%
Rank in state (lowest) (cited or estimated)	46th	34th	29th

NOTE: there are 46 counties in SC.

Note: by population, the area of Northern Beaufort County is larger than many counties in SC (it would rank approximately 20th; Hilton Head would rank 35th; Beaufort County ranks 14th).

Source: SC Statistical Abstract, 1993 (pp. 18, 21, 281) and the SC State Data Center (Census Tract Data).

E

SELECTED DEMOGRAPHIC DATA FOR BEAUFORT COUNTY
1990 FROM CENSUS TAPES STF3A
FOR SUM OF SELECTED TRACTS IN BEAUFORT (TRACTS 2,3,4,5,6,7,8,9,10,11,12)

TABLE 4

TOTAL PERSONS BY AGE, RACE & SEX:

	TOTAL		MALE		FEMALE	
	NO.	PCT.	NO.	PCT.	NO.	PCT.
TOTAL	52,335	100.0	27,424	100.0	24,911	100.0
UNDER 5	5,065	9.7	2,552	9.3	2,513	10.1
5 - 17	9,537	18.2	4,738	17.3	4,799	19.3
18 - 64	33,272	63.6	18,298	66.7	14,974	60.1
60 YRS & OVER	6,187	11.8	2,623	9.6	3,564	14.3
65 YRS & OVER	4,461	8.5	1,836	6.7	2,625	10.5
18 YRS & OVER	37,733	72.1	20,134	73.4	17,599	70.6
WHITE	32,361	100.0	17,713	100.0	14,648	100.0
UNDER 5	2,954	9.1	1,532	8.6	1,422	9.7
5 - 17	4,941	15.3	2,441	13.8	2,500	17.1
18 - 64	21,482	66.4	12,438	70.2	9,044	61.7
60 YRS. & OVER	4,268	13.2	1,942	11.0	2,326	15.9
65 YRS & OVER	2,984	9.2	1,302	7.4	1,682	11.5
18 YRS & OVER	24,466	75.6	13,740	77.6	10,726	73.2
BLACK	18,137	100.0	8,762	100.0	9,375	100.0
UNDER 5	1,956	10.8	926	10.6	1,030	11.0
5 - 17	4,359	24.0	2,200	25.1	2,159	23.0
18 - 64	10,365	57.1	5,102	58.2	5,263	56.1
60 YRS & OVER	1,878	10.4	681	7.8	1,197	12.8
65 YRS & OVER	1,457	8.0	534	6.1	923	9.8
18 YRS & OVER	11,822	65.2	5,636	64.3	6,186	66.0
OTHER	1,837	100.0	949	100.0	888	100.0
UNDER 5	155	8.4	94	9.9	61	6.9
5 - 17	237	12.9	97	10.2	140	15.8
18 - 64	1,425	77.6	758	79.9	667	75.1
60 YRS & OVER	41	2.2	0	0.0	41	4.6
65 YRS & OVER	20	1.1	0	0.0	20	2.3
18 YRS & OVER	1,445	78.7	758	79.9	687	77.4

* FAMILIES	12,799	HOUSEHOLDS	16,483
* PERSONS/FAMILIES	3.2	PERSONS/HOUSEHOLDS	2.8
* PERSONS OF HISPANIC ORIGIN	1,782		
* PERSONS IN GROUP QUARTERS	6,798		

* URBAN & RURAL	52,335	100.0
* URBAN:	34,507	65.9
* INSIDE URBAN AREAS	0	0.0
* OUTSIDE URBAN AREAS	34,507	65.9
* RURAL:	17,828	34.1
* FARM	373	0.7
* NONFARM	17,455	33.4

* 15 YRS + BY SEX, BY MARITAL STATUS:		
	MALE	FEMALE
* NEVER MARRIED	7,861	4,048
* MARRIED:		
* MARRIED SPOUSE PRESENT	10,015	9,771
* MARRIED SPOUSE ABSENT	1,677	1,376
* SEPARATED	428	853
* OTHER	1,249	523
* WIDOWED	401	1,877
* DIVORCED	1,205	1,414

* PLACE OF WORK BY RESIDENCE FOR WORKERS 16 YRS+:		
* TOTAL	26,397	100.0
* IN STATE OF RESIDENCE	25,755	97.6
* IN COUNTY OF RESIDENCE	25,147	95.3
* OUTSIDE COUNTY OF RESIDENCE	608	2.3
* OUTSIDE STATE OF RESIDENCE:	642	2.4

RACE OF HOUSEHOLDER BY HOUSEHOLD TYPE & PRESENCE OF OWN CHILDREN:

	TOTAL		WHITE		BLACK	
	NO.	PCT.	NO.	PCT.	NO.	PCT.
TOTAL	16,483	100.0	10,518	100.0	5,619	100.0
FAMILY	12,799	77.6	8,285	78.8	4,250	75.6
MARRIED COUPLE	9,921	60.2	7,411	70.5	2,270	40.4
W/CHILDREN	5,350	32.5	3,703	35.2	1,487	26.5
W/O CHILDREN	4,571	27.7	3,708	35.3	783	13.9
SINGLE-HEADED	2,878	17.5	874	8.3	1,980	35.2
W/CHILDREN	1,724	10.5	508	4.8	1,201	21.4
W/O CHILDREN	1,154	7.0	366	3.5	779	13.9
MALE, NO WIFE	478	2.9	179	1.7	282	5.0
W/CHILDREN	226	1.4	86	0.8	132	2.3
W/O CHILDREN	252	1.5	93	0.9	150	2.7
FEMALE, NO HUSB	2,400	14.6	695	6.6	1,698	30.2
W/CHILDREN	1,498	9.1	422	4.0	1,069	19.0
W/O CHILDREN	902	5.5	273	2.6	629	11.2
NON-FAMILY	3,684	22.4	2,233	21.2	1,369	24.4

* TRAVEL TIME TO WORK:		NO.	PCT.
* LESS THAN 15 MINS.		11,759	44.5
* 15 TO 39 MINS.		11,420	43.3
* 40 TO 89 MINS		2,518	9.5
* 90+ MINS		236	0.9
* WORKED AT HOME		464	1.8
* RESIDENCE FOR PERSONS 5 YRS & OVER:			
* SAME HOUSE IN 1985		17,324	36.6
* DIFF. HOUSE IN US(1985)		28,580	60.5
* SAME COUNTY		8,927	18.9
* DIFF. COUNTY		19,653	41.6
* SAME STATE		1,943	4.1
* DIFF. STATE		17,710	37.5
* NORTHEAST		3,212	6.8
* MIDWEST		2,373	5.0
* SOUTH		8,969	19.0
* WEST		3,156	6.7
* ABROAD IN 1985		1,366	2.9

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

SELECTED DEMOGRAPHIC DATA FOR BEAUFORT COUNTY
1990 FROM CENSUS TAPE STF3A
FOR SUM OF SELECTED TRACTS IN BEAUFORT (TRACTS 2,3,4,5,6,7,8,9,10,11,12)

RACE BY YRS OF SCHOOL COMPLETED FOR PERSONS 25 YRS & OVER:

	TOTAL		WHITE		BLACK		OTHER		*PLACE OF BIRTH:	NO.	PCT.
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	* TOTAL PERSONS	52,335	100.0
LESS THAN 9TH GRADE	2,089	7.5	415	2.3	1,590	17.6	84	9.7	* NATIVE	51,039	97.5
HIGH SCHOOL:									* BORN IN STATE OF RES.	20,922	40.0
NO DIPLOMA	3,452	12.4	1,772	9.9	1,486	16.4	194	22.4	* BORN IN ANOTHER STATE	29,234	55.9
GRADUATE	9,133	32.9	5,589	31.3	3,244	35.8	300	34.6	* NE	7,113	13.6
COLLEGE:									* MIDWEST	6,093	11.6
NO DEGREE	6,016	21.7	4,471	25.1	1,426	15.8	119	13.7	* SOUTH	13,202	25.2
DEGREE	7,069	25.5	5,592	31.3	1,307	14.4	170	19.6	* WEST	2,826	5.4
									* BORN OUT OF US	883	1.7
									* FOREIGN BORN	1,296	2.5

LABOR FORCE STATUS & UNEMPLOYMENT RATE BY RACE & BY SEX FOR PERSONS 16 YRS & OVER:

	TOTAL		TOTAL		WHITE		WHITE		BLACK		BLACK	
	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.
PERSONS 16 YRS +	20,804	100.0	18,189	100.0	25,080	100.0	14,028	100.0	11,052	100.0	6,003	100.0
IN LABOR FORCE	17,364	83.5	11,159	61.4	18,676	74.5	11,954	85.2	6,722	61.3	4,663	77.7
ARMED FORCES	8,681	41.7	1,246	6.9	7,179	28.6	6,355	45.3	824	7.5	1,825	30.4
CIVILIAN	8,683	41.7	9,913	54.5	11,497	45.9	5,599	40.0	5,898	53.3	2,838	47.3
EMPLOYED	8,214	39.5	9,222	50.7	10,982	43.8	5,352	38.5	5,630	50.9	2,636	43.9
UNEMPLOYED	469	2.3	691	3.8	515	2.0	247	1.8	268	2.4	202	3.4
NOT IN LABOR FORCE	3,440	16.5	7,030	38.6	6,404	25.5	2,074	14.8	4,330	38.7	1,340	22.3
UNEMPLOYMENT RATE	5.4		7.0		4.5		4.4		4.5		7.1	

INDUSTRY OF EMPLOYED PERSONS 16+:	NO.	PCT.		NO.	PCT.	* CIVILIAN VETERANS 16+:
TOTAL EMPLOYED PERSONS 16+	17,436	100.0	FINANCE, INSURANCE, & REAL ESTATE	947	5.4	* MALE, 16-64 4,189
AGRICULTURE, FORESTRY, FISHING	616	3.5	BUSINESS, REPAIR SERVICES	530	3.0	* FEMALE, 16-64 592
MINING	0	0.0	PERSONAL SERVICES	1,173	6.7	* MALE, 65+ 1,279
CONSTRUCTION	1,540	8.8	ENTERTAINMENT & RECREATION SERVICES	328	1.9	* FEMALE, 65+ 91
MANUFACTURING	1,254	7.2	PROFESSIONAL & RELATED SERVICES:	4,176	24.0	
TRANSPORTATION	467	2.7	HEALTH SERVICES	1,437	8.2	
COMM. & OTHER PUBLIC UTILITIES	289	1.7	EDUCATIONAL SERVICES	1,641	9.4	* DISABILITY BY TYPE:
WHOLESALE TRADE	360	2.1	OTHER PROFESSIONAL SERVICES	1,098	6.3	* WORK 3,799
RETAIL TRADE	3,987	22.9	PUBLIC ADMINISTRATION	1,769	10.1	* MOBILITY 1,105

OCCUPATION OF EMPLOYED PERSONS 16 YRS & OVER:

	NO.	PCT.	* INCOME IN 1989:	HOUSEHOLDS	PCT.	FAMILIES	PCT.
TOTAL EMPLOYED PERSONS 16+	17,436	100.0	* LESS THAN \$5,000	1,390	8.4	760	5.9
MANAGERIAL & PROFESSIONAL SPECIALTY	4,034	23.1	* \$5,000 TO \$9,999	1,243	7.5	691	5.4
TECHNICAL, SALES & ADMIN. SUPPORT	5,460	31.3	* \$10,000 TO \$14,999	1,742	10.6	1,236	9.7
SERVICE	3,214	18.4	* \$15,000 TO \$19,999	1,703	10.3	1,254	9.8
FARMING, FISHING, FORESTRY	540	3.1	* \$20,000 TO \$24,999	1,770	10.7	1,506	11.8
PRECISION PROD. CRAFT REPAIR	2,173	12.5	* \$25,000 TO \$29,999	1,789	10.9	1,406	11.0
OPERATORS, FABRICATORS, LABORERS	2,015	11.6	* \$30,000 TO \$34,999	1,305	7.9	1,049	8.2
			* \$35,000 TO \$39,999	1,209	7.3	1,041	8.1
			* \$40,000 TO \$44,999	888	5.4	771	6.0
			* \$45,000 TO \$49,999	684	4.1	612	4.8
PER CAPITA INCOME	\$11,135		* \$50,000 TO \$59,999	1,032	6.3	933	7.3
WHITE	\$13,578		* \$60,000 TO \$74,999	832	5.0	728	5.7
BLACK	\$6,868		* \$75,000 TO \$99,999	547	3.3	500	3.9
MEAN HOUSEHOLD INCOME	\$31,486		* \$100,000 TO \$124,999	155	0.9	145	1.1
MEAN FAMILY INCOME	\$34,249		* \$125,000 TO \$149,999	77	0.5	57	0.4
			* \$150,000 OR MORE	117	0.7	110	0.9

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

SELECTED DEMOGRAPHIC DATA FOR BEAUFORT COUNTY
1990 FROM CENSUS TYPE STF3A
FOR SUM OF SELECTED TRACTS IN BEAUFORT (TRACTS 2,3,4,5,6,7,8,9,10,11,12)

POVERTY STATUS IN 1989 BY RACE/AGE & BY FAMILIES WITH OR WITHOUT RELATED CHILDREN:

	TOTAL			WHITE			BLACK			OTHER		
	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW
TOTAL PERSONS	38,682	6,883	15.1	26,329	1,369	4.9	11,288	5,216	31.6	1,065	298	21.9
UNDER 5	3,957	995	20.1	2,698	164	5.7	1,169	766	39.6	90	65	41.9
5 - 17	7,436	1,933	20.6	4,502	329	6.8	2,728	1,600	37.0	206	4	1.9
18 - 64	23,796	3,150	11.7	16,382	760	4.4	6,655	2,171	24.6	759	219	22.4
65 AND OVER	3,493	805	18.7	2,747	116	4.1	736	679	48.0	10	10	50.0
MARRIED COUPLE:	9,382	539	5.4	7,257	154	2.1	1,920	350	15.4	205	35	14.6
W/CHILDREN 0-17	5,245	326	5.9	3,673	88	2.3	1,440	210	12.7	132	28	17.5
W/O CHILDREN	4,137	213	4.9	3,584	66	1.8	480	140	22.6	73	7	8.8
SINGLE HEADED:	1,781	1,097	38.1	692	182	20.8	1,072	908	45.9	17	7	29.2
W/CHILDREN 0-17	1,120	1,013	47.5	409	167	29.0	703	839	54.4	8	7	46.7
W/O CHILDREN	661	84	11.3	283	15	5.0	369	69	15.8	9	0	0.0
FEMALE HHOLDER, NO HUSB. PRESENT:	1,375	1,025	42.7	522	173	24.9	853	845	49.8	0	7	100.0
W/CHILDREN	877	970	52.5	332	158	32.2	545	805	59.6	0	7	100.0
W/O CHILDREN	498	55	9.9	190	15	7.3	308	40	11.5	0	0	.

RACE OF HOUSEHOLDER BY PLUMBING FACILITIES & VEHICLES AVAILABLE FOR OCCUPIED HOUSING UNITS:

	TOTAL		WHITE		BLACK		OTHER		
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	
W/INCOMPLETE PLUMBING	80	0.5	25	0.2	55	1.0	0	0.0	* OCCUPIED CONDOMINIUM HU
W/O VEHICLE AVAILABLE	1,821	11.0	313	3.0	1,495	27.0	13	3.7	* OWNER-OCCUPIED 149
									* RENTER-OCCUPIED 147
									* MOBILE HOMES
									* VACANT 917
									* OCCUPIED 3,880

HOUSE HEATING FUEL (OCCUPIED HOUSING UNITS):

	NO.	PCT.						
TOTAL	16,480	100.0						
UTILITY GAS	3,764	22.8						
BOTTLED TANK OR LP GAS	2,521	15.3						
ELECTRICITY	9,295	56.4						
FUEL OIL, KEROSENE, ETC.	586	3.6						
COAL OR COKE	0	0.0						
WOOD	240	1.5						
SOLAR ENERGY	10	0.1						
OTHER FUEL	26	0.2						
NO FUEL USED	38	0.2						

OCCUPANCY STATUS & TENURE BY RACE OF HOUSEHOLDER:

TOTAL HOUSING UNITS	19,473	100.0		
VACANT	2,993	15.4		
OCCUPIED	16,480	84.6		
OWNER			MEAN GROSS RENT	MEAN VALUE
WHITE	6,375	32.7		
BLACK	3,574	18.4		
OTHER	131	0.7	\$443	\$96,430
RENTER				
WHITE	4,214	21.6		
BLACK	1,967	10.1		
OTHER	219	1.1		

TENURE BY TELEPHONE IN HOUSING UNITS:

TOTAL OCCUPIED HOUSING UNITS	16,480	100.0		
OWNER OCCUPIED:				
WITH PHONE	9,455	57.4		
NO PHONE	625	3.8		
RENTER OCCUPIED				
WITH PHONE	5,370	32.6		
NO PHONE	1,030	6.3		
MEAN NO. ROOMS/HU	5.5			
MEAN NO. PERSONS IN:				
OWNER-OCCUPIED HU	2.7			
RENTER-OCCUPD. HU	2.8			
MEAN NO. OF VEHICLES AVAILABLE/OCCUP. HU	1.6			
YEAR STRUCTURE BUILT:				
1980 - MAR 1990	7,057			
1960 - 1979	7,379			
EARLIER - 1959	5,037			

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

The SAS System

CNTY	NTRACT	NPLACE	BG	P1_1
13	2	.	.	4391
13	3	.	.	4103
13	4	.	.	946
13	5	.	.	11015
13	6	.	.	2770
13	7	.	.	6227
13	8	.	.	4086
13	9	.	.	5046
13	10	.	.	7172
13	11	.	.	5468
13	12	.	.	1111
				=====
				52335

GROUP QUARTERS BY TYPE FOR PERSONS IN GROUP QUARTERS
STF3A, 1990 CENSUS TABLE P40

TOTAL, PERSONS IN GROUP QUARTERS:	6,798	100.0%
INSTITUTIONALIZED PERSONS:	224	3.3
CORRECTIONAL INSTITUTIONS	62	0.9
NURSING HOMES	152	2.2
MENTAL (PSYCHIATRIC) HOSPITALS	0	0.0
JUVENILE INSTITUTIONS	10	0.1
OTHER INSTITUTIONS	0	0.0
OTHER PERSONS IN GROUP QUARTERS:	6,574	96.7
COLLEGE DORMITORIES	0	0.0
MILITARY QUARTERS	6,329	93.1
EMERGENCY SHELTERS FOR HOMELESS	0	0.0
VISIBLE IN STREET LOCATIONS	0	0.0
OTHER NONINSTITUTIONAL GROUP QUARTERS	245	3.6

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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SEX BY AGE BY VETERAN STATUS AND PERIOD OF MILITARY SERVICE
STF3, 1990 CENSUS, TABLES P64, P65

SEX BY AGE BY VETERAN STATUS FOR PERSONS 16 YEARS & OVER:

	MALE		FEMALE		TOTAL	
PERSONS 16+ YRS:	20,804	100.0%	18,189	100.0%	38,993	100.0%
IN ARMED FORCES	8,681	41.7	1,246	6.9	9,927	25.5
CIVILIAN:	12,123	58.3	16,943	93.1	29,066	74.5
VETERAN	5,468	26.3	683	3.8	6,151	15.8
NONVETERAN	6,655	32.0	16,260	89.4	22,915	58.8
16 - 64 YRS:	18,968	100.0%	15,564	100.0%	34,532	100.0%
IN ARMED FORCES	8,681	45.8	1,246	8.0	9,927	28.7
CIVILIAN:	10,287	54.2	14,318	92.0	24,605	71.3
VETERAN	4,189	22.1	592	3.8	4,781	13.8
NONVETERAN	6,098	32.1	13,726	88.2	19,824	57.4
65 YRS AND OVER:	1,836	100.0%	2,625	100.0%	4,461	100.0%
IN ARMED FORCES	0	0.0	0	0.0	0	0.0
CIVILIAN:	1,836	100.0	2,625	100.0	4,461	100.0
VETERAN	1,279	69.7	91	3.5	1,370	30.7
NONVETERAN	557	30.3	2,534	96.5	3,091	69.3

PERIOD OF SERVICE FOR CIVILIAN VETERANS 16 YEARS & OVER:

CIVILIAN VETERANS 16+ YRS:	6,151	100.0%
MAY 1975 OR LATER ONLY:	1,578	25.7
SEPTEMBER 1980 OR LATER ONLY:	1,096	17.8
WITH LESS THAN 2 YRS OF SERVICE	87	1.4
WITH 2 OR MORE YEARS OF SERVICE	1,009	16.4
MAY 1975 TO AUGUST 1980 ONLY	297	4.8
BOTH, MAY 1975 TO AUGUST 1980 AND SEPTEMBER 1980 OR LATER	185	3.0
VIETNAM ERA, NO KOREAN CONFLICT NOR WORLD WAR II	1,764	28.7
VIETNAM ERA AND KOREAN CONFLICT, NO WORLD WAR II	353	5.7
VIETNAM ERA, KOREAN CONFLICT, AND WORLD WAR II	358	5.8
FEBRUARY 1955 TO JULY 1964 ONLY	254	4.1
KOREAN CONFLICT, NO VIETNAM ERA NOR WORLD WAR II	426	6.9
KOREAN CONFLICT AND WORLD WAR II, NO VIETNAM ERA	251	4.1
WORLD WAR II, NO KOREAN CONFLICT NOR VIETNAM ERA	1,149	18.7
WORLD WAR I	3	0.0
OTHER SERVICE	15	0.2

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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SEX BY RACE BY HISPANIC ORIGIN BY EMPLOYMENT STATUS FOR PERSONS 16+
TABLES P70, P72

	MALE		FEMALE		TOTAL	
TOTAL	20,804	100.0	18,189	100.0	38,993	100.0
IN LABOR FORCE:	17,364	83.5	11,159	61.4	28,523	73.1
IN ARMED FORCES	8,681	41.7	1,246	6.9	9,927	25.5
CIVILIAN:	8,683	41.7	9,913	54.5	18,596	47.7
EMPLOYED	8,214	39.5	9,222	50.7	17,436	44.7
UNEMPLOYED	469	2.3	691	3.8	1,160	3.0
NOT IN LABOR FORCE	3,440	16.5	7,030	38.6	10,470	26.9
UNEMPLOYMENT RATE	5.40		6.97		6.24	

WHITE	14,028	100.0	11,052	100.0	25,080	100.0
IN LABOR FORCE:	11,954	85.2	6,722	60.8	18,676	74.5
IN ARMED FORCES	6,355	45.3	824	7.5	7,179	28.6
CIVILIAN:	5,599	39.9	5,898	53.4	11,497	45.8
EMPLOYED	5,352	38.2	5,630	50.9	10,982	43.8
UNEMPLOYED	247	1.8	268	2.4	515	2.1
NOT IN LABOR FORCE	2,074	14.8	4,330	39.2	6,404	25.5
UNEMPLOYMENT RATE	4.41		4.54		4.48	

BLACK	6,003	100.0	6,431	100.0	12,434	100.0
IN LABOR FORCE:	4,663	77.7	3,954	61.5	8,617	69.3
IN ARMED FORCES	1,825	30.4	325	5.1	2,150	17.3
CIVILIAN:	2,838	47.3	3,629	56.4	6,467	52.0
EMPLOYED	2,636	43.9	3,234	50.3	5,870	47.2
UNEMPLOYED	202	3.4	395	6.1	597	4.8
NOT IN LABOR FORCE	1,340	22.3	2,477	38.5	3,817	30.7
UNEMPLOYMENT RATE	7.12		10.88		9.23	

AMERICAN INDIAN	149	100.0	76	100.0	225	100.0
IN LABOR FORCE:	139	93.3	54	.	193	85.8
IN ARMED FORCES	89	59.7	24	31.6	113	50.2
CIVILIAN:	50	33.6	30	39.5	80	35.6
EMPLOYED	50	33.6	21	27.6	71	31.6
UNEMPLOYED	0	0.0	9	11.8	9	4.0
NOT IN LABOR FORCE	10	6.7	22	28.9	32	14.2
UNEMPLOYMENT RATE	0.00		30.00		11.25	

SEX BY RACE BY HISPANIC ORIGIN BY EMPLOYMENT STATUS FOR PERSONS 16+
TABLES P70, P71, P72

	MALE		FEMALE		TOTAL	
ASIAN AND PACIFIC ISLANDER	141	100.0	397	100.0	538	100.0
IN LABOR FORCE:	132	93.6	293	73.8	425	79.0
IN ARMED FORCES	81	57.4	5	1.3	86	16.0
CIVILIAN:	51	36.2	288	72.5	339	63.0
EMPLOYED	41	29.1	276	69.5	317	58.9
UNEMPLOYED	10	7.1	12	3.0	22	4.1
NOT IN LABOR FORCE	9	6.4	104	26.2	113	21.0
UNEMPLOYMENT RATE	19.61		4.17		6.49	
OTHER	483	100.0	233	100.0	716	100.0
IN LABOR FORCE:	476	98.6	136	58.4	612	85.5
IN ARMED FORCES	331	68.5	68	29.2	399	55.7
CIVILIAN:	145	30.0	68	29.2	213	29.7
EMPLOYED	135	28.0	61	26.2	196	27.4
UNEMPLOYED	10	2.1	7	3.0	17	2.4
NOT IN LABOR FORCE	7	1.4	97	41.6	104	14.5
UNEMPLOYMENT RATE	6.90		10.29		7.98	
HISPANIC	837	100.0	541	100.0	1,378	100.0
IN LABOR FORCE:	798	95.3	363	67.1	1,161	84.3
IN ARMED FORCES	557	66.5	144	26.6	701	50.9
CIVILIAN:	241	28.8	219	40.5	460	33.4
EMPLOYED	215	25.7	198	36.6	413	30.0
UNEMPLOYED	26	3.1	21	3.9	47	3.4
NOT IN LABOR FORCE	39	4.7	178	32.9	217	15.7
UNEMPLOYMENT RATE	10.79		9.59		10.22	

*NOTE: HISPANIC CAN BE OF ANY RACE.

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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State Data Center

SELECTED DEMOGRAPHIC DATA FOR SOUTH CAROLINA
1990 FROM CENSUS TAPE STF3A
BY COUNTY

TABLE 5

SOUTH CAROLINA

FOR: BEAUFORT

TOTAL PERSONS BY AGE, RACE & SEX:

	TOTAL		MALE		FEMALE	
	NO.	PCT.	NO.	PCT.	NO.	PCT.
TOTAL	86,425	100.0	43,850	100.0	42,575	100.0
UNDER 5	7,397	8.6	3,763	8.6	3,634	8.5
5 - 17	14,400	16.7	7,138	16.3	7,262	17.1
18 - 64	53,968	62.4	28,099	64.1	25,869	60.8
60 YRS. & OVER	14,714	17.0	6,713	15.3	8,001	18.8
65 YRS. & OVER	10,660	12.3	4,850	11.1	5,810	13.6
18 YRS. & OVER	64,628	74.8	32,949	75.1	31,679	74.4
WHITE	59,779	100.0	31,127	100.0	28,652	100.0
UNDER 5	4,585	7.7	2,401	7.7	2,184	7.6
5 - 17	8,116	13.6	4,062	13.0	4,054	14.1
18 - 64	38,581	64.5	20,640	66.3	17,941	62.6
60 YRS. & OVER	11,939	20.0	5,652	18.2	6,287	21.9
65 YRS. & OVER	8,497	14.2	4,024	12.9	4,473	15.6
18 YRS. & OVER	47,078	78.8	24,664	79.2	22,414	78.2
BLACK	24,601	100.0	11,709	100.0	12,892	100.0
UNDER 5	2,628	10.7	1,251	10.7	1,377	10.7
5 - 17	5,997	24.4	2,970	25.4	3,027	23.5
18 - 64	13,844	56.3	6,667	56.9	7,177	55.7
60 YRS. & OVER	2,712	11.0	1,045	8.9	1,667	12.9
65 YRS. & OVER	2,132	8.7	821	7.0	1,311	10.2
18 YRS. & OVER	15,976	64.9	7,488	64.0	8,488	65.8
OTHER	2,045	100.0	1,014	100.0	1,031	100.0
UNDER 5	184	9.0	111	10.9	73	7.1
5 - 17	287	14.0	106	10.5	181	17.6
18 - 64	1,543	75.5	792	78.1	751	72.8
60 YRS. & OVER	63	3.1	16	1.6	47	4.6
65 YRS. & OVER	31	1.5	5	0.5	26	2.5
18 YRS. & OVER	1,574	77.0	797	78.6	777	75.4

* FAMILIES	23,017	HOUSEHOLDS	30,654
* PERSONS/FAMILIES	3.0	PERSONS/HOUSEHOLDS	2.6

* PERSONS OF HISPANIC ORIGIN	2,115
* PERSONS IN GROUP QUARTERS	6,836

* URBAN & RURAL	86,425	100.0
* URBAN:	58,201	67.3
* INSIDE URBAN AREAS	0	0.0
* OUTSIDE URBAN AREAS	58,201	67.3
* RURAL:	28,224	32.7
* FARM	458	0.5
* NONFARM	27,766	32.1

15 YRS. + BY SEX, BY MARITAL STATUS:

	MALE	FEMALE
* NEVER MARRIED	10,885	6,733
* MARRIED:		
* MARRIED SPOUSE PRESENT	18,755	18,643
* MARRIED SPOUSE ABSENT	2,124	1,977
* SEPARATED	696	1,270
* OTHER	1,428	707
* WIDOWED	687	3,185
* DIVORCED	2,029	2,590

PLACE OF WORK BY RESIDENCE FOR WORKERS 16 YRS+:

* TOTAL	42,503	100.0
* IN STATE OF RESIDENCE	41,238	97.0
* IN COUNTY OF RESIDENCE	40,206	94.6
* OUTSIDE COUNTY OF RESIDENCE	1,032	2.4
* OUTSIDE STATE OF RESIDENCE:	1,265	3.0

RACE OF HOUSEHOLDER BY HOUSEHOLD TYPE & PRESENCE OF OWN CHILDREN:

	TOTAL		WHITE		BLACK	
	NO.	PCT.	NO.	PCT.	NO.	PCT.
TOTAL	30,654	100.0	22,497	100.0	7,752	100.0
FAMILY	23,017	75.1	16,908	75.2	5,809	74.9
MARRIED COUPLE	18,641	60.8	15,202	67.6	3,169	40.9
W/CHILDREN	8,273	27.0	6,058	26.9	2,033	26.2
W/O CHILDREN	10,368	33.8	9,144	40.6	1,136	14.7
SINGLE-HEADED	4,376	14.3	1,706	7.6	2,640	34.1
W/CHILDREN	2,609	8.5	966	4.3	1,622	20.9
W/O CHILDREN	1,767	5.8	740	3.3	1,018	13.1
MALE, NO WIFE	765	2.5	370	1.6	378	4.9
W/CHILDREN	350	1.1	151	0.7	191	2.5
W/O CHILDREN	415	1.4	219	1.0	187	2.4
FEMALE, NO HUSB	3,611	11.8	1,336	5.9	2,262	29.2
W/CHILDREN	2,259	7.4	815	3.6	1,431	18.5
W/O CHILDREN	1,352	4.4	521	2.3	831	10.7
NON-FAMILY	7,637	24.9	5,589	24.8	1,943	25.1

* TRAVEL TIME TO WORK:	NO.	PCT.
* LESS THAN 15 MINS.	19,102	44.9
* 15 TO 39 MINS.	18,097	42.6
* 40 TO 89 MINS.	3,875	9.1
* 90+ MINS.	407	1.0
* WORKED AT HOME	1,022	2.4

* RESIDENCE FOR PERSONS 5 YRS & OVER:		
* SAME HOUSE IN 1985	30,161	38.2
* DIFF. HOUSE IN US(1985)	46,971	59.4
* SAME COUNTY	16,075	20.3
* DIFF. COUNTY	30,896	39.1
* SAME STATE	3,399	4.3
* DIFF. STATE	27,497	34.8
* NORTHEAST	6,342	8.0
* MIDWEST	4,362	5.5
* SOUTH	13,311	16.8
* WEST	3,482	4.4
* ABROAD IN 1985	1,896	2.4

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

SELECTED DEMOGRAPHIC DATA FOR SOUTH CAROLINA
1990 FROM CENSUS TAPE STF3A
BY COUNTY

SOUTH CAROLINA

FOR: BEAUFORT

RACE BY YRS OF SCHOOL COMPLETED FOR PERSONS 25 YRS & OVER:

	TOTAL		WHITE		BLACK		OTHER		*PLACE OF BIRTH:	NO.	PCT.
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	* TOTAL PERSONS	86,425	100.0
LESS THAN 9TH GRADE	3,059	5.9	670	1.7	2,294	18.1	95	10.0	* NATIVE	84,131	97.3
HIGH SCHOOL:									* BORN IN STATE OF RES.	30,075	34.8
NO DIPLOMA	5,614	10.8	2,841	7.4	2,579	20.4	194	20.3	* BORN IN ANOTHER STATE	52,786	61.1
GRADUATE	14,291	27.4	9,739	25.3	4,229	33.4	323	33.9	* NE	15,191	17.6
COLLEGE:									* MIDWEST	11,600	13.4
NO DEGREE	11,933	22.9	9,880	25.7	1,932	15.3	121	12.7	* SOUTH	22,233	25.7
DEGREE	17,228	33.1	15,384	39.9	1,623	12.8	221	23.2	* WEST	3,762	4.4
									* BORN OUT OF US	1,270	1.5
									* FOREIGN BORN	2,294	2.7

LABOR FORCE STATUS & UNEMPLOYMENT RATE BY RACE & BY SEX FOR PERSONS 16 YRS & OVER:

	TOTAL		TOTAL		WHITE		WHITE		BLACK		BLACK	
	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.
PERSONS 16 YRS +	33,895	100.0	32,707	100.0	48,202	100.0	25,164	100.0	23,038	100.0	7,919	100.0
IN LABOR FORCE	26,239	77.4	19,187	58.7	32,833	67.9	19,580	77.8	13,253	57.5	5,878	74.3
ARMED FORCES	8,700	25.7	1,248	3.8	7,198	14.9	6,374	25.3	824	3.6	1,825	23.2
CIVILIAN	17,539	51.7	17,939	54.8	25,635	53.1	13,206	52.4	12,429	53.9	4,053	51.1
EMPLOYED	16,808	49.6	16,935	51.8	24,721	51.3	12,764	50.7	11,957	51.9	3,784	47.7
UNEMPLOYED	731	2.2	1,004	3.1	914	1.9	442	1.7	472	2.0	269	3.4
NOT IN LABOR FORCE	7,656	22.6	13,520	41.3	15,369	32.1	5,584	22.2	9,785	42.5	2,041	25.7
UNEMPLOYMENT RATE	4.2		5.6		3.6		3.3		3.8		6.6	

INDUSTRY OF EMPLOYED PERSONS 16+:	NO.	PCT.		NO.	PCT.	* CIVILIAN VETERANS 16+:
TOTAL EMPLOYED PERSONS 16+	33,743	100.0	FINANCE, INSURANCE, & REAL ESTATE	3,023	9.0	* MALE, 16-64 7,162
AGRICULTURE, FORESTRY, FISHING	1,104	3.3	BUSINESS, REPAIR SERVICES	1,383	4.1	* FEMALE, 16-64 665
MINING	7	0.0	PERSONAL SERVICES	3,018	8.9	* MALE, 65+ 3,287
CONSTRUCTION	3,240	9.6	ENTERTAINMENT & RECREATION SERVICES	1,017	3.0	* FEMALE, 65+ 186
MANUFACTURING	2,305	6.8	PROFESSIONAL & RELATED SERVICES:	6,816	20.2	
TRANSPORTATION	823	2.4	HEALTH SERVICES	2,209	6.5	
COMM. & OTHER PUBLIC UTILITIES	685	2.0	EDUCATIONAL SERVICES	2,332	6.9	* DISABILITY BY TYPE:
WHOLESALE TRADE	661	2.0	OTHER PROFESSIONAL SERVICES	2,275	6.7	* WORK 6,095
RETAIL TRADE	7,581	22.5	PUBLIC ADMINISTRATION	2,080	6.2	* MOBILITY 1,827

OCCUPATION OF EMPLOYED PERSONS 16 YRS & OVER:

	NO.	PCT.	* INCOME IN 1989:	HOUSEHOLDS	PCT.	FAMILIES	PCT.
TOTAL EMPLOYED PERSONS 16+	33,743	100.0	* LESS THAN \$5,000	2,177	7.1	1,144	5.0
MANAGERIAL & PROFESSIONAL SPECIALTY	8,953	26.5	* \$5,000 TO \$9,999	2,040	6.7	1,182	5.1
TECHNICAL, SALES & ADMIN. SUPPORT	10,812	32.0	* \$10,000 TO \$14,999	2,640	8.6	1,635	7.1
SERVICE	5,928	17.6	* \$15,000 TO \$19,999	2,675	8.7	1,802	7.8
FARMING, FISHING, FORESTRY	966	2.9	* \$20,000 TO \$24,999	2,816	9.2	2,096	9.1
PRECISION PROD. CRAFT REPAIR	4,008	11.9	* \$25,000 TO \$29,999	2,746	9.0	2,052	8.9
OPERATORS, FABRICATORS, LABORERS	3,076	9.1	* \$30,000 TO \$34,999	2,285	7.5	1,739	7.6
			* \$35,000 TO \$39,999	2,232	7.3	1,855	8.1
			* \$40,000 TO \$44,999	1,821	5.9	1,529	6.6
			* \$45,000 TO \$49,999	1,415	4.6	1,207	5.2
PER CAPITA INCOME	\$15,213		* \$50,000 TO \$59,999	2,318	7.6	1,963	8.5
WHITE	\$18,878		* \$60,000 TO \$74,999	2,133	7.0	1,793	7.8
BLACK	\$6,741		* \$75,000 TO \$99,999	1,617	5.3	1,451	6.3
MEDIAN HOUSEHOLD INCOME	\$30,450		* \$100,000 TO \$124,999	637	2.1	592	2.6
MEDIAN FAMILY INCOME	\$34,534		* \$125,000 TO \$149,999	378	1.2	333	1.4
			* \$150,000 OR MORE	724	2.4	644	2.8

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

SELECTED DEMOGRAPHIC DATA FOR SOUTH CAROLINA
1990 FROM CENSUS TAPE STF3A
BY COUNTY

SOUTH CAROLINA

FOR: BEAUFORT

POVERTY STATUS IN 1989 BY RACE/AGE & BY FAMILIES WITH OR WITHOUT RELATED CHILDREN:												
	TOTAL			WHITE			BLACK			OTHER		
	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW	ABOVE POVERTY	BELOW POVERTY	PCT. BELOW
TOTAL PERSONS	68,764	10,801	13.6	52,203	2,858	5.2	15,305	7,628	33.3	1,256	315	20.1
UNDER 5	5,860	1,411	19.4	4,247	241	5.4	1,494	1,105	42.5	119	65	35.3
5 - 17	11,289	2,904	20.5	7,390	604	7.6	3,643	2,296	38.7	256	4	1.5
18 - 64	42,600	5,042	10.6	32,667	1,574	4.6	9,073	3,232	26.3	860	236	21.5
65 AND OVER	9,015	1,444	13.8	7,899	439	5.3	1,095	995	47.6	21	10	32.3
MARRIED COUPLE:	17,671	970	5.2	14,819	383	2.5	2,617	552	17.4	235	35	13.0
W/CHILDREN 0-17	8,138	517	6.0	6,026	147	2.4	1,958	342	14.9	154	28	15.4
W/O CHILDREN	9,533	453	4.5	8,793	236	2.6	659	210	24.2	81	7	8.0
SINGLE HEADED:	2,812	1,564	35.7	1,406	300	17.6	1,383	1,257	47.6	23	7	23.3
W/CHILDREN 0-17	1,707	1,444	45.8	770	285	27.0	923	1,152	55.5	14	7	33.3
W/O CHILDREN	1,105	120	9.8	636	15	2.3	460	105	18.6	9	0	0.0
FEMALE HHOLDER, NO HUSB. PRESENT:	2,163	1,448	40.1	1,053	283	21.2	1,104	1,158	51.2	6	7	53.8
W/CHILDREN	1,354	1,360	50.1	621	268	30.1	727	1,085	59.9	6	7	53.8
W/O CHILDREN	809	88	9.8	432	15	3.4	377	73	16.2	0	0	.

RACE OF HOUSEHOLDER BY PLUMBING FACILITIES & VEHICLES AVAILABLE FOR OCCUPIED HOUSING UNITS:										* OCCUPIED CONDOMINIUM HU	
	TOTAL		WHITE		BLACK		OTHER			* OWNER-OCCUPIED	1,158
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.		* RENTER-OCCUPIED	1,926
W/INCOMPLETE PLUMBING	123	0.4	25	0.1	98	1.3	0	0.0	* MOBILE HOMES		
W/O VEHICLE AVAILABLE	2,797	9.1	715	3.2	2,056	26.6	26	5.9	* VACANT		1,105
									* OCCUPIED		5,550

HOUSE HEATING FUEL (OCCUPIED HOUSING UNITS):										* OCCUPANCY STATUS & TENURE BY RACE OF HOUSEHOLDER:			
	TOTAL		WHITE		BLACK		OTHER			TOTAL HOUSING UNITS			
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.		45,981	100.0		
UTILITY GAS	3,968	12.9								VACANT	15,269	33.2	
BOTTLED TANK OR LP GAS	4,563	14.9								OCCUPIED	30,712	66.8	
ELECTRICITY	20,854	67.9								OWNER			
FUEL OIL, KEROSENE, ETC.	847	2.8								WHITE	14,529	31.6	GROSS RENT
COAL OR COKE	0	0.0								BLACK	5,231	11.4	MEDIAN VALUE
WOOD	367	1.2								OTHER	181	0.4	\$500 \$112,000
SOLAR ENERGY	28	0.1								RENTER			
OTHER FUEL	40	0.1								WHITE	8,029	17.5	
NO FUEL USED	45	0.1								BLACK	2,485	5.4	
										OTHER	257	0.6	
										TENURE BY TELEPHONE IN HOUSING UNITS:			
MEAN NO. ROOMS/HU		5.3								TOTAL OCCUPIED HOUSING UNITS	30,712	100.0	
MEAN NO. PERSONS IN:										OWNER OCCUPIED:			
OWNER-OCCUPIED HU		2.6								WITH PHONE	18,909	61.6	
RENTER-OCCUPD. HU		2.6								NO PHONE	1,032	3.4	
MEDIAN YR. STRUCTURE BUILT		1979								RENTER OCCUPIED			
MEAN NO. OF VEHICLES AVAILABLE/OCCUP. HU		1.6								WITH PHONE	9,353	30.5	
										NO PHONE	1,418	4.6	

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

FOR: SOUTH CAROLINA

GROUP QUARTERS BY TYPE FOR PERSONS IN GROUP QUARTERS
STF3A, 1990 CENSUS, TABLE P40
BEAUFORT COUNTY

TOTAL, PERSONS IN GROUP QUARTERS:	6,836	100.0%
INSTITUTIONALIZED PERSONS:	262	3.8
CORRECTIONAL INSTITUTIONS	62	0.9
NURSING HOMES	190	2.8
MENTAL (PSYCHIATRIC) HOSPITALS	0	0.0
JUVENILE INSTITUTIONS	10	0.1
OTHER INSTITUTIONS	0	0.0
OTHER PERSONS IN GROUP QUARTERS:	6,574	96.2
COLLEGE DORMITORIES	0	0.0
MILITARY QUARTERS	6,329	92.6
EMERGENCY SHELTERS FOR HOMELESS	0	0.0
VISIBLE IN STREET LOCATIONS	0	0.0
OTHER NONINSTITUTIONAL GROUP QUARTERS	245	3.6

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
NULL19

SEX BY AGE BY VETERAN STATUS PERIOD OF MILITARY SERVICE
STF3, 1990 CENSUS, TABLES P64, P65
BEAUFORT COUNTY

FOR: SOUTH CAROLINA

SEX BY AGE BY VETERAN STATUS FOR PERSONS 16 YEARS & OVER:

	MALE		FEMALE		TOTAL	
PERSONS 16+ YRS:	33,895	100.0%	32,707	100.0%	66,602	100.0%
IN ARMED FORCES	8,700	25.7	1,248	3.8	9,948	14.9
CIVILIAN:	25,195	74.3	31,459	96.2	56,654	85.1
VETERAN	10,449	30.8	851	2.6	11,300	17.0
NONVETERAN	14,746	43.5	30,608	93.6	45,354	68.1
16 - 64 YRS:	29,045	100.0%	26,897	100.0%	55,942	100.0%
IN ARMED FORCES	8,700	30.0	1,248	4.6	9,948	17.8
CIVILIAN:	20,345	70.0	25,649	95.4	45,994	82.2
VETERAN	7,162	24.7	665	2.5	7,827	14.0
NONVETERAN	13,183	45.4	24,984	92.9	38,167	68.2
65 YRS AND OVER:	4,850	100.0%	5,810	100.0%	10,660	100.0%
IN ARMED FORCES	0	0.0	0	0.0	0	0.0
CIVILIAN:	4,850	100.0	5,810	100.0	10,660	100.0
VETERAN	3,287	67.8	186	3.2	3,473	32.6
NONVETERAN	1,563	32.2	5,624	96.8	7,187	67.4

PERIOD OF SERVICE FOR CIVILIAN VETERANS 16 YEARS & OVER:

CIVILIAN VETERANS 16+ YRS:	11,300	100.0%
MAY 1975 OR LATER ONLY:	2,015	17.8
SEPTEMBER 1980 OR LATER ONLY:	1,382	12.2
WITH LESS THAN 2 YRS OF SERVICE	144	1.3
WITH 2 OR MORE YEARS OF SERVICE	1,238	11.0
MAY 1975 TO AUGUST 1980 ONLY	412	3.6
BOTH, MAY 1975 TO AUGUST 1980 AND SEPTEMBER 1980 OR LATER	221	2.0
VIETNAM ERA, NO KOREAN CONFLICT NOR WORLD WAR II	2,814	24.9
VIETNAM ERA AND KOREAN CONFLICT, NO WORLD WAR II	380	3.4
VIETNAM ERA, KOREAN CONFLICT, AND WORLD WAR II	508	4.5
FEBRUARY 1955 TO JULY 1964 ONLY	530	4.7
KOREAN CONFLICT, NO VIETNAM ERA NOR WORLD WAR II	1,118	9.9
KOREAN CONFLICT AND WORLD WAR II, NO VIETNAM ERA	549	4.9
WORLD WAR II, NO KOREAN CONFLICT NOR VIETNAM ERA	3,353	29.7
WORLD WAR I	12	0.1
OTHER SERVICE	21	0.2

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
NULL29

SEX BY RACE BY HISPANIC ORIGIN BY EMPLOYMENT STATUS FOR PERSONS 16+
TABLES P70, P71, P72

FOR: SOUTH CAROLINA

BEAUFORT COUNTY

	MALE		FEMALE		TOTAL	
TOTAL	33,895	100.0	32,707	100.0	66,602	100.0
IN LABOR FORCE:	26,239	77.4	19,187	58.7	45,426	68.2
IN ARMED FORCES	8,700	25.7	1,248	3.8	9,948	14.9
CIVILIAN:	17,539	51.7	17,939	54.8	35,478	53.3
EMPLOYED	16,808	49.6	16,935	51.8	33,743	50.7
UNEMPLOYED	731	2.2	1,004	3.1	1,735	2.6
NOT IN LABOR FORCE	7,656	22.6	13,520	41.3	21,176	31.8
UNEMPLOYMENT RATE	4.17		5.60		4.89	
WHITE	25,164	100.0	23,038	100.0	48,202	100.0
IN LABOR FORCE:	19,580	77.8	13,253	57.5	32,833	68.1
IN ARMED FORCES	6,374	25.3	824	3.6	7,198	14.9
CIVILIAN:	13,206	52.5	12,429	53.9	25,635	53.2
EMPLOYED	12,764	50.7	11,957	51.9	24,721	51.3
UNEMPLOYED	442	1.8	472	2.0	914	1.9
NOT IN LABOR FORCE	5,584	22.2	9,785	42.5	15,369	31.9
UNEMPLOYMENT RATE	3.35		3.80		3.57	
BLACK	7,919	100.0	8,873	100.0	16,792	100.0
IN LABOR FORCE:	5,878	74.2	5,384	60.7	11,262	67.1
IN ARMED FORCES	1,825	23.0	327	3.7	2,152	12.8
CIVILIAN:	4,053	51.2	5,057	57.0	9,110	54.3
EMPLOYED	3,784	47.8	4,553	51.3	8,337	49.6
UNEMPLOYED	269	3.4	504	5.7	773	4.6
NOT IN LABOR FORCE	2,041	25.8	3,489	39.3	5,530	32.9
UNEMPLOYMENT RATE	6.64		9.97		8.49	
AMERICAN INDIAN	149	100.0	94	100.0	243	100.0
IN LABOR FORCE:	139	93.3	72	.	211	86.8
IN ARMED FORCES	89	59.7	24	25.5	113	46.5
CIVILIAN:	50	33.6	48	51.1	98	40.3
EMPLOYED	50	33.6	39	41.5	89	36.6
UNEMPLOYED	0	0.0	9	9.6	9	3.7
NOT IN LABOR FORCE	10	6.7	22	23.4	32	13.2
UNEMPLOYMENT RATE	0.00		18.75		9.18	

SEX BY RACE BY HISPANIC ORIGIN BY EMPLOYMENT STATUS FOR PERSONS 16+
TABLES P70, P71, P72

FOR: SOUTH CAROLINA

BEAUFORT COUNTY

	MALE		FEMALE		TOTAL	
ASIAN AND PACIFIC ISLANDER	146	100.0	440	100.0	586	100.0
IN LABOR FORCE:	132	90.4	316	71.8	448	76.5
IN ARMED FORCES	81	55.5	5	1.1	86	14.7
CIVILIAN:	51	34.9	311	70.7	362	61.8
EMPLOYED	41	28.1	299	68.0	340	58.0
UNEMPLOYED	10	6.8	12	2.7	22	3.8
NOT IN LABOR FORCE	14	9.6	124	28.2	138	23.5
UNEMPLOYMENT RATE	19.61		3.86		6.08	

OTHER	517	100.0	262	100.0	779	100.0
IN LABOR FORCE:	510	98.6	162	61.8	672	86.3
IN ARMED FORCES	331	64.0	68	26.0	399	51.2
CIVILIAN:	179	34.6	94	35.9	273	35.0
EMPLOYED	169	32.7	87	33.2	256	32.9
UNEMPLOYED	10	1.9	7	2.7	17	2.2
NOT IN LABOR FORCE	7	1.4	100	38.2	107	13.7
UNEMPLOYMENT RATE	5.59		7.45		6.23	

HISPANIC	958	100.0	663	100.0	1,621	100.0
IN LABOR FORCE:	900	93.9	454	68.5	1,354	83.5
IN ARMED FORCES	557	58.1	144	21.7	701	43.2
CIVILIAN:	343	35.8	310	46.8	653	40.3
EMPLOYED	317	33.1	289	43.6	606	37.4
UNEMPLOYED	26	2.7	21	3.2	47	2.9
NOT IN LABOR FORCE	58	6.1	209	31.5	267	16.5
UNEMPLOYMENT RATE	7.58		6.77		7.20	

*NOTE: HISPANIC CAN BE OF ANY RACE.

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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State Data Center
SELECTED DEMOGRAPHIC DATA FOR SOUTH CAROLINA
1990 FROM CENSUS TAPE STF3A
BY PLACE (ALPHABETIZED)

TABLE 6

PLACE: HILTON HEAD ISLAND TOW CODE: 619

TOTAL PERSONS BY AGE, RACE & SEX:

	TOTAL		MALE		FEMALE	
	NO.	PCT.	NO.	PCT.	NO.	PCT.
TOTAL	23,694	100.0	11,358	100.0	12,336	100.0
UNDER 5	1,451	6.1	723	6.4	728	5.9
5 - 17	2,795	11.8	1,352	11.9	1,443	11.7
18 - 64	14,654	61.8	6,928	61.0	7,726	62.6
60 YRS & OVER	6,590	27.8	3,181	28.0	3,409	27.6
65 YRS & OVER	4,794	20.2	2,355	20.7	2,439	19.8
18 YRS & OVER	19,448	82.1	9,283	81.7	10,165	82.4
WHITE	21,207	100.0	10,236	100.0	10,971	100.0
UNDER 5	1,132	5.3	576	5.6	556	5.1
5 - 17	2,230	10.5	1,116	10.9	1,114	10.2
18 - 64	13,195	62.2	6,263	61.2	6,932	63.2
60 YRS. & OVER	6,418	30.3	3,084	30.1	3,334	30.4
65 YRS & OVER	4,650	21.9	2,281	22.3	2,369	21.6
18 YRS & OVER	17,845	84.1	8,544	83.5	9,301	84.8
BLACK	2,318	100.0	1,075	100.0	1,243	100.0
UNDER 5	302	13.0	130	12.1	172	13.8
5 - 17	515	22.2	227	21.1	288	23.2
18 - 64	1,357	58.5	644	59.9	713	57.4
60 YRS & OVER	161	6.9	86	8.0	75	6.0
65 YRS & OVER	144	6.2	74	6.9	70	5.6
18 YRS & OVER	1,501	64.8	718	66.8	783	63.0
OTHER	169	100.0	47	100.0	122	100.0
UNDER 5	17	10.1	17	36.2	0	0.0
5 - 17	50	29.6	9	19.1	41	33.6
18 - 64	102	60.4	21	44.7	81	66.4
60 YRS & OVER	11	6.5	11	23.4	0	0.0
65 YRS & OVER	0	0.0	0	0.0	0	0.0
18 YRS & OVER	102	60.4	21	44.7	81	66.4

* FAMILIES 7,276 HOUSEHOLDS 10,296
* PERSONS/FAMILIES 2.7 PERSONS/HOUSEHOLDS 2.3

* PERSONS OF HISPANIC ORIGIN 246
* PERSONS IN GROUP QUARTERS 38

* URBAN & RURAL 23,694 100.0
* URBAN: 23,694 100.0
* INSIDE URBAN AREAS 0 0.0
* OUTSIDE URBAN AREAS 23,694 100.0
* RURAL: 0 0.0
* FARM 0 0.0
* NONFARM 0 0.0

* 15 YRS + BY SEX, BY MARITAL STATUS:

	MALE	FEMALE
* NEVER MARRIED	2,165	1,858
* MARRIED:		
* MARRIED SPOUSE PRESENT	6,366	6,477
* MARRIED SPOUSE ABSENT	280	405
* SEPARATED	140	246
* OTHER	140	159
* WIDOWED	166	905
* DIVORCED	572	844

* PLACE OF WORK BY RESIDENCE FOR WORKERS 16 YRS+:

	NO.	PCT.
* TOTAL	11,638	100.0
* IN STATE OF RESIDENCE	11,251	96.7
* IN COUNTY OF RESIDENCE	10,998	94.5
* OUTSIDE COUNTY OF RESIDENCE	253	2.2
* OUTSIDE STATE OF RESIDENCE:	387	3.3

RACE OF HOUSEHOLDER BY HOUSEHOLD TYPE & PRESENCE OF OWN CHILDREN:

	TOTAL		WHITE		BLACK		OTHER	
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.
TOTAL	10,296	100.0	9,515	100.0	741	100.0	40	100.0*
FAMILY	7,276	70.7	6,694	70.4	565	76.2	17	42.5*
MARRIED COUPLE	6,367	61.8	6,030	63.4	326	44.0	11	27.5*
W/CHILDREN	1,943	18.9	1,702	17.9	230	31.0	11	27.5*
W/O CHILDREN	4,424	43.0	4,328	45.5	96	13.0	0	0.0*
SINGLE-HEADED	909	8.8	664	7.0	239	32.3	6	15.0*
W/CHILDREN	526	5.1	346	3.6	174	23.5	6	15.0*
W/O CHILDREN	383	3.7	318	3.3	65	8.8	0	0.0*
MALE, NO WIFE	162	1.6	128	1.3	34	4.6	0	0.0*
W/CHILDREN	63	0.6	35	0.4	28	3.8	0	0.0*
W/O CHILDREN	99	1.0	93	1.0	6	0.8	0	0.0*
FEMALE, NO HUSB	747	7.3	536	5.6	205	27.7	6	15.0*
W/CHILDREN	463	4.5	311	3.3	146	19.7	6	15.0*
W/O CHILDREN	284	2.8	225	2.4	59	8.0	0	0.0*
NON-FAMILY	3,020	29.3	2,821	29.6	176	23.8	23	57.5*

* TRAVEL TIME TO WORK: NO. PCT.
* LESS THAN 15 MINS. 6,494 55.8
* 15 TO 39 MINS. 3,999 34.4
* 40 TO 89 MINS. 632 5.4
* 90+ MINS. 68 0.6
* WORKED AT HOME 445 3.8

* RESIDENCE FOR PERSONS 5 YRS & OVER:
* SAME HOUSE IN 1985 7,662 34.4
* DIFF. HOUSE IN US(1985) 14,103 63.4
* SAME COUNTY 4,996 22.5
* DIFF. COUNTY 9,107 40.9
* SAME STATE 1,050 4.7
* DIFF. STATE 8,057 36.2
* NORTHEAST 2,568 11.5
* MIDWEST 1,791 8.1
* SOUTH 3,402 15.3
* WEST 296 1.3
* ABROAD IN 1985 478 2.1

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

SELECTED DEMOGRAPHIC DATA FOR SOUTH CAROLINA
1990 FROM CENSUS TAPE STF3A
BY PLACE (ALPHABETIZED)

PLACE: HILTON HEAD ISLAND TOW CODE: 619

RACE BY YRS OF SCHOOL COMPLETED FOR PERSONS 25 YRS & OVER:

	TOTAL		WHITE		BLACK		OTHER		*PLACE OF BIRTH:	NO.	PCT.
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.	* TOTAL PERSONS	23,694	100.0
LESS THAN 9TH GRADE	291	1.7	159	1.0	132	10.5	0	0.0	* NATIVE	22,777	96.1
HIGH SCHOOL:									* BORN IN STATE OF RES.	3,856	16.3
NO DIPLOMA	792	4.5	557	3.4	235	18.7	0	0.0	* BORN IN ANOTHER STATE	18,643	78.7
GRADUATE	3,394	19.3	2,957	18.2	414	33.0	23	36.5	* NE	6,815	28.8
COLLEGE:									* MIDWEST	4,771	20.1
NO DEGREE	4,533	25.8	4,233	26.0	300	23.9	0	0.0	* SOUTH	6,225	26.3
DEGREE	8,593	48.8	8,380	51.5	173	13.8	40	63.5	* WEST	832	3.5
									* BORN OUT OF US	278	1.2
									* FOREIGN BORN	917	3.9

LABOR FORCE STATUS & UNEMPLOYMENT RATE BY RACE & BY SEX FOR PERSONS 16 YRS & OVER:

	TOTAL		TOTAL		WHITE		WHITE		BLACK		BLACK	
	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.	MALE	PCT.
PERSONS 16 YRS +	9,430	100.0	10,437	100.0	18,209	100.0	8,674	100.0	1,556	100.0	735	100.0
IN LABOR FORCE	6,357	67.4	5,760	55.2	10,928	59.9	5,827	67.2	1,101	70.4	509	69.1
ARMED FORCES	13	0.1	0	0.0	13	0.1	13	0.1	0	0.0	0	0.0
CIVILIAN	6,344	67.3	5,760	55.2	10,915	59.8	5,814	67.1	1,101	70.4	509	69.1
EMPLOYED	6,213	65.9	5,553	53.2	10,631	58.3	5,697	65.6	1,047	67.3	495	67.2
UNEMPLOYED	131	1.4	207	2.0	284	1.5	117	1.3	54	3.5	14	1.9
NOT IN LABOR FORCE	3,073	32.6	4,677	44.8	7,281	40.1	2,847	32.8	455	29.6	226	30.9
UNEMPLOYMENT RATE	2.1		3.6		2.6		2.0		4.9		2.8	

INDUSTRY OF EMPLOYED PERSONS 16+:

TOTAL EMPLOYED PERSONS 16+	11,766	100.0	FINANCE, INSURANCE, & REAL ESTATE	1,693	14.4	* MALE, 16-64	2,166
AGRICULTURE, FORESTRY, FISHING	209	1.8	BUSINESS, REPAIR SERVICES	644	5.5	* FEMALE, 16-64	62
MINING	7	0.1	PERSONAL SERVICES	1,464	12.4	* MALE, 65+	1,637
CONSTRUCTION	923	7.8	ENTERTAINMENT & RECREATION SERVICES	587	5.0	* FEMALE, 65+	76
MANUFACTURING	621	5.3	PROFESSIONAL & RELATED SERVICES:	1,981	16.8		
TRANSPORTATION	215	1.8	HEALTH SERVICES	530	4.5		
COMM. & OTHER PUBLIC UTILITIES	236	2.0	EDUCATIONAL SERVICES	511	4.3	* DISABILITY BY TYPE:	
WHOLESALE TRADE	198	1.7	OTHER PROFESSIONAL SERVICES	940	8.0	* WORK	1,343
RETAIL TRADE	2,795	23.8	PUBLIC ADMINISTRATION	193	1.6	* MOBILITY	323

OCCUPATION OF EMPLOYED PERSONS 16 YRS & OVER:

	NO.	PCT.		HOUSEHOLDS	PCT.	FAMILIES	PCT.
TOTAL EMPLOYED PERSONS 16+	11,766	100.0	* INCOME IN 1989:				
MANAGERIAL & PROFESSIONAL SPECIALTY	3,915	33.3	* LESS THAN \$5,000	381	3.7	198	2.7
TECHNICAL, SALES & ADMIN. SUPPORT	4,138	35.2	* \$5,000 TO \$9,999	428	4.2	239	3.3
SERVICE	1,921	16.3	* \$10,000 TO \$14,999	461	4.5	116	1.6
FARMING, FISHING, FORESTRY	165	1.4	* \$15,000 TO \$19,999	603	5.9	263	3.6
PRECISION PROD. CRAFT REPAIR	1,076	9.1	* \$20,000 TO \$24,999	700	6.8	337	4.6
OPERATORS, FABRICATORS, LABORERS	551	4.7	* \$25,000 TO \$29,999	581	5.6	386	5.3
			* \$30,000 TO \$34,999	729	7.1	465	6.4
			* \$35,000 TO \$39,999	798	7.8	623	8.6
			* \$40,000 TO \$44,999	763	7.4	597	8.2
			* \$45,000 TO \$49,999	575	5.6	454	6.2
PER CAPITA INCOME	\$25,171		* \$50,000 TO \$59,999	1,049	10.2	825	11.3
WHITE	\$27,137		* \$60,000 TO \$74,999	1,076	10.5	857	11.8
BLACK	\$8,497		* \$75,000 TO \$99,999	900	8.7	791	10.9
MEDIAN HOUSEHOLD INCOME	\$42,995		* \$100,000 TO \$124,999	424	4.1	395	5.4
MEDIAN FAMILY INCOME	\$49,419		* \$125,000 TO \$149,999	276	2.7	251	3.4
			* \$150,000 OR MORE	552	5.4	479	6.6

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

PLACE: HILTON HEAD ISLAND TOW CODE: 619

RACE OF HOUSEHOLDER BY PLUMBING FACILITIES & VEHICLES AVAILABLE FOR OCCUPIED HOUSING UNITS:								
	TOTAL		WHITE		BLACK		OTHER	
	NO.	PCT.	NO.	PCT.	NO.	PCT.	NO.	PCT.
w/INCOMPLETE PLUMBING	10	0.1	0	0.0	10	1.3	0	0.0
w/O VEHICLE AVAILABLE	486	4.7	321	3.4	152	19.2	13	19.1

		* OCCUPIED CONDOMINIUM HU
		* OWNER-OCCUPIED 953
		* RENTER-OCCUPIED 1,741
		* MOBILE HOMES
		* VACANT 42
		* OCCUPIED 377

*OTHER IS A TOTAL OF AMERICAN INDIANS, ESKIMO & ALEUT, ASIAN & PACIFIC ISLANDERS, AND ALL OTHER RACES.
SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.

SEX BY AGE BY VETERAN STATUS PERIOD OF MILITARY SERVICE
STF3, 1990 CENSUS, TABLES P64, P65

PLACE: HILTON HEAD ISLAND TOW CODE: 619

SEX BY AGE BY VETERAN STATUS FOR PERSONS 16 YEARS & OVER:

	MALE		FEMALE		TOTAL	
PERSONS 16+ YRS:	9,430	100.0%	10,437	100.0%	19,867	100.0%
IN ARMED FORCES	13	0.1	0	0.0	13	0.1
CIVILIAN:	9,417	99.9	10,437	100.0	19,854	99.9
VETERAN	3,803	40.3	138	1.3	3,941	19.8
NONVETERAN	5,614	59.5	10,299	98.7	15,913	80.1
16 - 64 YRS:	7,075	100.0%	7,998	100.0%	15,073	100.0%
IN ARMED FORCES	13	0.2	0	0.0	13	0.1
CIVILIAN:	7,062	99.8	7,998	100.0	15,060	99.9
VETERAN	2,166	30.6	62	0.8	2,228	14.8
NONVETERAN	4,896	69.2	7,936	99.2	12,832	85.1
65 YRS AND OVER:	2,355	100.0%	2,439	100.0%	4,794	100.0%
IN ARMED FORCES	0	0.0	0	0.0	0	0.0
CIVILIAN:	2,355	100.0	2,439	100.0	4,794	100.0
VETERAN	1,637	69.5	76	3.1	1,713	35.7
NONVETERAN	718	30.5	2,363	96.9	3,081	64.3

PERIOD OF SERVICE FOR CIVILIAN VETERANS 16 YEARS & OVER:

CIVILIAN VETERANS 16+ YRS:	3,941	100.0%
MAY 1975 OR LATER ONLY:	255	6.5
SEPTEMBER 1980 OR LATER ONLY:	162	4.1
WITH LESS THAN 2 YRS OF SERVICE	34	0.9
WITH 2 OR MORE YEARS OF SERVICE	128	3.2
MAY 1975 TO AUGUST 1980 ONLY	57	1.4
BOTH, MAY 1975 TO AUGUST 1980 AND SEPTEMBER 1980 OR LATER	36	0.9
VIETNAM ERA, NO KOREAN CONFLICT NOR WORLD WAR II	730	18.5
VIETNAM ERA AND KOREAN CONFLICT, NO WORLD WAR II	14	0.4
VIETNAM ERA, KOREAN CONFLICT, AND WORLD WAR II	137	3.5
FEBRUARY 1955 TO JULY 1964 ONLY	193	4.9
KOREAN CONFLICT, NO VIETNAM ERA NOR WORLD WAR II	579	14.7
KOREAN CONFLICT AND WORLD WAR II, NO VIETNAM ERA	225	5.7
WORLD WAR II, NO KOREAN CONFLICT NOR VIETNAM ERA	1,793	45.5
WORLD WAR I	9	0.2
OTHER SERVICE	6	0.2

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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SEX BY RACE BY HISPANIC ORIGIN BY EMPLOYMENT STATUS FOR PERSONS 16+
TABLES P70, P71, P72

PLACE: HILTON HEAD ISLAND TOW CODE: 619

	MALE		FEMALE		TOTAL	
TOTAL	9,430	100.0	10,437	100.0	19,867	100.0
IN LABOR FORCE:	6,357	67.4	5,760	55.2	12,117	61.0
IN ARMED FORCES	13	0.1	0	0.0	13	0.1
CIVILIAN:	6,344	67.3	5,760	55.2	12,104	60.9
EMPLOYED	6,213	65.9	5,553	53.2	11,766	59.2
UNEMPLOYED	131	1.4	207	2.0	338	1.7
NOT IN LABOR FORCE	3,073	32.6	4,677	44.8	7,750	39.0
UNEMPLOYMENT RATE	2.06		3.59		2.79	
WHITE	8,674	100.0	9,535	100.0	18,209	100.0
IN LABOR FORCE:	5,827	67.2	5,101	53.5	10,928	60.0
IN ARMED FORCES	13	0.1	0	0.0	13	0.1
CIVILIAN:	5,814	67.0	5,101	53.5	10,915	59.9
EMPLOYED	5,697	65.7	4,934	51.7	10,631	58.4
UNEMPLOYED	117	1.3	167	1.8	284	1.6
NOT IN LABOR FORCE	2,847	32.8	4,434	46.5	7,281	40.0
UNEMPLOYMENT RATE	2.01		3.27		2.60	
BLACK	735	100.0	821	100.0	1,556	100.0
IN LABOR FORCE:	509	69.3	592	72.1	1,101	70.8
IN ARMED FORCES	0	0.0	0	0.0	0	0.0
CIVILIAN:	509	69.3	592	72.1	1,101	70.8
EMPLOYED	495	67.3	552	67.2	1,047	67.3
UNEMPLOYED	14	1.9	40	4.9	54	3.5
NOT IN LABOR FORCE	226	30.7	229	27.9	455	29.2
UNEMPLOYMENT RATE	2.75		6.76		4.90	
AMERICAN INDIAN	0	100.0	18	100.0	18	100.0
IN LABOR FORCE:	0	.	18	.	18	100.0
IN ARMED FORCES	0	.	0	0.0	0	0.0
CIVILIAN:	0	.	18	100.0	18	100.0
EMPLOYED	0	.	18	100.0	18	100.0
UNEMPLOYED	0	.	0	0.0	0	0.0
NOT IN LABOR FORCE	0	.	0	0.0	0	0.0
UNEMPLOYMENT RATE	.		0.00		0.00	

SEX BY RACE BY HISPANIC ORIGIN BY EMPLOYMENT STATUS FOR PERSONS 16+
TABLES P70, P71, P72

PLACE: HILTON HEAD ISLAND TOW CODE: 619

	MALE		FEMALE		TOTAL	
ASIAN AND PACIFIC ISLANDER	0	100.0	37	100.0	37	100.0
IN LABOR FORCE:	0	.	23	62.2	23	62.2
IN ARMED FORCES	0	.	0	0.0	0	0.0
CIVILIAN:	0	.	23	62.2	23	62.2
EMPLOYED	0	.	23	62.2	23	62.2
UNEMPLOYED	0	.	0	0.0	0	0.0
NOT IN LABOR FORCE	0	.	14	37.8	14	37.8
UNEMPLOYMENT RATE	.		0.00		0.00	
OTHER	21	100.0	26	100.0	47	100.0
IN LABOR FORCE:	21	100.0	26	100.0	47	100.0
IN ARMED FORCES	0	0.0	0	0.0	0	0.0
CIVILIAN:	21	100.0	26	100.0	47	100.0
EMPLOYED	21	100.0	26	100.0	47	100.0
UNEMPLOYED	0	0.0	0	0.0	0	0.0
NOT IN LABOR FORCE	0	0.0	0	0.0	0	0.0
UNEMPLOYMENT RATE	0.00		0.00		0.00	
HISPANIC	99	100.0	112	100.0	211	100.0
IN LABOR FORCE:	86	86.9	84	75.0	170	80.6
IN ARMED FORCES	0	0.0	0	0.0	0	0.0
CIVILIAN:	86	86.9	84	75.0	170	80.6
EMPLOYED	86	86.9	84	75.0	170	80.6
UNEMPLOYED	0	0.0	0	0.0	0	0.0
NOT IN LABOR FORCE	13	13.1	28	25.0	41	19.4
UNEMPLOYMENT RATE	0.00		0.00		0.00	

*NOTE: HISPANIC CAN BE OF ANY RACE.

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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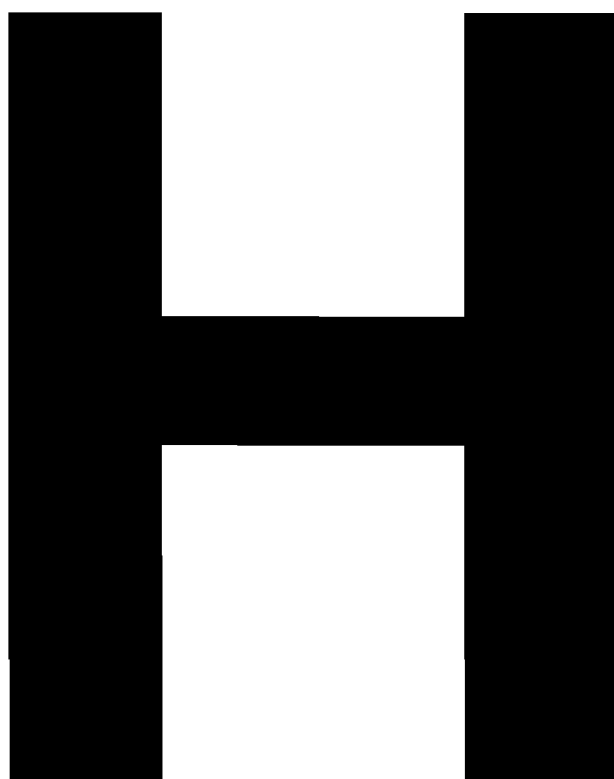
GROUP QUARTERS BY TYPE FOR PERSONS IN GROUP QUARTERS
STF3A, 1990 CENSUS, TABLE P40

PLACE: HILTON HEAD ISLAND TOW

CODE: 619

TOTAL, PERSONS IN GROUP QUARTERS:	38	100.0%
INSTITUTIONALIZED PERSONS:	38	100.0
CORRECTIONAL INSTITUTIONS	0	0.0
NURSING HOMES	38	100.0
MENTAL (PSYCHIATRIC) HOSPITALS	0	0.0
JUVENILE INSTITUTIONS	0	0.0
OTHER INSTITUTIONS	0	0.0
OTHER PERSONS IN GROUP QUARTERS:	0	0.0
COLLEGE DORMITORIES	0	0.0
MILITARY QUARTERS	0	0.0
EMERGENCY SHELTERS FOR HOMELESS	0	0.0
VISIBLE IN STREET LOCATIONS	0	0.0
OTHER NONINSTITUTIONAL GROUP QUARTERS	0	0.0

SOURCE: STATE DATA CENTER, DIVISION OF RESEARCH & STATISTICAL SERVICES.
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Beaufort County Planning Department

DEMOGRAPHIC OVERVIEW

TABLE 7

POPULATION

Beaufort County

		<u>Percent</u>
White	59,843	69%
Black	24,582	28%
Other races	2,000	3%
Total	86,425	100%

Northern Beaufort County

		<u>Percent</u>
White	33,046	60%
Black	20,752	37%
Other races	1,731	3%
Total	55,529	100%

Port Royal Island

		<u>Percent</u>
White	26,332	65%
Black	17,769	31%
Other races	1,609	4%
Total	40,710	100%

Source: U.S. Bureau of Census

MINORITY INFORMATION

The prospective base closing would have a significant adverse impact upon the area's minority population.

Many minorities work in low paying jobs in the hospitality industry. There is little opportunity for advancement.

MCAS provides an exceptional opportunity for minority youth.

Beaufort County has one of the fastest growing minority populations in South Carolina. From 1980-1990 Beaufort County ranked #9 (out of 46 counties) in the rate of natural increase for nonwhite persons.

IMPACT ON SOCIAL SERVICES

The projected loss of jobs in the area would dramatically impact the social service demands in the community for counseling, alcohol and drug abuse, and other social services.

GREATER BEAUFORT CHAMBER OF COMMERCE
AREA DEMOGRAPHICS
JANUARY 1993

TABLE 8

POPULATION CENSUS

Beaufort County (1990)	96,425	Hilton Head (1990)	23,694
City of Beaufort (1990)	9,576	St. Helena Island (1990)	7,247
Greater Beaufort Area (1990)	40,710	Fripp Island (Permanent)	1,910
Lady's Island (1990)	5,046	Town of Port Royal (1990)	2,985
Retired Military (1st. Dist.)	15,710	Bluffton (1990)	738
Active Duty Military (1992)	10,862		

MILITARY INFORMATION

<u>Marine Corps Recruit Depot</u>		<u>Marine Corps Air Station</u>	
Active Duty Military-permanent	2,040	Active Duty Military	3,511
Dependents	4,900	Dependents	5,403
Recruits Annually	17,800	Civilian Employment	641
(Graduates: 16,000 men; 1,800 women)		Non Appropriated Emp.	191
Civilian Employment	670		
<u>Dependents Living in Base Housing</u>		<u>United States Naval Hospital</u>	
Marine Corps Air Station & Laurel Bay (1,276 Units)	3,214	Active Duty Military (Officers - 91)	450
Parris Island (231 Units)	1,400	Dependents	460
Naval Hospital (53 Units)	135	Civilian Employment	176
<u>Payroll-Military</u>		<u>Payroll-Civilian</u>	
Parris Island	\$ 45,600,000	Parris Island	\$ 13,618,000
MCAS Beaufort	110,623,000	MCAS Beaufort	15,088,000
Naval Hospital	17,000,000	Naval Hospital	4,218,500
Total	\$173,223,000	Total	\$32,924,500
	=====		=====

Supporting Services

Electricity -- approx.	\$ 4,700,000 annually
Gas -- approximately	\$ 3,220,000 annually
Water -- approx.	\$ 860,000 annually
Construction Costs --	\$ 18,000,000 approximately

POPULATION GROWTH (Beaufort County)

% Change		% Change		% Change		% Change	
1960	1950-60	1970	1980	1960-80	1988	1980-88	1980-90
44,187	63.70%	51,136	65,364	47.92%	94,710	45%	32%

POPULATION BY AGE & RACE (Beaufort County - 1990)

AGE GROUP	TOTAL	PERCENT	WHITE	BLACK	AM. INDIAN	PACIFIC	OVER
Under 5 years	7,387	8.55%	4,581	2,591	23	97	95
5 to 17 years	14,431	16.70%	8,081	5,987	38	161	164
18 to 64 years	53,943	62.42%	38,680	13,864	184	543	672
65 yrs. & over	10,664	12.34%	8,501	2,140	6	12	5
Total	86,425	100.01%	59,843	24,582	251	813	936

POPULATION PROJECTIONS (2000)

Beaufort County	129,244	St. Helena	9,125
Greater Bft. Area	57,348	Lady's Island	9,968
Beaufort City	14,967	Hilton Head	43,014
Port Royal (town)	4,778	Port Royal (town)	23,436

Beaufort County:

1990 Total personal income\$ 1,089,550,000
 1990 Mean household income \$ 42,157
 1990 Median family income\$ 33,700
 1986 Median family income (Port Royal)\$ 14,254
 1990 Number of households (Port Royal) 2,938
 1986 Median family income (Bluffton) \$ 11,875
 1980 Number of households (Bluffton) 195
 1980 Number of households (Burton) 1,279
 1988 Per capita personal income\$ 15,376
 (County ranks 2nd in S.C. in per capita personal income)
 1990 Per capita income (County)\$ 16,115
 1990 Per capita income (Hilton Head)\$ 20,688
 1990 Per capita income (Port Royal)\$ 9,393
 1990 Per capita income (Bluffton)\$ 7,219
 1989 Total bank deposits in Beaufort County (June 30)...\$ 562,506,000
 1990 Total gross sales\$ 1,297,938,464
 1987 Wholesale & retail sales \$ 694,046,000
 1990 Net taxable sales\$ 1,004,054,000
 1986 Total annual retail sales \$797,764,019
 1985 Total annual payroll for covered industries \$413,849,000
 1990 Number of persons employed (Beaufort County - Feb.) 36,510
 1990 Number of persons unemployed (Beaufort County - Feb.) ... 1,230
 1991 Unemployment rate Beaufort County 4.1%
 (County ranks 10th lowest in state in unemployment) 1991 Unemployment
 rate South Carolina 6.1% 1990 Population
 median age 28.2 years 1991 Number of
 building permits (County) 860
 (Residential permits 831; Commercial permits 29)
 1991 Value of building permits (County) \$ 67,440,797
 (Residential \$ 58,401,917; Commercial \$ 9,038,880)
 1991 Assessed Tax Base (County)..... \$310,284,208
 1991 Number of building permits (Burton) 186
 (Residential permits 182; Commercial permits 4)
 1991 Value of building permits (Burton)\$ 6,177,840
 (Residential \$ 6,046,225; Commercial \$ 131,615)
 1990 Assessed Tax Base (Burton)\$ 13,944,256
 1991 Number of building permits (Port Royal) 108
 (Residential permits 96; Commercial permits 12)
 1991 Value of building permits (Port Royal)\$ 1,012,798
 (Residential \$ 385,535; Commercial \$ 627,263)
 1990 Assessed Tax Base (Port Royal)\$ 3,414,141
 1991 Number of building permits (Lady's Island) 155
 (Residential permits 150; Commercial permits 5)
 1991 Value of building permits (Lady's Island)\$ 9,292,455
 (Residential \$ 8,174,741; Commercial \$1,117,714)
 1990 Assessed Tax Base (Lady's Island) \$ 11,337,792
 1991 Number of building permits (St. Helena's Is.) 129
 (Residential permits 127; Commercial permits 2)
 1991 Value of building permits (St. Helena's Is.) \$ 12,322,674
 (Residential \$ 8,428,282; Commercial \$ 3,894,392)
 1990 Assessed Tax Base (St. Helena's Is.)\$ 11,293,777
 1991 Number of building permits (Fripp Island) 62
 (Residential permits 62; Commercial permits 0)
 1991 Value of building permits (Fripp Island)\$ 5,599,215
 (Residential \$5,599,215; Commercial \$-0-)
 1990 Assessed Tax Base (Fripp Island)\$ 8,450,887
 1991 Number of building permits (Bluffton) 244
 (Residential permits 227; Commercial permits 17)
 1991 Value of building permits (Bluffton)\$ 22,723,179
 (Residential \$ 19,020,020; Commercial \$ 3,703,159)

Beaufort County:

1990 Assessed Tax Base (Bluffton)\$ 19,728,288
1990 Number of households 32,810

City of Beaufort:

1979 Median household income \$15,130
1990 Number of households 4,161
1989 Median family income\$ 18,059
1987 Per capita income\$ 12,801
1985 Total annual retail sales \$72,591,886
1991 Number of building permits (City) 44
(Residential permits 28; Commercial permits 16)
1991 Value of building permits \$ 7,829,667
(Residential \$ 2,261,938; Commercial \$ 5,567,729)
1990 Assessed Tax Base\$ 22,579,357

- Current figures not available until economic census arrives 92-93

FEDERAL GOVERNMENT EXPENDITURES (Beaufort County)

1985 FY Federal Government expenditures \$454,140,000
1985 FY Grant awards \$12,616,000
1985 FY Salaries & wages \$304,524,000
1985 FY Direct payments to individuals \$102,583,000
1985 FY Procurement contract awards \$33,967,000
1985 FY Other federal expenditures \$449,000
Fiscal year 1985 Direct loans \$827,000
Fiscal year 1985 Guaranteed loans & insurance \$245,660,000

GOVERNMENT

The City of Beaufort and the Town of Port Royal are governed under the Mayor-Council-Manager system. Each has a mayor and four councilmen elected for 4-year terms. The Town of Bluffton is governed by a mayor and four councilmen, all elected at 2 year intervals. Beaufort County is administered locally by a nine-member county council and a county administrator, members of the council are elected every 2 years.

LOWCOUNTRY LEGISLATIVE DELEGATION

United States Senators

The Honorable Strom Thurmond
218 Russell Senate Building
Washington, DC 20510
(202) 224-6121

Charleston Off.: Mr. Robert Infinger
724-4282 334 Meeting Street
Charleston, SC 29403

The Honorable Ernest F. Hollings
125 Russell Senate Building
Washington, DC 20510
(202) 224-6654

Charleston Off.: Mr. Joe Maupin
723-5211 200 East Bay Street
Charleston, SC 29403

United States Congressman

The Honorable Floyd Spence
(2nd. Congressional District)
2405 Rayburn House Office Bldg.
Washington, DC 20515
(202) 225-2452

Beaufort Office: Sara S. Breedlove
521-2530 916 Bay Street
P.O. Box 1538
Beaufort, SC 29901

South Carolina Governor

The Honorable Carroll Campbell, Governor 734-9818
 State House, 1st. Floor West Wing, Box 11369
 Columbia, SC 29211

South Carolina Lt. Governor

Nick Theodore 734-2080
 State House, 1st. Floor East Wing, Box 142
 Columbia, SC 29202

South Carolina State Senators

Holly Cork	McKinley Washington, Jr.
(46th Senatorial District)	(45th Senatorial District)
3 Rowboat Row	PO Drawer 247
Hilton Head, SC 29928	Ravenel, SC 29470
734-2893 (Columbia)	889-8319 (Columbia)

Beaufort County State Representatives

P "Preacher" Harrelson 549-5586 D	Scott H. Richardson 785-5191 R
Dist. 121 - Walterboro	Dist. 123 - Hilton Head/Bluffton
16D Blatt Bld.	414D Blatt Bldg.
Columbia, SC 29211	Columbia, SC 29211
734-3034 (Columbia)	734-3030 (Columbia)

Janita White 784-6347 D
 Dist. 122 - Jasper/Beaufort
 32D Blatt Bldg.
 Columbia, SC 29211
 734-3073 (Columbia)

Billy Keyserling 521-2600 D
 Dist. 124 - Beaufort
 414A Blatt Bldg.
 Columbia, SC 29211
 734-3028 (Columbia)

Beaufort County is in the 14th. Judicial Circuit.

City of Beaufort

David M. Taub, Mayor
 PO Box 557
 Yemassee, SC 29945
 589-5290

City Manager

Gary Cannon
 PO Drawer 1167
 Beaufort, SC 29901-1167
 525-7070

Town of Port Royal

Henry Robinson, Mayor 524-4416
 P.O. Drawer 8
 Port Royal, SC 29935

Town Manager

Hazel Fier 524-5125
 P.O. Drawer 8
 Port Royal, SC 29935

TAX MILLAGE (City & County) 1991

Beaufort O/S 100	.1842	Forest Beach P.S.D. 540	.1911
Beaufort City 120	.2468	Sea Pines P.S.D. 550	.1908
Lady's Island	.1716	Daufuskie Island	.1598
St. Helena Island	.1716	Hilton Head O/S 501	.1710
Fripp Island	.1758	Hilton Head P.S.D. 510	.1988
Port Royal	.2243	Hilton Head Plantation 530	.1835
Sheldon	.1774	Hilton Head 500	.1835
Bluffton O/S 600	.1704	Broad Creek P.S.D.	.1935
Bluffton 610	.2104	Yemassee	.2037

TAX MILLAGE (Towns)

Bluffton	40
Port Royal	70.5
Yemassee	49.9

To compute property taxes, multiply the market value of *owner occupied by 4% (a commercial property by 6%). Then multiply this result by the millage. Example: a residence valued at \$100,000 x 4% = \$4,000 (assessed valuation). Multiply millage x assessed valuation. Example: .1606 (millage for Lady's Island) x \$4,000 (assessed valuation) = \$642.40 property taxes.

*Owner must make application to County Assessors Office between Jan 1 - May 1 to have residence officially classified as owner occupied.

PERSONAL PROPERTY TAX

The tax is computed at approximately 10 1/2% of the true value of automobiles, boats, airplanes, etc. To find the tax on an item, multiply the true value by 10 1/2%. Example: \$10,000 (new car) x 10 1/2% = \$1,050 (assessed valuation), then multiply millage by assessed valuation. Example: .1606 (millage for Lady's Island) x \$1,050 (assessed valuation) = \$168.63 personal property tax. ALL PROPERTY TAXES ARE PAID AT THE TREASURER'S OFFICE, COUNTY OFFICE BUILDING, GOVERNMENT CENTER.

SOUTH CAROLINA INCOME TAX

2% on the first \$2,000, 3% on the next \$2,000, 4% on the next \$2,000, 5% on the next \$2,000, 6% on the next \$2,000 and 7% on all over \$10,000.

MAJOR DEVELOPMENTS

Prince William Plantation (near Gardens Corner). 800-850 units at buildout
 The Golf Professionals Club (Lady's Island) 800 families at buildout
 Pleasant Point Plantation (Lady's Island) ..500 dwelling units at buildout
 Gibbs Island (across Bft. River next to Lady's Is.). 108 units at buildout
 Gibbs Island (adjacent to Gibbs Island) 1,200 units at buildout
 Cane Island Retreat (adjacent to Cat Is.)..... 40 units at buildout
 Dataw Island (adjacent to St. Helena Island) 1,600 units at buildout
 Harbor Island (adjacent to Hunting & Fripp Is.) 750 units at buildout
 Fripp Island (adjacent to Hunting Island) 750 units at buildout
 Brays Island (Sheldon Area) 325 units at buildout
 Callawassie Island (off Hwy. 170)..... 800 units at buildout
 Spring Island (adjacent to Callawassie)..... 500 units at buildout
 Newpoint (Lady's Island)..... 130 units at buildout

In the next 10 years these developments will add approximately 7,000 dwelling units overall with housing space for approximately 18,000 new residents.

APARTMENTS & CONDOMINIUMS (Does not include Hilton Head)

There are approximately 24 apartment & condominium complexes in Beaufort County. A separate list of these is available from the Chamber.

MOBILE LIVING

There are 60 or more mobile home villages in Beaufort County. For further information please contact Manufactured Housing Institute of S.C., Beaufort Branch, Gertrude Brown, 2733 W. Boundary, Beaufort, SC 29902, (803) 524-7450.

Telephone: No set policy. If record from your previous area is good, no deposit is required. If deposit is required, minimum is \$100.00. Minimum service connection charge is \$ 45.20 plus one month's local service charge. For more information contact: UNITED TELEPHONE COMPANY, (803) 522-9404.

Electric & Gas: \$100.00 plus two I.D.'s. S.C. ELECTRIC & GAS COMPANY
Route 2, Hwy. 170, PO Drawer 1168, Beaufort, SC 29901
(803) 525-7700.

Beaufort Water: \$ 25.00 Water Deposit (In City Limits). \$37.50
Deposit (Outside City). There is a one-time service
charge of \$5.00. \$25.00 Sewer Deposit. TAP FEES -
\$250 (Within City-Water). \$650 (Outside City-Water).
\$1100 (Within City-Sewer). CITY HALL, BEAUFORT WATER
DEPT., 302 Carteret St., Beaufort, SC 29902
(803) 525-7050.

Port Royal Water: \$28.00 Deposit (Within Town Limits). \$40.50 Deposit
(Outside Town Limit). \$53.00 Deposit (Water & Sewer
In Town). \$65.50 Deposit (Water & Sewer Outside Town)
TOWN HALL, PORT ROYAL WATER DEPARTMENT, 1406 Paris
Avenue, Port Royal, SC 29935 (803) 524-4998.

St. Helena/
Lady's Island: \$25.00 Deposit & \$5.00 Service/WATER. TAP FEES -
Within 100' of Main Line - Capital Fee \$400, Single
Family Tap Fee \$200, mobile home \$300, plus deposit
on service charge. (Sewer Not Available As Yet).
BEAUFORT-JASPER WATER AUTHORITY, Highway 170, PO Box
PO Box 2149, Beaufort, SC 29901-2149.
(803) 524-7322.

Trash Disposal: \$11.85 monthly in Beaufort area, billed quarterly.
WASTE MANAGEMENT OF BLUFFTON, Simmonsville Road,
PO Box 369, Bluffton, SC 29910. (803) 757-2216.

SCHOOLS

Public Schools: 3 high schools, 3 middle schools, 11 elementary
schools and one for exceptional children. Beaufort-Jasper Career
Education Center provides vocational training. For specific information,
contact: Superintendent of Schools, Board of Education Bldg., 1300 King
Street/PO Box 309, Beaufort, SC 29901 - (803) 525-4200.

Beaufort County is justifiably proud of the excellence of their
teaching faculties on all scholastic levels. This quality is maintained
by State requirements for teacher certification, including a Bachelor's
degree and successful completion of the National Teachers' Examination.
Principals and administrators, in addition to teaching requirements, must
hold appropriate certification for their level of responsibility and are
screened by the School Board, administration, and parent committees prior
to appointment.

The instructional program offered in the Beaufort County School District is designed to meet the specific needs of our students. Our programs are broad enough to prepare students for college, vocational/technical schools, the military, or the world of work. ALL SCHOOLS in the Beaufort County School System are accredited by the South Carolina State Department of Education and the Southern Association of Colleges and Schools.

A full curriculum of classes is provided to elementary students, including Reading, Language Arts, Mathematics, and Social Sciences. Specialized teachers offer Music, Art, Physical Education and Computer Science. Pre-Kindergarten is provided on a limited basis for those 4 year old students indicating the greatest educational need. A mandatory kindergarten program is provided for all students 5 years of age. Special instruction is provided to students of higher achievement through the Gifted and Talented programs in academics and the fine arts. Students with learning disabilities are personally challenged through special instructional programs.

Private Schools: (Does not include Bluffton and Hilton Head area)
Beaufort Academy (12 grades); Eleanor Christensen School (6 grades); St. Peter's Catholic Grade School (5 grades increasing yearly); Praise Christian Academy (6 grades); Victory Baptist (11 grades); Beaufort Seventh Day Adventist Elem. Church School (8 grades). Contact the Headmaster of each for specific information.

Colleges: University of South Carolina, Beaufort Regional Campus, 800 Carteret Street, Beaufort, (803) 524-7112. Technical College of the Lowcountry (two-year college), 100 Ribaut Road, Beaufort, SC 29902, (803) 525-8324. Webster University, PO Box 6115C, Beaufort, SC 29902. (2 year Master of Arts University), (803) 524-1851. Park Colleges, Bldg. 596 MCAS, Beaufort, SC 29902, (803) 522-9123.

Adult Education: Contact Beaufort Dept. of Education, PO Box 309, Beaufort, SC 29901.

MEDICAL & DENTAL (Does not include Hilton Head or Bluffton)

1 Audiologist	1 Oncologist	7 Physicians (GP)
6 Chiropractors	4 Ophthalmologist	2 Plastic Surgeon
17 Dentists	6 Optometrists	(Reconstructive)
2 Dermatologist	1 Oral Surgeon	1 Podiatrist
1 Endodontist	2 Orthodontist	3 Psychiatrists
3 Gastroenterologist	4 Orthopedists	3 Psychologist
1 Hematologist	2 Otorhinolaryngologists	7 Psychotherapist
6 Internists	1 Pathologist	1 Pulmonologist
6 Maxillofacial Surgeons	7 Pediatricians	3 Surgeons
1 Neurologist	2 Pedodontist	1 Urologist
7 Obstetricians & GYN's	3 Periodontist	

HEALTH SERVICE FACILITIES (Does not include Hilton Head or Bluffton)

<u>Bay View Home Health Agency</u>	<u>Beaufort Naval Hospital (250 Beds)</u>
Janice Russell	Capt. Ron L. Finke, MSC, USN
South Todd Dr./PO Box 1103	South Ribaut Road
Beaufort, SC 29901-1103	Beaufort, SC 29902
(803) 524-8911	(803) 525-5600

<u>Beaufort County Health Department</u>	<u>Charter Counseling Center</u>
L.H. Niemeyer, M.D. Medical Dir.	Royce Malphius - Director
600 Wilmington St./PO Box 459	140 S. Ribaut Road, Suite 110
Beaufort, SC 29901-0459	Beaufort, SC 29902
(803) 525-7603	(803) 525-1707
<u>St./Jas. Comprehensive Health</u>	<u>Coastal Empire Mental Health Center</u>
Poland Gardner, Executive Dir.	Ramon Norris, Executive Director
P.O. Box 357	1000 Ribaut Road/PO Box 1044
Ridgeland, SC 29936	Beaufort, SC 29902
(803) 524-0041	(803) 524-3378
<u>Beaufort Memorial Hosp. (99 Beds)</u>	<u>Coastal Speech & Hearing Clinic</u>
Charles Elliott, Administrator	Sharon C. Spare, Director
Ribaut Road/PO Box 1068	1514 Richmond Avenue
Beaufort, SC 29901-1068	Beaufort, SC 29902
(803) 522-5200	(803) 525-7652

BANKING/SAVINGS/LOAN

<u>Community Bank of South Carolina</u>	<u>Palmetto State Bank</u>
709 Bay Street	905 Port Republic Street
PO Box 508	PO Box 219
Beaufort, SC 29901-0508	Beaufort, SC 29901-0219
(803) 522-43200	(803) 524-3300
(3 locations)	(2 locations)
<u>CAS Beaufort Federal Credit Union</u>	<u>Savings Bank of Beaufort County</u>
US Highway 21	1121 Boundary Street
PO Drawer 1227	PO Box 2147
Beaufort, SC 29901-1227	Beaufort, SC 29901-2147
(803) 846-8878	(803) 525-1881
	(2 locations)
<u>ations Bank</u>	<u>First Union National Bank</u>
500 Carteret Street	722 Bay Street
PO Box 1408	PO Box 1105
Beaufort, SC 29901-1408	Beaufort, SC 29901-1105
(803) 521-6000	(803) 524-2137
(2 locations)	
<u>avy Federal Credit Union</u>	<u>South Carolina National Bank</u>
Parris Island, SC 29905	1011 Bay Street
(803) 525-3801	PO Box 1047
US Naval Hospital-Beaufort	Beaufort, SC 29901-1047
	(803) 522-2200
	(4 locations)
<u>almetto Federal of South Carolina</u>	
902 Bay Street	
PO Box 488	
Beaufort, SC 29901-0488	
(803) 525-8400	
(4 locations)	

Beaufort Bi-Lo Plaza - Highway 280 - Beaufort
Business Center - Highway 170 - Beaufort
Beaufort Plaza Shopping Center - Intersection of Hwys. 21 & 170 - Bft.
Cross Creek Shopping Center - Intersection of Hwys. 170 & 280 - Beaufort
Correst Point Mini Plaza - Highway 170 - Beaufort
Island Square Shopping Center - Highway 21 - Lady's Island, Beaufort
Jean Ribaut Square - Highway 21 - Beaufort
Lady's Island Shopping Center - Highway 21 - Lady's Island, Beaufort
Landmark Shopping Center - Salem Point Road - (Off Hwy. 170) - Beaufort
Laurel Bay Shopping Center - Highway 116 - Laurel Bay
Ribaut Road Shopping Center - Ribaut Road - Beaufort
Royal Oaks Shopping Center - Ribaut Road - Port Royal, SC
Sea Square - Highway 21 - Beaufort
Shell Point Plaza - Intersection of Hwys. 280 & 802 - Shell Point
The Oaks - Highway 21 - Lady's Island, Beaufort

NEWSPAPERS

BEAUFORT GAZETTE - PO Box 399, Bft., SC 29901 - (803) 524-3183 M-F & Sun.
BOOT (The) - United States Marine Corps Recruit Depot - Weekly
HILTON HEAD NEWS (The) - PO Box 5446, H.H., SC 29938 - (803) 785-5255
ISLAND PACKET (The) - Hilton Head Island, SC 29928 - 3 Times Weekly
JET STREAM (The) - United States Marine Corps Air Station - Weekly
Other newspapers serving the Beaufort community daily are THE STATE
(Columbia); The CHARLESTON POST & COURIER; The SAVANNAH MORNING NEWS; USA
Today; Greenville (S.C.) NEWS-PIEDMONT.

RADIO STATIONS

BEAUFORT:

WBEU-AM/WYKZ-FM (KISS)
Specter Broadcast Corp.
Mark Roberson, Gen. Mgr.
PO Box 21379
Ridgeland, SC 29925
(803) 524-3050
1-800-225-0987

WOCW-FM (BREEZE)
John Ihrig, Gen. Mgr.
PO Box 2387
2617 Boundary Street
Beaufort, SC 29901
(803) 524-9236

WHTK-FM (Port Royal)
Barnacle Broadcasting
Marcia G. Mitchell
PO Drawer 2010
Hilton Head, SC 29928
(803) 757-9485

WHHQ-AM/WHHR-FM (Hilton Head)
Thomas Harvey III,
General Manager
14 Archer Road
Hilton Head, SC 29938
(803) 785-6001 or 785-9447

WJWJ-FM
Michael Brannen, Manager
Tech. College of Lowcountry
105 S. Ribaut Rd/PO Box 1165
Beaufort, SC 29901-1165 (803)
(803) 524-0808

WVGB-AM
Vivian Galloway, Gen. Mgr.
806 Monson Street
Beaufort, SC 29902
(803) 524-4700

JOY-108 FM
Paul Rogers, Gen. Mgr.
1036 William Hilton Pkwy.
Hilton Head, SC 299267
(803) 785-3001

WLOW-FM (Hilton Head)
Fred German,
General Manager
One St. Augustine Place
Hilton Head, SC 29928
(803) 785-9569

TELEVISION STATIONS

WJWJ-ETV Channel 16
 Suzanne Sproat
 Theresa Bruce
 105 S Ribaut Road
 PO Box 1165
 Beaufort, SC 29901
 (803) 524-0808

WTGS-TV Channel 28
 Robert Sam
 28 Broadcast Way
 Ridgeland, SC 29936
 (803) 525-0202
 (803) 726-5244

WSAV-TV Channel 3
 Harvey Liebow
 1430 E. Victory Drive
 PO Box 2429
 Savannah, GA 31402
 (912) 651-0307

WTOC-TV Channel 11
 Gil McClanahan
 PO Box 8086 GA 31402
 Savannah, GA 31401
 (912) 234-1111

ABLE TV

LOWCOUNTRY CABLE TV
 (Beaufort/Port Royal/Burton)
 Mike Reinink
 Route 2, Box 307
 Beaufort, SC 29902
 (803) 525-1131

U.S. CABLE TV
 (Lady's Is./St Helena/Fripp)
 Debbie King
 Star Rt. 5, Box 37-K
 Beaufort, SC 29902
 (803) 524-7051

STORER CABLE TV
 (Air Station/Laurel Bay)
 Pat O'Branski
 MCAS
 Beaufort, SC 29904
 (803) 522-1341

CHURCHES

There are approximately 21 churches representing the major Protestant denominations. Two Roman Catholic Churches and a Jewish Synagogue are also located in the area.

JOBS SERVICES

S.C. Employment Commission, Dan Craft, Area Director, P.O. Drawer 1067, Beaufort, SC 29901-1067. Location: 914 Boundary Street. For more information call: (803) 524-3351

STARTING A BUSINESS

You will need to obtain certain licenses and forms. Check with the IRS office, Carolina Cove Executive Center, Beaufort, SC 29902 (counseling available on Wednesday afternoon only) or call 1-800-424-1040 for information on federal tax identification numbers. Contact the S.C. Tax Commission office, Highway 170 (Landmark Building), Beaufort, SC 29902, (803) 524-2852 for information about obtaining a sales tax license and/or state tax identification number. For additional counseling contact Martin Goodman, University of South Carolina- Beaufort, 800 Carteret St., Beaufort, SC 29901-1288. (803) 524-7112. Or contact Jim De Martin, Pigeon Point Planning, 2403 Pigeon Point Road, Beaufort, SC 29902 (803) 524-1177. Jim McDill, Beaufort County Economic Commission, 525-7469.

MARRIAGE LICENSE INFORMATION

59.11

Have to come into the probate office together and have two valid I.D.'s. This can be a drivers license, military I.D., Visa, Passport, birth certificate. There is a \$10.00 cash fee (NO CHECKS). There is a twenty-four hour waiting period after having applied for the license, but blood test! Additional information contact: Probate Office, 1407 King Street, Beaufort, SC 29902 (803) 525-7442 or Marriage License Information 525-7474.

LIBRARY SERVICES

Library services offered in Beaufort County are broad in scope. The county operates and maintains an up-to-date library in the City of Beaufort, with a new modern branch on Hilton Head. These and the fine libraries of the University of South Carolina-Beaufort and Technical College of the Lowcountry are at the disposal of a cardholder in any of the four. Additionally, loan arrangements with other libraries in the state system make many thousands of volumes available.

Beaufort County Library
311 Scott Street
Beaufort, SC 29902
(803) 525-4000

Univ. of South Carolina-Beaufort
800 Carteret Street
Beaufort, SC 29902
(803) 524-6153

Technical College of the Lowcountry
Ribaut Road
Beaufort, SC 29902
(803) 525-8304

BEAUFORT COUNTY PET ORDINANCE

Domestic pets are required to be licensed annually. A prerequisite for licensing is proof of rabies inoculation. Dogs must be restrained at all times. For more information contact the Beaufort County Animal Shelter/Control, Highway 21, (803) 846-3904.

LIQUOR LAWS

South Carolina law provides that alcoholic beverages be sold in mini-bottles. Restaurants and taverns may sell liquor from 10 AM - 2 AM Monday - Friday and 10 AM to 12 MIDNIGHT on Saturday. Liquor cannot be sold on Sunday, except in private clubs or in restaurants having a special license. Liquor stores are open 9 AM - 7 PM. The minimum drinking age in S.C. is 21. For more information contact: ABC Commission (803) 734-0470.

AUTO AND DRIVERS LICENSES

Auto license tags are required within 10 days of establishing residency. You must have a vehicle inspection and obtain an inspection sticker from an authorized inspection center, proof of liability insurance, along with a paid tax receipt from the auditors office proving that all property taxes have been paid on the vehicle and proof of ownership. This must be done prior to purchasing tags. The auditors office is located at the County Courthouse on Bay Street in Beaufort. Hilton Head residents may call the auditors office for information. Telephone: (803) 785-6100 Ext. 7286/7287.

South Carolina drivers licenses will be issued within 90 days of establishing residency, if you have a valid license issued by another state. A written examination is required of everyone. Military personnel check with License Dept. Telephone: (803) 524-2808.

LOCATION	1976	1981	1985	1990
JS_21_at_Bft._River	10,800	12,100	13,400	16,300
JS_802_at_Battery_Creek	9,600	9,400	14,600	14,300
Ribaut_Rd._N._of_Allison	17,600	17,000	18,300	17,650
Bay_St._W._of_Charles	8,400	9,400	9,800	11,700
Boundary_St._E._of_Ribaut	14,400	14,400	16,400	16,300
JS_21_W._of_Ribaut	25,100	27,200	27,600	36,500
Carteret_St._N._of_Craven	7,800	7,400	9,800	11,100
Carteret_St._at_Bellamy_Curve	8,400	9,200	9,400	9,500
Ribaut_Rd._Between_Waddell_& Southside	13,700	14,200	19,100	23,000
Southside Blvd.	350	1,800	1,900	2,100
JS_21_East_of_Meridian	11,100	11,100	13,200	16,200
Total Traffic at Selected Points	128,850	134,600	155,200	173,050

Source: S.C. Department of Highways and Public Transportation

RANSPORTATION

Interstate Highway I-95, US Highways and excellent SC State Highways offer a network of conveniently connecting roads. Some 13 authorized carriers, many with terminal facilities in the area, service all parts of Beaufort County. Barge traffic plies the Intra-Coastal Waterway. The Lowcountry Regional Transportation Authority provides public bus transportation to a five county area.

Freight Delivery Times:

<u>TO:</u>	<u>BY TRUCK:</u>
Atlanta	1 day
Boston	3 days
Chicago	2 days
Houston	3 days
New York	2 days
St. Louis	2 days
San Francisco	6 days

AIRLINE SERVICE is available at Savannah Municipal Airport 45 miles away, with regularly scheduled airline service, as well as airfreight, also offered at Charleston Airport 65 miles away. Two Beaufort County airports, one 3 miles outside the city and the other on Hilton Head Island, are utilized by private planes. The Lady's Island Airport has a lighted asphalt runway 3,430 ft. in length. For more information call (803) 525-7172. The Hilton Head Airport, with a 3,700 ft. lighted runway, offers Charter service, 80/87 and 91/96 octane and jet fuels, tie downs and car rental. For more information call (803) 681-6386 or 681-4201.

The county's 13 public parks and playgrounds offer baseball fields, tennis courts, playground equipment and many boat landings. Three marinas are in sight of Downtown Beaufort on the Intra-Coastal Waterway. Eight 18-hole championship golf courses are located in the community. Guests of certain inns & motels at Fripp & Hilton Head generally may play local courses. Check with your motel in advance. A Neighborhood Recreation Center has a gym and municipal swimming pool. There is a Plaza 8 theater. The Beaufort Little Theatre & Byrne Miller Dance Theatre present shows throughout the year, check with the Greater Beaufort Chamber of Commerce for a schedule on these and other programs/events. (803) 524-3163.

HENRY C. CHAMBERS WATERFRONT PARK

Completed in 1979, the Henry C. Chambers Waterfront Park is anchored by a 1500-foot seawall along the Beaufort River. It features a series of walkways, commons areas, a playground, covered pavilion and crafts market. The \$5 million park is named after the former Mayor of Beaufort and was designed by Robert Marvin, a nationally-known architect and city planner. Many events and programs are held here throughout the year.

WATER FESTIVAL -- JULY 17-25, 1993

"SEA ISLAND SUMMER CELEBRATION" has been selected as the theme for the 38th annual Beaufort County Water Festival. The festival features two weekends of entertainment and special events, plus a week-long program of talent shows, dances, children's activities, a beauty pageant and Lowcountry Supper, plus a Grand Parade. It's one of the largest and most successful festivals in the Southeast. For more information call (803) 524-0600 or write Water Festival, PO Box 52, Beaufort, SC 29901.

HUNTING ISLAND STATE PARK

Located just 16 miles from downtown Beaufort via Highway 21, Hunting Island is a 5,000 acre State Park that is one of the finest outdoor vacation spots in the entire eastern United States. Over 3 miles of swimming beaches are available to visitors along with public boat launch facilities at Russ' Point, artificial fishing reefs, hiking and nature trails through lush semi-tropical foliage, a modern 18-hole carpet golf course, camping facilities on the ocean and a fascinating old lighthouse which dates back originally to 1859. Admission: \$2.00 per car or \$15 for season pass in summer season. Park opens daylight, closes dark.

HUNTING ISLAND STATE PARK FACILITIES

PARADISE PIER a 1,120-foot structure at the southern tip of Hunting Island State Park. Located about two-and-a-half miles from the park's main entrance, the pier complex includes parking for approximately 100 vehicles, restrooms and a shop where anglers can buy snacks, drinks, ice, bait, tackle and accoutrements.

The facility is open to sightseers as well as fishermen. Pier fishermen should be able to catch flounder, whiting, spot, croaker, trout, speon, catfish and sheepshead among other varieties. Sightseers can walk on the pier for free; there is a fee for fishing. For more info. (803) 838-2011.

The state park campground has 200 trailer & tent sites, water & electrical hookups, picnic tables & grills. Other conveniences include: comfort stations with hot showers, a general store and refreshment stands.

No advance reservations for camp sites are accepted and a one week stay is the maximum. The park is operated on a "First Come-First Serve" basis.

Reservations for cabins may be obtained by calling or writing:

HUNTING ISLAND STATE PARK
1775 Sea Island Parkway
ROUTE 1, BOX 668
ST. HELENA ISLAND. SC 29920
(803) 838-2011/2152

Hunting Island State Park attendance for 1990-91 was 849,108.

FISHING LICENSES

A license is required for salt water fishing from a boat. The fee is \$5.50. There is a license required for fresh water fishing for persons 17 years of age and older. The fee is \$10.00 a year for residents and \$35.00 a year for non residents. Those over 65 years of age, who have been residents for three (3) years or more, receive a fresh water fishing license free.

OUT OF STATE REGISTRATION

When moving from another state just write or call:

SOUTH CAROLINA WILDLIFE & MARINE RESOURCES
1015 9TH STREET
PORT ROYAL, SC 29935
(803) 524-9190

If you are in the area just stop by the office and they will be glad to fill out all the paperwork for you. You must have all the documents for your boat from your previous state.

TOURISM INFORMATION

Tourism in the Greater Beaufort area and the City of Beaufort is the second leading economic contributor, ranking only behind the three local military bases and their payrolls.

In 1988, Beaufort County ranked 3rd in the state in terms of financial impact of tourism, with \$593,853,000 in total travel-related expenditures. In 1991, the tourism industry in Beaufort County generated 12,721 jobs; a payroll of \$ 110,635,000; state taxes of \$ 4,819,000; and local taxes of \$ 4,819,000.

New figures from the 1990 Census should become available by 1993.

GREATER BEAUFORT CHAMBER OF COMMERCE

Visitors Center Registration Figures

Month	1989	1990	1991	1992
January	1,544	2,057	1,799	2,762
February	2,228	3,141	3,851	5,474
March	3,750	5,337	6,477	10,578
April	5,048	5,969	8,599	10,819
May	3,806	5,112	7,344	11,575
June	3,789	5,047	6,278	10,407
July	5,700	5,402	7,025	13,046
August	4,644	4,637	5,875	9,887
September	2,925	4,127	4,485	7,604
October	3,830	5,045	5,617	9,169
November	3,565	4,584	4,609	6,017
December	1,243	1,896	2,246	3,075
TOTALS	42,125	52,356	64,205	100,413

AREA

Beaufort County includes 64 major islands and hundreds of smaller islands. It measures 691 square miles (578 land, 113 water) and stretches nearly 30 miles along the Atlantic Ocean. Land area measurements: City of Beaufort 3.67 sq. miles, Burton - 5.52 sq. miles, Hilton Head - 41.46 sq. miles, Laurel Bay - 5.10 sq. miles, Parris Island - 6.06 sq. miles & Port Royal - 2.16 sq. miles. Population per square mile of land area in Beaufort County is 135.8.

Elevation 21 feet above sea level. Average growing season: 293 days.

GREATER BEAUFORT AREA WEATHER INFORMATION

MONTH	AVERAGE TEMP. F	AVERAGE MAXIMUM TEMP. F	AVERAGE MINIMUM TEMP. F	POSSIBLE SUNSHINE %	AVERAGE OCEAN TEMP. F	AVERAGE PRECIPITATION INCHES
January	49	59	38	56	52	3.1
February	52	61	42	57	54	3.5
March	57	67	46	64	59	4.2
April	66	76	55	70	67	2.7
May	72	82	62	69	75	4.2
June	77	86	68	65	82	5.3
July	80	89	71	65	84	7.0
August	80	89	71	65	84	6.9
September	76	84	67	58	80	5.3
October	67	77	57	65	73	2.8
November	58	69	47	63	63	2.0
December	58	61	39	57	54	2.4
Yearly Average	65	75	55	63%	69	49.4

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, (NOAA), NATIONAL CLIMATE CENTER, ASHEVILLE, NORTH CAROLINA

MARINE CORPS RECRUIT DEPOT, PARRIS ISLAND

In 1882, Congress approved funds to purchase land on Parris Island along the Beaufort River to construct a naval station. Work began in 1883 and by 1884, under direction of the first installation commander, Ensign William Braunerstruther, a wharf and two quarters for civilian employees and officers had been completed. By 1889, the naval station was in working order. The island went through several changes and duties during the early 1990s. These included serving as a Marine Officers' School and Naval Disciplinary Barracks prior to being designated Marine Barracks, Parris Island to train recruits. Recruit training has been continuous since 1915. The official designation of Parris Island has evolved from the Marine Barracks to the Marine Corps Recruit Depot until 1983 when the Commanding General was also assigned duties as the Commanding General of the Eastern Recruiting Region. This has a tremendous effect on the potential economic impact to the Beaufort area.

In 1942, the government purchased approximately 6,000 acres of land for construction of a Naval Auxiliary Air Station. On June 15, 1943 the airfield was commissioned Naval Air Station, Beaufort. The facility was designated a Marine Corps Air Station on March 1, 1960. Currently, MCAS Beaufort operates the facilities that provide a home and a base of operations to more than half of the Marine Corps F/A-18 fighter aircraft. Marine Air Group-31 (MAG-31) is the senior Fleet Marine Force unit assigned to MCAS Beaufort and is comprised of six (6) fighter attack squadrons.

BEAUFORT NAVAL HOSPITAL

The current Naval Hospital was opened August 31, 1949. It replaced a smaller hospital located at Parris Island. It is classified as a major shore facility and has a 250 bed capacity. There are currently between 60-70 beds used. Beaufort Naval Hospital, BNH, operates two branch clinics, one at Parris Island and MCAS Beaufort.

RETIRED MILITARY COMMUNITY

The number of retired military personnel in the Beaufort area is in the thousands. Beaufort County is a very appealing retirement location and this is a direct reflection of the military presence. The appeal of the military facilities and services available attract large numbers of retirees who contribute a great deal in terms of quality of life, community and economic impact.

PARRIS ISLAND DOUGLASS VISITORS CENTER

During 1991, more than 71,000 visitors came to Parris Island. This has a direct impact on the local economy. Additionally, information concerning Beaufort is now used throughout the Eastern Recruiting Region as a recruiting tool and a drawing card for relatives to visit recruits at graduation time. Despite smaller numbers of recruits, the Visitor's Center and other Parris Island attractions such as the museum, monuments and training sites remain popular with a large segment of the public. It is anticipated that this trend will continue and that visitors will extend their stay in the Beaufort area.



TABLES 26-31

PER CAPITA INCOME FOR PERSONS IN 1989 BY RACE AND HISPANIC ORIGIN BY COUNTY

COUNTY	PER CAPITA INCOME IN 1989						
	TOTAL, ALL RACES	WHITE	BLACK	AMERICAN INDIAN, ESKIMO, OR ALEUT	ASIAN OR PACIFIC ISLANDER	OTHER RACE	HISPANIC ORIGIN 1/
Abbeville	\$10,214	\$11,369	\$7,440	\$13,426	\$6,541	\$398,959	\$23,542
Aiken	\$13,127	\$14,938	\$7,453	\$18,317	\$13,407	\$11,363	\$12,247
Allendale	\$7,458	\$12,312	\$5,293	\$1,121	\$7,775	\$4,441	\$5,557
Anderson	\$12,027	\$12,931	\$7,162	\$9,721	\$35,467	\$7,157	\$8,322
Bamberg	\$8,438	\$12,678	\$5,810	\$1,768	\$0	\$0	\$673
Barnwell	\$10,611	\$14,131	\$5,997	\$18,421	\$5,111	\$10,576	\$11,923
Beaufort	\$15,213	\$18,878	\$6,741	\$8,236	\$14,402	\$7,271	\$9,881
Berkeley	\$10,942	\$12,251	\$6,904	\$10,005	\$12,578	\$9,014	\$7,839
Calhoun	\$9,983	\$14,313	\$5,938	\$14,937	\$1,400	\$17,000	\$6,876
Charleston	\$13,068	\$16,339	\$7,106	\$11,738	\$10,521	\$20,433	\$15,402
Cherokee	\$10,406	\$11,575	\$6,161	\$2,731	\$3,498	\$3,517	\$5,533
Chester	\$9,806	\$12,305	\$6,157	\$7,696	\$6,441	\$4,282	\$3,137
Chesterfield	\$9,455	\$11,275	\$5,873	\$8,411	\$2,000	\$0	\$10,140
Clarendon	\$8,181	\$12,253	\$5,083	\$20,458	\$5,866	\$447	\$5,286
Colleton	\$9,193	\$12,216	\$5,582	\$3,426	\$16,020	\$636	\$5,674
Darlington	\$10,510	\$13,618	\$5,924	\$10,427	\$4,194	\$3,518	\$8,263
Dillon	\$8,077	\$10,291	\$5,174	\$5,647	\$24,220	\$21,137	\$12,913
Dorchester	\$11,884	\$13,347	\$7,170	\$12,161	\$10,890	\$10,355	\$9,771
Edgefield	\$10,651	\$14,258	\$6,522	\$11,286	\$24,479	\$1,452	\$7,999
Fairfield	\$9,011	\$12,951	\$6,226	\$2,000	\$0	\$1,348	\$4,609
Florence	\$11,007	\$14,163	\$6,038	\$11,381	\$13,162	\$6,247	\$9,802
Georgetown	\$11,084	\$15,063	\$5,913	\$18,899	\$6,422	\$7,197	\$9,008
Greenville	\$13,918	\$15,188	\$8,294	\$11,481	\$13,605	\$8,460	\$10,599
Greenwood	\$11,429	\$13,508	\$6,701	\$18,691	\$9,230	\$12,208	\$10,536
Hampton	\$8,578	\$12,248	\$5,515	\$0	\$0	\$0	\$4,321
Horry	\$12,385	\$13,873	\$5,666	\$9,060	\$9,901	\$7,643	\$14,026
Jasper	\$7,984	\$10,810	\$5,900	\$3,000	\$9,089	\$9,267	\$6,164
Kershaw	\$11,937	\$13,838	\$7,137	\$13,347	\$13,678	\$15,570	\$10,757
Lancaster	\$11,041	\$12,616	\$6,470	\$6,623	\$8,815	\$7,690	\$15,597
Laurens	\$10,739	\$12,025	\$7,525	\$7,833	\$4,622	\$15,101	\$11,141
Lee	\$7,569	\$11,684	\$5,133	\$6,354	\$6,522	\$976	\$3,500
Lexington	\$14,259	\$15,081	\$7,775	\$15,512	\$11,444	\$14,952	\$11,496
McCormick	\$7,929	\$10,941	\$5,819	\$4,200	\$5,486	\$0	\$0
Marion	\$8,185	\$11,700	\$5,297	\$2,636	\$16,245	\$1,077	\$7,010
Marlboro	\$7,948	\$10,362	\$5,494	\$7,620	\$10,500	\$29,494	\$8,789
Newberry	\$10,487	\$12,590	\$6,578	\$6,800	\$10,696	\$9,750	\$12,224
Oconee	\$12,352	\$12,741	\$8,359	\$13,022	\$7,226	\$13,105	\$6,772
Orangeburg	\$9,004	\$13,273	\$5,965	\$7,242	\$11,981	\$15,616	\$9,744
Pickens	\$11,427	\$11,756	\$7,753	\$8,408	\$9,109	\$8,233	\$8,788
Richland	\$13,243	\$17,032	\$8,334	\$13,247	\$9,794	\$8,356	\$9,512
Saluda	\$9,814	\$11,779	\$5,837	\$9,733	\$0	\$21,432	\$11,202
Spartanburg	\$12,218	\$13,491	\$7,516	\$13,032	\$9,710	\$7,673	\$9,941
Sumter	\$9,997	\$13,025	\$6,187	\$5,448	\$8,591	\$7,195	\$11,193
Union	\$9,669	\$10,939	\$6,711	\$27,118	\$6,067	\$2,284	\$6,401
Williamsburg	\$7,632	\$11,871	\$5,270	\$27,059	\$6,500	\$5,760	\$3,527
York	\$13,306	\$14,787	\$7,813	\$8,629	\$8,173	\$7,035	\$16,949
SOUTH CAROLINA	\$11,897	\$14,115	\$6,800	\$10,288	\$11,391	\$10,187	\$10,723

1/: Hispanic origin may be of any race.

Source: U.S. Bureau of the Census, 1990 Census Summary Tape File 3A, Table P115A and P116A.

18 S.C. COUNTY RANKINGS

COUNTY	POPULATION APRIL 1, 1990		POPULATION PERCENT CHANGE APRIL 1, 1980 - 1990		LAND AREA IN SQUARE MILES 1/ APRIL 1, 1990		RESIDENT POP. PER SQUARE MILE APRIL 1, 1990	
	TOTAL (THOUSANDS)	RANK	PERCENT	RANK	SQ. MI.	RANK	NUMBER	RANK
Abbeville	23,862	35	5.5	27	508.05	33	47.0	32
Aiken	120,940	10	14.5	10	1,073.08	4	112.7	17
Allendale	11,722	45	9.6	16	408.23	41	28.7	44
Anderson	145,196	6	9.0	17	718.04	15	202.2	6
Bamberg	16,902	41	-6.7	45	393.28	43	43.0	35
Barnwell	20,293	37	2.1	35	548.50	31	37.0	37
Beaufort	86,425	14	32.2	4	587.03	25	147.2	10
Berkeley	128,776	9	35.9	3	1,099.55	3	117.1	15
Calhoun	12,753	44	4.5	29	380.32	45	33.5	40
Charleston	295,039	2	6.5	24	917.42	7	321.6	3
Cherokee	44,506	23	8.6	19	392.71	44	113.3	16
Chester	32,170	30	6.7	23	580.56	26	55.4	29
Chesterfield	38,577	25	1.1	37	798.78	11	48.3	31
Clarendon	28,450	34	3.6	31	607.25	24	46.9	33
Colleton	34,377	27	8.2	20	1,056.48	5	32.5	41
Darlington	61,851	17	-1.4	41	562.06	28	110.0	18
Dillon	29,114	33	-6.3	44	404.88	42	71.9	23
Dorchester	83,060	16	41.4	2	574.79	27	144.5	11
Edgefield	18,375	39	4.8	28	501.91	34	36.6	38
Fairfield	22,295	36	7.7	21	686.56	18	32.5	43
Florence	114,344	11	3.8	30	799.21	10	143.1	12
Georgetown	46,302	22	9.0	18	814.86	8	56.8	28
Greenville	320,167	1	11.2	15	792.09	12	404.2	1
Greenwood	59,567	18	3.0	33	455.53	38	130.8	13
Hampton	18,191	40	0.2	38	559.93	29	32.5	42
Horry	144,053	7	42.0	1	1,133.71	1	127.1	14
Jasper	15,487	43	6.8	22	654.33	21	23.7	46
Kershaw	43,599	24	11.7	13	726.30	14	60.0	26
Lancaster	54,516	21	2.2	34	549.02	30	99.3	19
Laurens	58,092	19	11.3	14	713.16	16	81.5	21
Lee	18,437	38	-2.6	42	410.33	40	44.9	34
Lexington	167,611	5	19.4	6	700.82	17	239.2	5
McCormick	8,868	46	13.7	39	359.59	46	24.7	45
Marion	33,899	28	-0.8	46	489.10	36	69.3	24
Marlboro	29,361	32	-7.2	11	479.72	37	61.2	25
Newberry	33,172	29	6.2	25	630.81	22	52.6	30
Oconee	57,494	20	18.3	8	625.10	23	92.0	20
Orangeburg	84,803	15	3.1	32	1,105.99	2	76.7	22
Pickens	93,894	13	18.4	7	496.92	35	189.0	8
Richland	285,720	3	5.9	26	756.54	13	377.7	2
Saluda	16,357	42	1.3	36	451.37	39	36.2	39
Spartanburg	226,800	4	12.4	12	810.99	9	279.7	4
Sumter	102,637	12	16.3	9	665.46	20	154.2	9
Union	30,337	31	-1.3	40	514.22	32	59.0	27
Williamsburg	36,815	26	-3.7	43	934.00	6	39.4	36
York	131,497	8	23.2	5	682.55	19	192.7	7
SOUTH CAROLINA	3,486,703	x	11.7	x	30,111.13	x	115.8	x

1/: Dry land and temporarily or partially covered by water, such as marshlands, swamps, etc; streams and canals under one-eighth statute mile wide; and lakes, resevoirs, and ponds under 40 acres.

COUNTY	PER CAPITA INCOME IN 1989		PERCENT OF PERSONS BELOW POVERTY LEVEL IN 1989 1/		PERCENT OF FAMILIES BELOW POVERTY LEVEL IN 1989		PERCENT OF FAMILIES WITH CHILDREN BELOW POVERTY IN 1989 2/	
	DOLLARS	RANK	PERCENT	RANK	PERCENT	RANK	PERCENT	RANK
Abbeville	\$10,214	26	13.5	35	10.9	34	14.5	34
Aiken	\$13,127	6	14.0	32	11.0	32	15.0	33
Allendale	\$7,458	46	35.8	1	33.5	1	42.9	1
Anderson	\$12,027	11	12.0	40	8.6	41	12.7	39
Bamberg	\$8,438	37	28.2	6	23.1	6	31.5	3
Barnwell	\$10,611	22	21.8	14	17.6	14	24.6	14
Beaufort	\$15,213	1	13.6	34	11.0	32	16.6	30
Berkeley	\$10,942	19	12.3	39	10.5	35	13.1	38
Calhoun	\$9,983	28	20.1	18	16.0	17	21.7	17
Charleston	\$13,068	7	17.3	23	13.8	23	20.4	22
Cherokee	\$10,406	25	14.9	30	11.3	31	15.9	32
Chester	\$9,806	30	16.8	25	13.0	26	16.7	29
Chesterfield	\$9,455	32	19.3	21	15.6	21	20.7	20
Clarendon	\$8,181	39	29.0	3	25.3	2	33.2	2
Colleton	\$9,193	33	23.4	12	19.8	12	26.3	13
Darlington	\$10,510	23	19.9	20	15.7	20	21.0	19
Dillon	\$8,077	40	28.1	7	22.1	8	29.5	6
Dorchester	\$11,884	13	11.5	42	9.2	39	11.2	42
Edgefield	\$10,651	21	16.6	26	13.7	24	17.8	25
Fairfield	\$9,011	34	20.6	15	16.1	16	21.5	18
Florence	\$11,007	18	20.1	18	15.9	18	20.7	20
Georgetown	\$11,084	16	20.2	17	15.8	19	23.4	15
Greenville	\$13,918	3	10.5	44	7.8	43	11.6	41
Greenwood	\$11,429	14	15.4	27	12.2	27	17.6	27
Hampton	\$8,578	36	27.7	8	22.0	9	28.9	7
Horry	\$12,385	8	15.2	29	11.6	28	17.4	28
Jasper	\$7,984	41	25.3	10	22.4	7	28.7	9
Kershaw	\$11,937	12	12.9	36	10.0	37	13.2	37
Lancaster	\$11,041	17	14.8	31	11.5	29	16.4	31
Laurens	\$10,739	20	12.9	36	9.7	38	14.1	36
Lee	\$7,569	45	29.6	2	23.9	5	31.2	4
Lexington	\$14,259	2	8.4	46	6.3	46	8.4	46
McCormick	\$7,929	43	22.8	13	19.8	12	27.6	11
Marion	\$8,185	38	28.6	5	24.1	4	31.2	4
Marlboro	\$7,948	42	26.6	9	21.5	10	27.9	10
Newberry	\$10,487	24	15.3	28	11.4	30	17.8	25
Oconee	\$12,352	9	11.4	43	8.1	42	10.8	43
Orangeburg	\$9,004	35	24.9	11	20.7	11	27.1	12
Pickens	\$11,427	15	12.5	38	7.3	45	9.3	45
Richland	\$13,243	5	13.8	33	10.1	36	14.4	35
Saluda	\$9,814	39	18.3	22	14.5	22	20.0	23
Spartanburg	\$12,218	10	11.8	41	8.8	40	12.4	40
Sumter	\$9,997	27	20.6	15	16.9	15	22.3	16
Union	\$9,669	31	17.0	24	13.4	25	19.0	24
Williamsburg	\$7,632	44	28.7	4	24.2	3	28.8	8
York	\$13,306	4	10.3	45	7.6	44	10.5	44
SOUTH CAROLINA	\$11,897	x	15.4	x	11.9	x	16.6	x

1/: Data for persons for whom poverty status has been determined.

2/: Related children under 18 years of age.

ANNUAL AVERAGE NONAGRICULTURAL WAGE AND SALARY EMPLOYMENT IN SOUTH CAROLINA BY INDUSTRY BY COUNTY:
1991 PRELIMINARY 1/

COUNTY	TOTAL	MANUFAC- TURING	MINING & CONS- TRUCTION	TRANSP. & PUBLIC UTILITIES	WHOLESALE & RETAIL TRADE	FINANCE, INSUR. & REAL ESTATE	SERVICES 2/	GOVERN- MENT
Abbeville	6,850	3,650	160	190	690	170	730	1,250
Aiken	59,900	23,400	8,000	1,600	10,400	1,300	8,700	6,500
Allendale	3,880	1,380	120	70	510	80	480	1,230
Anderson	52,800	18,800	2,400	1,400	12,200	1,500	8,200	8,300
Bamberg	4,430	1,550	70	130	750	150	620	1,150
Barnwell	7,040	2,660	280	340	1,190	90	970	1,520
Beaufort	34,300	1,000	2,420	1,100	10,310	2,760	10,690	6,010
Berkeley	26,400	6,900	2,400	1,200	4,800	300	2,700	8,100
Calhoun	3,530	1,550	120	140	510	40	410	740
Charleston	159,800	9,500	10,400	9,300	40,100	7,000	41,600	42,100
Cherokee	17,750	8,760	770	840	3,030	320	2,130	1,900
Chester	11,220	5,690	320	270	1,790	160	870	2,110
Chesterfield	14,110	8,200	330	250	1,940	300	1,410	1,670
Clarendon	6,530	1,460	430	180	1,660	220	1,100	1,500
Colleton	9,870	2,110	570	360	2,690	480	1,800	1,870
Darlington	21,580	7,600	1,640	1,160	4,030	500	4,020	2,630
Dillon	8,770	3,230	170	150	2,310	190	1,290	1,440
Dorchester	20,200	4,500	1,300	600	5,500	500	3,500	4,300
Edgefield	4,420	1,790	140	180	680	70	610	960
Fairfield	7,110	2,150	460	950	1,100	100	1,020	1,320
Florence	54,700	13,500	3,000	2,100	12,900	3,500	10,200	9,600
Georgetown	17,410	4,590	880	560	4,360	770	2,890	3,360
Greenville	189,700	46,600	16,300	10,100	46,600	9,100	41,300	19,900
Greenwood	28,410	10,650	1,640	630	5,640	810	3,790	5,250
Hampton	5,270	1,600	240	180	1,170	160	680	1,240
Horry	66,620	5,810	3,300	1,810	23,020	4,830	19,700	8,150
Jasper	3,630	400	210	210	860	160	770	1,030
Kershaw	16,370	5,770	990	1,160	2,950	500	2,130	2,880
Lancaster	18,130	7,450	810	480	3,560	740	2,860	2,250
Laurens	20,130	7,280	640	380	4,550	450	2,250	4,590
Lee	3,620	1,240	70	80	620	80	560	970
Lexington	60,300	12,600	4,900	4,400	15,800	1,700	9,700	11,300
McCormick	2,280	630	110	30	140	140	260	970
Marion	12,270	5,320	230	200	1,650	380	2,120	2,370
Marlboro	8,560	3,740	320	130	1,490	130	960	1,780
Newberry	11,780	5,060	550	420	2,250	260	1,320	1,920
Oconee	23,930	10,280	960	2,920	3,740	480	2,560	2,990
Orangeburg	30,250	9,430	1,050	720	7,690	880	4,440	6,050
Pickens	35,100	11,400	1,800	500	6,800	700	4,400	9,500
Richland	182,900	14,000	7,800	6,800	39,100	18,000	41,700	55,600
Saluda	3,960	1,850	170	60	560	90	380	850
Spartanburg	105,600	37,100	5,800	3,800	23,900	2,700	18,300	14,000
Sumter	33,620	9,170	2,250	1,060	7,090	1,090	6,470	6,490
Union	10,150	5,280	210	130	1,460	220	920	1,930
Williamsburg	10,600	4,950	220	490	1,680	250	1,050	1,970
York	48,200	13,800	2,200	3,300	10,400	1,500	10,100	6,800
TOTAL	1,514,400	368,200	91,600	65,200	341,200	66,100	297,200	285,000

1/: Employment by place of work.

2/: Includes agricultural services.

Note: County detail may not add to State totals because State totals include employment not allocated by county, and due to rounding. Industry categories also may not add to totals due to rounding.

Source: S.C. Employment Security Commission, South Carolina's Labor Force & Industry, 1987-1991, July 1992.

PER CAPITA INCOME ESTIMATES FOR SOUTH CAROLINA BY COUNTY: OOD YEARS 1979-1989

STATE/COUNTY	1979	1981	1983	1985	1987	1989	% CHANGE 79-89
SOUTH CAROLINA	\$5,884	\$7,071	\$7,830	\$8,890	\$9,967	\$11,897	102.2
Abbeville	\$5,379	\$6,455	\$7,025	\$7,773	\$8,678	\$10,214	89.9
Aiken	\$6,369	\$7,793	\$8,781	\$10,019	\$10,978	\$13,127	106.1
Allendale	\$4,317	\$4,979	\$5,434	\$6,111	\$7,058	\$7,458	72.8
Anderson	\$6,148	\$7,218	\$7,980	\$9,048	\$10,280	\$12,027	95.6
Bamberg	\$4,335	\$5,101	\$5,610	\$6,333	\$7,144	\$8,438	94.6
Barnwell	\$5,231	\$6,264	\$6,923	\$7,838	\$9,027	\$10,611	102.8
Beaufort	\$6,863	\$8,554	\$9,382	\$10,771	\$12,493	\$15,213	121.7
Berkeley	\$5,531	\$6,790	\$7,443	\$8,346	\$9,054	\$10,942	97.8
Calhoun	\$4,724	\$5,587	\$6,223	\$7,210	\$8,035	\$9,983	111.3
Charleston	\$6,361	\$7,818	\$8,611	\$9,775	\$10,805	\$13,068	105.4
Cherokee	\$5,552	\$6,615	\$7,297	\$8,374	\$9,499	\$10,406	87.4
Chester	\$5,310	\$6,276	\$6,875	\$7,640	\$8,570	\$9,806	84.7
Chesterfield	\$4,987	\$5,888	\$6,584	\$7,361	\$8,459	\$9,455	89.6
Clarendon	\$4,175	\$4,945	\$5,390	\$6,103	\$6,884	\$8,181	96.0
Colleton	\$4,633	\$5,468	\$5,961	\$6,726	\$7,421	\$9,193	98.4
Darlington	\$5,141	\$6,154	\$6,693	\$7,515	\$8,574	\$10,510	104.4
Dillon	\$4,162	\$4,842	\$5,378	\$5,855	\$7,038	\$8,077	94.1
Dorchester	\$6,003	\$7,217	\$7,987	\$8,919	\$9,742	\$11,884	98.0
Edgefield	\$4,750	\$5,436	\$6,114	\$6,625	\$7,809	\$10,651	124.2
Fairfield	\$4,496	\$5,257	\$5,926	\$6,565	\$7,538	\$9,011	100.4
Florence	\$5,526	\$6,565	\$7,263	\$8,116	\$9,224	\$11,007	99.2
Georgetown	\$5,445	\$6,416	\$7,194	\$7,883	\$8,981	\$11,084	103.6
Greenville	\$6,746	\$8,136	\$9,015	\$10,361	\$11,638	\$13,918	106.3
Greenwood	\$6,124	\$7,327	\$8,061	\$8,960	\$9,986	\$11,429	86.6
Hampton	\$4,827	\$5,477	\$6,093	\$6,732	\$7,494	\$8,578	77.7
Horry	\$5,803	\$6,925	\$7,677	\$8,759	\$9,955	\$12,385	113.4
Jasper	\$4,312	\$5,100	\$5,652	\$6,645	\$7,192	\$7,984	85.2
Kershaw	\$6,028	\$7,041	\$7,874	\$8,734	\$9,694	\$11,937	98.0
Lancaster	\$5,758	\$6,979	\$7,528	\$8,361	\$9,436	\$11,041	91.8
Laurens	\$5,509	\$6,499	\$7,048	\$7,894	\$8,885	\$10,739	94.9
Lee	\$4,272	\$5,014	\$5,597	\$6,104	\$7,193	\$7,569	77.2
Lexington	\$6,919	\$8,340	\$9,253	\$10,635	\$11,681	\$14,259	106.1
McCormick	\$4,284	\$5,059	\$5,586	\$6,359	\$7,204	\$7,929	85.1
Marion	\$4,424	\$5,213	\$5,660	\$6,332	\$7,331	\$8,185	85.0
Marlboro	\$4,483	\$5,280	\$5,697	\$6,262	\$7,212	\$7,948	77.3
Newberry	\$5,834	\$6,913	\$7,652	\$8,556	\$9,350	\$10,487	79.8
Oconee	\$5,784	\$6,947	\$7,692	\$8,956	\$10,098	\$12,352	113.6
Orangeburg	\$4,648	\$5,509	\$6,066	\$6,904	\$7,752	\$9,004	93.7
Pickens	\$6,011	\$7,187	\$7,944	\$8,987	\$10,109	\$11,427	90.1
Richland	\$6,435	\$7,764	\$8,663	\$9,874	\$10,914	\$13,243	105.8
Saluda	\$4,723	\$5,592	\$6,186	\$7,163	\$8,130	\$9,814	107.8
Spartanburg	\$6,310	\$7,522	\$8,362	\$9,518	\$10,723	\$12,218	93.6
Sumter	\$4,774	\$5,719	\$6,395	\$7,158	\$7,960	\$9,997	109.4
Union	\$5,334	\$6,305	\$6,794	\$7,873	\$8,820	\$9,669	81.3
Williamsburg	\$4,094	\$4,791	\$5,399	\$5,923	\$6,809	\$7,632	86.4
York	\$6,371	\$7,597	\$8,538	\$9,771	\$11,048	\$13,306	108.9

NOTE: Bureau of the Census Per Capita Income Estimates are based on Money Income, while Bureau of Economic Analysis estimates are based on Personal Income (see Glossary for definitions). Therefore, comparisons between the Bureau of the Census estimates in this table and the Bureau of Economic Analysis estimates presented in other tables should be made with caution.

Source: U.S. Bureau of the Census, Current Population Reports, Local Population Estimates, Series P-26; and 1990 Census Summary Tape File 3A, Table P114A.

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PER CAPITA INCOME ESTIMATES OF INCORPORATED PLACES OF 5,000 OR MORE IN 1990: 1979 and 1989

1989 RANK	INCORPORATED PLACE 1990	COUNTY	PER CAPITA INCOME		
			1979	1989	PERCENT CHANGE 79-89
37	Abbeville City	Abbeville	\$5,556	\$10,284	85.1
7	Aiken City	Aiken	\$7,452	\$15,619	109.6
32	Anderson City	Anderson	\$6,107	\$10,866	77.9
30	Barnwell City	Barnwell	\$5,270	\$11,273	113.9
15	Beaufort City	Beaufort	\$7,054	\$13,731	94.7
52	Bennettsville City	Marlboro	\$5,314	\$8,641	62.6
17	Camden City	Kershaw	\$6,624	\$13,645	106.0
13	Cayce City	Lexington	\$6,841	\$13,928	103.6
11	Charleston City	Charleston	\$6,906	\$14,093	104.1
29	Cheraw Town	Chesterfield	\$5,870	\$11,326	92.9
50	Chester City	Chester	\$5,456	\$9,145	67.6
14	Clemson City	Dual-County 4/	\$8,143	\$13,772	69.1
46	Clinton City	Laurens	\$5,206	\$9,537	83.2
21	Columbia City	Richland	\$5,864	\$12,210	108.2
33	Conway City	Horry	\$6,037	\$10,797	78.8
41	Darlington City	Darlington	\$5,489	\$9,795	78.4
48	Dillon City	Dillon	\$5,400	\$9,253	71.4
18	Easley City	Pickens	\$6,082	\$13,137	116.0
19	Florence City	Florence	\$6,263	\$12,831	104.9
2	Forest Acres City	Richland	\$11,284	\$22,783	101.9
34	Gaffney City	Cherokee	\$5,917	\$10,712	81.0
44	Georgetown City	Georgetown	\$5,665	\$9,689	71.0
39	Goose Creek City	Dual-County 2/	\$4,554	\$9,935	118.2
9	Greenville City	Greenville	\$6,924	\$14,708	112.4
43	Greenwood City	Greenwood	\$5,425	\$9,717	79.1
45	Greer City	Dual-County 5/	\$5,447	\$9,559	75.5
12	Hanahan City	Berkeley	\$7,811	\$13,937	78.4
24	Hartsville City	Darlington	\$6,308	\$11,819	87.4
1	Hilton Head Island Town	Beaufort	\$13,149	\$25,171	91.4
10	Irmo Town	Dual-County 3/	\$8,233	\$14,684	78.4
54	Lake City City	Florence	\$5,031	\$7,733	53.7
35	Lancaster City	Lancaster	\$6,070	\$10,668	75.7
38	Laurens City	Laurens	\$5,858	\$10,208	74.3
51	Marion City	Marion	\$5,099	\$8,733	71.3
5	Mauldin City	Greenville	\$7,459	\$16,273	118.2
25	Moncks Corner Town	Berkeley	\$6,654	\$11,615	74.6
3	Mount Pleasant Town	Charleston	\$9,038	\$18,931	109.5
53	Mullins City	Marion	\$5,255	\$7,916	50.6
8	Myrtle Beach City	Horry	\$7,302	\$14,752	102.0
47	Newberry Town	Newberry	\$5,843	\$9,397	60.8
6	North Augusta City	Aiken	\$7,418	\$16,134	117.5
36	North Charleston City	Tri-County 1/	\$5,737	\$10,315	79.8
4	North Myrtle Beach Town	Horry	\$8,183	\$17,416	112.8
40	Orangeburg City	Orangeburg	\$5,505	\$9,890	79.7
28	Rock Hill City	York	\$5,641	\$11,481	103.5
26	Seneca Town	Oconee	\$5,818	\$11,560	98.7
16	Simpsonville Town	Greenville	\$6,489	\$13,698	111.1
22	Spartanburg City	Spartanburg	\$6,366	\$12,142	90.7
20	Summerville Town	Dorchester	\$7,174	\$12,556	75.0
27	Sumter City	Sumter	\$5,765	\$11,495	99.4
49	Union City	Union	\$5,635	\$9,231	63.8
31	Walterboro City	Colleton	\$5,569	\$10,948	96.6
23	West Columbia City	Lexington	\$6,665	\$11,899	78.5
42	York City	York	\$5,067	\$9,790	93.2

1/: Berkeley, Charleston, and Dorchester Counties.

2/: Berkeley and Charleston Counties.

3/: Lexington and Richland Counties.

4/: Anderson and Pickens Counties.

5/: Greenville and Spartanburg Counties.

Source: U.S. Bureau of the Census, 1980 Census Summary Tape File (Table T85) and 1990 Census Summary Tape File 3A (Table P114A).

J

EMPLOYMENT IMPACT

from loss of NAVHOSP and MCAS, Beaufort

Beaufort Economic Impact Area

<u>Area</u>	<u>Total Population</u>	<u>Persons Employed</u>	<u>Potential Direct & Indirect Job Losses</u>	<u>Percent of Total Employment</u>
Beaufort vicinity (Economic Impact Area)	52,335	21,042	6,440	30.6%

30.6% = 1 IN 4 JOBS

Source: SC Employment Security Commission; Logistics Management Institute; SC State Data Center (census tract data for Beaufort county and the City of Beaufort and vicinity (the Economic Impact Area); and the Center for Business Research.

TABLE 21

ESTIMATED ECONOMIC IMPACT
PROPOSED CLOSING OF MCAS AND NAVAL HOSPITAL BEAUFORT
ON THE MAJOR IMPACT AREA

CATEGORY	M C A S	HOSPITAL	TOTAL
Active	3,156	450	3,606
Civilian	503	199	702
Other (Schools)	168	-0-	168
Total Direct	3,827	649	4,476
Indirect	1,665	299	1,964
Total	5,492	948	6,440
% Total Employment	26.1 %	4.5 %	30.6%

Sources: U. S. Bureau of the Census
Logistics Management Institute
Center for Business Research

Employment estimates 1990 Census for Beaufort County , Tracts 1-12, showing a total Civilian Employment at 17,436. Total Civilian Employment + Active Duty = Total Employment.

Multipliers based on Economic Impact Model developed by Logistics Management Institute for Base Realignment and Closure Process.

KK

TABLE 11

**UNEMPLOYMENT
FOR BEAUFORT COUNTY
(BY PERCENT)**

		Annual
		Unemployment
Year		
	1990	3.3 %
	1991	4.2 %
	1992	4.7 %
	1993 (May)	5.1 %
Non-White	1991	7.7 %

Source: SC Employment Security Commission, Beaufort Office, 1993.

TABLE 32

The numbers for text p. 2 (para on unemployment) from verbal quote from Beaufort Office of the Employment Security Commission from their May 1993 data release. From local Ex.Dir. June 1, 1993.

Data sheet can be provided upon request.

TABLE 12

MEMORANDUM

June 1, 1993

TO: Don Hottel

FROM: Mary Graham, Center for Business Research

SUBJECT: Economic Impact -- Beaufort military facilities

I have attached tables estimating the economic impact on employment and payroll for the proposed closings in Beaufort.

In preparing the narrative presentation, here are several additional points that we can prepare back-up data for tonight and tomorrow morning:

- o Beaufort County currently has an unemployment rate of 5% (March 1993). If the facilities were closed, the impact of losing the civilian and indirect jobs would cause unemployment to increase by 2,334 jobs, more than doubling the county's unemployment rate, raising the unemployment rate to 12.9%.
- o 41% of civilian employment at the two facilities combined is non-white. Impact on minority population would be far greater as illustrated by the fact that minority per capita income in Beaufort area (Tracts 2-12) is \$6,868, less than half white per capita income (\$13,578).

SUMMARY OF ECONOMIC IMPACTS TO BEAUFORT

EMPLOYMENT IMPACT

BEAUFORT COUNTY	17.2%
As Percent of Total County Employment	1 IN 5 JOBS

BEAUFORT ECONOMIC IMPACT AREA	30.6%
As Percent of Total Impact Area Employment	1 IN 4 JOBS

PAYROLL IMPACT

As Percent of Total County Payroll	27.1%
	1 IN 4 PAYROLL DOLLARS

SOME OTHER IMPACTS

POTENTIAL COUNTY UNEMPLOYMENT LEVEL	12.9%

POTENTIAL IMPACT AREA UNEMPLOYMENT LEVEL	21.5%

MINORITY IMPACT

Minority Employment at MCAS and NAVHOSP	41%



**South
Carolina's**

TABLE 17

Employment Trends

MARCH 1993

Nonfarm Employment On the Rise...

South Carolina's economy added 15,100 nonagricultural jobs in March. Broad seasonal expansion in the private sector totaling 13,200 pushed nonfarm employment to 1,551,400. The government sector also filled 2,000 additional positions, mainly in education-related functions. South Carolina's unemployment rate, however, rose in March to 6.2% from 5.9% in February as the growth in nonfarm employment was unable to keep up with the influx of job seekers. Nationally, unemployment held constant at 7.0% for March.

Seasonal Expansion Continues...

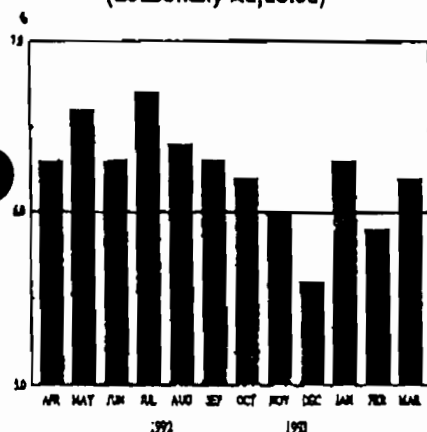
In the private sector, service and trade employment jumped 6,400 and 6,300, respectively, in March. Seasonal job growth in tourist-related industries within services such as amusement and recreation, business services, and hotels and other lodging places were responsible for the upturn. Within trade, eating and drinking places, and apparel and accessory stores headed the expansion. Seasonal real estate activity and increased business for insurance carriers created an additional 600 jobs in finance, insurance, and real estate. Construction projects around the state required 500 more workers, pushing the construction job count to 80,900 in March. Employment in transportation and public utilities edged up 100.

Manufacturing employment dropped 700 to 369,000 in March, hurt by temporary layoffs in nondurable goods. Within the soft-goods sector, textiles and apparel accounted for the entire decline with losses of 300 and 400, respectively. Durable goods ended the month up 200 led by lumber and wood products. The state's manufacturing workweek fell 0.5 hour to 41.1 hours in March. Average hourly earnings also turned down \$0.01 to \$9.70. Nationally, average hours worked per week decreased 0.2 hour to 40.9 while average hourly pay rose \$0.03 to \$11.63.

Public Sector Expands...

Total government employment was up 2,000 to 302,100 in March. State and local education added 800 and 900 employees, respectively. Other local government hired 400 workers while employment in other state government was unchanged at 60,200. The federal job count dropped 100 to 34,300.

**South Carolina's
Unemployment Rates
(Seasonally Adjusted)**



South Carolina's Employment Trends is produced monthly by the Labor Market Information (LMI) Division of the South Carolina Employment Security Commission, in cooperation with the U.S. Department of Labor. Please direct questions or comments to the Labor Market Information Division, (803) 737-2660.

(continued on page 2)



March 1993

**Labor Force and Unemployment in South Carolina
by County and Metropolitan Statistical Area (MSA)
March 1993**

County	Labor Force			Unemployment			Unemployment Rate (%)		
	Mar. 1993	Feb. 1993	Mar. 1992	Mar. 1993	Feb. 1993	Mar. 1992	Mar. 1993	Feb. 1993	Mar. 1992
Abbeville	11,090	11,250	11,110	710	770	770	6.4	6.9	6.9
Aiken	65,450	65,920	64,980	3,610	3,860	3,860	5.5	5.5	5.9
Allendale	5,580	5,670	5,860	490	500	590	8.8	9.8	10.1
Anderson MSA	71,670	72,330	71,260	4,070	4,310	4,670	5.7	6.0	6.8
Bamberg	6,780	6,740	6,720	700	670	700	10.3	9.9	10.4
Barnwell	8,930	8,970	9,170	1,130	1,110	1,210	12.6	12.4	13.2
Beaufort	35,580	36,230	37,140	1,770	2,400	1,910	5.0	6.7	5.1
Berkeley	56,480	56,650	57,080	3,300	3,310	3,890	5.8	5.9	6.5
Calhoun	4,730	4,710	4,680	340	300	410	7.2	7.2	8.8
Charleston	142,690	143,460	144,250	8,420	8,810	9,440	5.9	6.1	6.5
Cherokee	23,480	23,770	23,320	1,380	1,410	1,580	5.9	6.1	6.7
Chester	14,040	14,180	14,290	1,670	1,610	1,680	11.9	11.5	11.8
Chesterfield	21,430	21,800	21,680	1,200	1,310	1,270	5.6	6.1	5.9
Clarendon	11,840	12,020	11,950	1,170	1,210	1,340	9.8	10.7	11.2
Colleton	18,560	18,720	18,830	1,530	1,600	1,580	8.2	8.6	8.4
Darlington	29,910	30,250	30,230	2,990	3,110	2,620	10.0	10.5	8.7
Dillon	13,500	13,670	13,750	1,240	1,200	1,480	9.2	9.1	10.8
Dorchester	39,080	39,180	39,880	2,000	2,010	2,450	5.1	5.1	6.2
Edgefield	6,980	7,060	6,850	460	510	390	6.6	7.4	5.7
Fairfield	10,270	10,410	10,010	840	900	940	8.2	8.6	9.4
Florence MSA	60,100	60,470	60,110	4,160	4,110	4,050	6.9	6.8	6.7
Georgetown	23,640	24,270	22,270	2,440	2,810	2,150	10.3	11.7	9.7
Greenville	174,380	174,620	173,750	8,440	8,510	9,900	4.8	4.9	5.7
Greenwood	29,510	29,880	28,680	1,980	2,010	1,950	6.7	6.9	6.8
Hampton	7,270	7,410	7,400	560	600	730	7.7	8.9	9.9
Horry	81,520	81,770	78,570	7,200	9,010	7,050	8.8	11.0	9.2
Jasper	6,580	6,720	6,370	450	510	430	6.7	6.2	6.8
Kershaw	20,310	20,460	20,410	1,950	1,910	1,780	9.6	9.4	8.7
Lancaster	24,630	24,970	25,400	2,030	2,110	2,450	8.3	8.5	9.8
Laurens	24,980	25,230	24,830	1,500	1,600	1,870	6.0	6.5	7.5
Lee	9,370	9,380	9,140	810	710	640	8.6	7.8	7.0
Lexington	86,890	87,410	87,550	4,080	4,210	4,890	4.2	4.4	4.6
McCormick	3,110	3,170	3,200	270	310	360	8.7	10.2	11.3
Marion	14,810	14,940	15,340	1,680	1,710	2,190	11.4	12.0	14.3
Marlboro	11,790	11,990	12,120	1,100	1,210	1,360	9.3	10.2	11.2
Newberry	15,250	15,350	15,580	1,050	1,010	1,180	6.9	7.0	7.6
Oconee	29,820	29,870	30,090	2,300	2,010	2,470	7.7	6.8	8.2
Orangeburg	40,320	40,560	41,260	3,150	3,210	3,350	7.8	8.1	8.1
Pickens	49,860	50,000	49,800	2,150	2,210	2,890	4.3	4.5	5.4
Richland	148,900	148,780	148,140	8,380	7,810	7,670	5.6	5.3	5.2
Saluda	8,530	8,580	8,820	490	510	430	5.7	6.4	4.9
Spartanburg	120,720	121,980	119,680	5,990	7,110	6,410	5.0	5.8	5.4
Sumter	39,640	39,830	39,000	3,240	3,210	3,590	8.2	8.2	9.2
Union	14,640	14,890	14,480	1,230	1,210	1,240	8.4	8.4	8.6
Williamsburg	17,440	17,760	17,000	1,800	1,810	1,400	9.1	10.4	8.2
York	76,280	75,810	75,390	5,230	4,210	5,310	6.9	5.8	7.0
Charleston MSA	238,260	239,290	240,990	13,720	14,110	16,570	5.8	5.9	6.5
Columbia MSA	245,890	246,190	245,680	12,460	12,110	12,350	5.1	4.9	5.0
Greenville MSA	344,970	346,600	343,260	18,580	17,810	19,010	4.8	5.2	5.5
South Carolina (seas. adj.)	1,761.2	1,770.0	1,756.5	108.9	104.1	116.5	6.2	5.9	6.6



COVERED EMPLOYMENT & WAGES IN SOUTH CAROLINA 1991

SOUTH CAROLINA EMPLOYMENT SECURITY COMMISSION

1550 Gadsden Street

P.O. Box 995

Columbia, S.C. 29202

C. LEM HARPER SR., CHAIRMAN

SAMUEL R. FOSTER, VICE-CHAIRMAN

J. WILLIAM McLEOD, COMMISSIONER

ROBERT E. DAVID, EXECUTIVE DIRECTOR

L. E. EVANS

Deputy Executive Director
Administration

JOEL T. CASSIDY
Deputy Executive Director
Employment Service

R. MICHAEL BAKER
Deputy Executive Director
Unemployment Insurance

David L. Laird, Director
Labor Market Information

Telephone: (803) 737-2660

SOUTH CAROLINA EMPLOYMENT SECURITY COMMISSION
LABOR MARKET INFORMATION

AVERAGE MONTHLY EMPLOYMENT, TOTAL ANNUAL PAYROLL, AVERAGE WEEKLY WAGE,
TOTAL TAXABLE WAGES AND TOTAL CONTRIBUTIONS DUE FOR 1991
BEAUFORT

TITLE	SIC	AVERAGE MONTHLY EMPLOYMENT	TOTAL ANNUAL PAYROLL (\$)	AVG. WEEKLY WAGE (\$)	TOTAL TAXABLE WAGES (\$)	TOTAL CONTRIB. DUE (\$)	TOTAL EMPLOY. UNITS 1991
TOTAL ALL INDUSTRIES (INCLUDING FED)		33,758	594,058,188	338	204,014,700	3,830,890	3,186
PRIVATE		27,815	470,781,527	325	202,331,353	3,608,274	3,120
AGRI. FOR. FISH		851	13,588,939	307	7,137,567	120,835	102
AGRI PROD CROPS 01		188	2,958,512	339	1,610,042	21,609	8
AGRI PRO LIVESTK 02		85	1,164,287	344	454,949	5,765	3
AGRI. SERVICES 07		588	8,987,538	289	4,882,068	89,976	86
FORESTRY 08		0	0	0	0	0	2
FISH-HUNT-TRAPPN 09		10	321,258	818	94,033	2,354	3
MINING		0	0	0	0	0	1
OIL-GAS EXTRACT 13		0	0	0	0	0	1
CONSTRUCTION		2,382	50,118,451	405	20,983,283	387,474	443
GENERAL BUILDING 15		926	21,699,438	451	8,576,805	168,874	184
HEAVY CONST. 16		300	8,345,589	407	2,550,582	37,275	21
SPECIAL TRADE 17		1,155	22,073,425	368	9,858,098	181,324	238
MANUFACTURING		1,032	22,655,482	422	8,751,313	176,348	88
FOOD PRODUCTS 20		51	1,183,887	460	435,004	10,592	6
TEXTILES 22		0	0	0	0	0	2
APPAREL 23		87	1,024,548	203	871,781	15,855	5
LUMBER 24		52	785,001	290	410,246	6,335	6
FURNITURE 25		0	0	0	0	0	1
PAPER 26		0	0	0	0	0	1
PRINTING-PUBLISH 27		185	4,252,404	442	1,911,688	32,513	34
CHEMICALS 28		0	0	0	0	0	2
RUBBER-MISC PLAS 30		0	0	0	0	0	2
STONE-CLAY-GLASS 32		33	532,729	310	279,884	6,613	5
PRIMARY METAL 33		0	0	0	0	0	2
FABRICATED METAL 34		9	782,860	1,072	87,553	1,734	3
NONELECT. MACH. 35		57	1,193,465	403	460,766	10,809	3
ELECT-ELECT EQPT 36		72	1,502,572	401	542,733	11,471	3
TRANSPORT. EQUIP 37		145	4,132,880	548	1,377,422	20,821	5
INSTRUMENTS 38		0	0	0	0	0	1
MISC. MANU. 39		17	253,108	288	184,859	2,425	7
TRANS. COMM. & PU		1,085	28,910,813	512	7,806,817	122,332	96
LOCAL-URBAN TRAN 41		44	438,483	182	317,408	7,383	6
TRUCKING-WHARHSE 42		232	4,283,314	353	1,746,481	28,562	28
WATER TRANSPORT 44		74	1,547,788	402	539,288	10,508	18
AIR TRANSPORT 45		18	453,858	582	109,131	1,729	3
TRANSPORT SERV. 47		213	3,989,302	360	1,385,318	21,587	17
COMMUNICATION 48		344	13,314,134	744	2,588,189	38,122	16
ELECT-GAS-SAN SV 49		161	4,902,716	588	1,121,008	14,441	8
WHOLESALE TRADE		567	13,281,988	480	4,431,618	83,389	102
WHOLESALE, DURABL 50		285	7,599,624	513	2,419,237	45,880	53
WHOLESALE, NONDUR 51		281	5,682,362	389	2,012,381	37,719	49
RETAIL TRADE		9,484	113,906,510	231	82,632,449	1,099,919	822
BLDG MAT-GARDEN 52		296	8,095,881	398	2,302,545	33,663	33
GEN. MERCH. 53		979	9,874,558	194	5,887,288	94,442	15
FOOD STORES 54		1,480	14,785,437	192	8,071,705	117,706	75
AUTO DLRS-SVC ST 55		853	16,814,080	381	7,260,968	116,766	89
APPAREL & ACCESS 56		681	8,205,744	232	4,816,252	84,863	122

SOUTH CAROLINA EMPLOYMENT SECURITY COMMISSION
LABOR MARKET INFORMATION

AVERAGE MONTHLY EMPLOYMENT, TOTAL ANNUAL PAYROLL, AVERAGE WEEKLY WAGE,
TOTAL TAXABLE WAGES AND TOTAL CONTRIBUTIONS DUE FOR 1991
BEAUFORT

TITLE	SIC	AVERAGE MONTHLY EMPLOYMENT	TOTAL ANNUAL PAYROLL (\$)	AVG. WEEKLY WAGE (\$)	TOTAL TAXABLE WAGES (\$)	TOTAL CONTRIB. DUE (\$)	TOTAL EMPLOY. UNITS 1991
FURN. & HOME FUR	57	314	6,542,716	401	2,485,027	44,811	77
EATING & DRINK.	58	3,980	39,065,647	190	25,911,245	505,143	239
MISC. RETAIL	59	917	12,422,447	281	8,117,439	102,325	192
FIN., INS., R.E.		2,728	80,840,157	429	21,666,927	352,814	326
BANKING	80	593	14,255,186	482	4,873,671	58,805	14
CREDIT AGENCIES	81	84	1,541,598	353	850,364	10,774	25
SEC-COMM BRKS-SV	82	54	3,068,952	1,093	472,113	8,303	11
INSURANCE CARR.	83	114	1,844,616	311	782,435	12,508	12
INS. AGENTS-BRKS	84	151	4,214,612	537	1,200,423	18,166	32
REAL ESTATE	85	1,723	35,612,585	397	13,833,804	242,357	226
HOLDING & INVEST	87	3	302,808	1,841	54,117	801	6
SERVICES		9,548	185,474,069	333	87,886,161	1,233,252	1,058
HOTELS & LODGING	70	2,758	39,728,384	277	21,110,198	318,853	36
PERSONAL SERVICE	72	540	7,188,017	258	4,098,124	78,243	90
BUSINESS SERVICE	73	1,283	18,586,364	249	8,789,357	172,057	188
AUTO REPAIR-SERV	75	214	3,343,439	300	1,867,653	36,589	71
MISC. REPAIR-SER	76	79	1,274,347	310	791,492	15,201	27
MOTION PICTURS	78	112	1,592,604	273	670,202	9,427	13
AMUS. & REC SERV	79	1,048	16,063,879	295	7,454,472	149,803	86
HEALTH SERVICES	80	1,315	31,830,706	483	8,910,906	122,273	141
LEGAL SERVICES	81	377	12,580,798	642	3,139,138	48,556	63
EDUCATIONAL SERV	82	151	2,578,547	328	817,790	11,085	12
SOCIAL SERVICES	83	484	5,479,648	227	2,802,429	71,482	45
MEMBERSHIP ORG.	86	315	6,297,243	323	2,286,258	61,701	22
NO-TITLE	87	705	20,378,143	556	8,614,564	117,479	136
PRIVATE HOUSEHLD	88	181	1,750,850	186	1,123,578	22,513	149
NONCLASS ESTAB.		135	1,996,705	284	1,224,623	29,620	81
NONCLASS ESTAB.	99	135	1,996,705	284	1,224,623	29,620	81
FEDERAL		1,644	36,159,761	423	0	0	23
U.S. POSTAL SERV	43	163	5,360,122	832	0	0	1
STATE		1,053	17,388,218	318	515,503	6,382	22
EDUCATIONAL SERV	82	D	D	D	D	D	2
LOCAL		3,245	69,728,662	413	1,167,844	18,224	21
EDUCATIONAL SERV	82	D	D	D	D	D	2

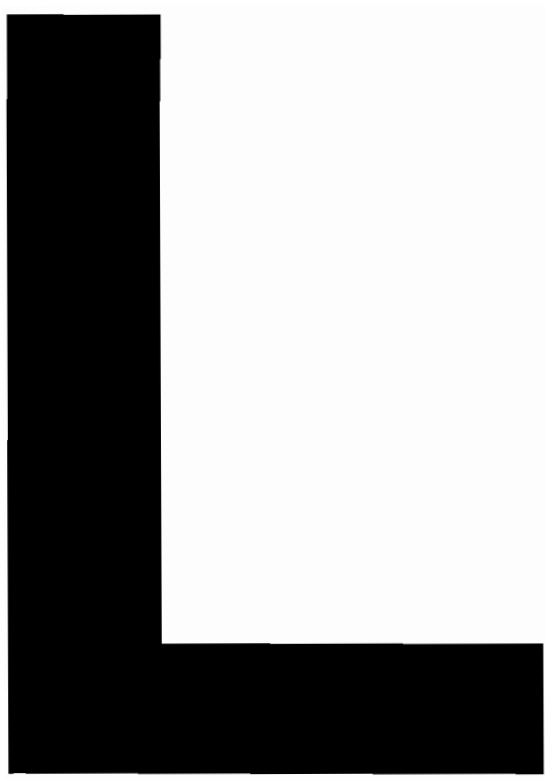


TABLE 18**ECONOMIC IMPACT / COMMUNITY INFRASTRUCTURE IMPACT
DATA CALL**

Employer	Product/Service	No. of Employees
1. MCAS Beaufort	Military	3,575
2. MCRD Parris Island	Military - Recruit/Training	2,485
3. Beaufort County School District	Elementary and Secondary Schools	1,726
4. County of Beaufort	Executive, Legislative and General Government	699
5. Beaufort Naval Hospital	Medical/Surgical Hospital	623
6. Sea Pines Plantation Company	Hotel, Restaurants, Recreation	537
7. The Westin Resort	Hotel	449
8. Beaufort Memorial Hospital	Medical and Surgical Hospital	432
9. Hyatt on Hilton Head	Hotel	423
10. Hilton Head Hospital	General Medical and Surgical Hospital	389

Source of Data (4. Business Profile): Beaufort Employment Security Commission

TABLE 19

**NONFARM WAGE AND SALARY EMPLOYMENT
BEAUFORT COUNTY
MARCH 1993**

Total Nonfarm Employment	32,300
Manufacturing Employment	1,110 (3.4%)
Nonmanufacturing Employment	31,190 (96.5%)

Source: South Carolina Employment Security Commission, Labor Market
Information Division; Beaufort Chamber of Commerce.

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TABLE 9

PAYROLL IMPACT

from loss of NAVHOSP and MCAS, Beaufort

Beaufort County

<u>Area</u>	<u>Total Payroll in County</u>	<u>Direct & Indirect Job Payroll</u>	<u>Percent of Total Payroll</u>
Beaufort County	594,058,168	197,148,145	27.1%

27.1% = 1 IN 4 PAYROLL DOLLARS

Source: SC Employment Security Commission; Beaufort Chamber of Commerce; MCAS Shareholder's report; and the Center for Business Research.

ESTIMATED PAYROLL IMPACT

PROPOSED CLOSING OF MCAS AND NAVAL HOSPITAL BEAUFORT

CATEGORY	M C A S	HOSPITAL	TOTAL
Active	\$114,933,328	\$ 19,337,838	\$134,271,166
Civilian	17,650,134	5,342,638	22,992,772
Other (Schools)	5,314,993	- 0 -	5,314,993
Total Direct	137,948,405	24,680,476	162,628,881
Indirect	29,264,040	5,255,224	34,519,264
Total Direct & Indirect Payroll	167,212,445	29,935,700	197,148,145
% Total Payroll	23.0 %	4.1 %	27.1 %

Sources: SC Employment Security Commission

MCAS Shareholders Report

Beaufort Chamber of Commerce

Total payroll is based on total civilian annual payroll (all industries) for Beaufort County of \$594,058,168 + Active duty payroll (\$134,271,166) = total payroll of \$728,329,334.

N

TABLE 22

446

ECONOMIC IMPACT / COMMUNITY INFRASTRUCTURE IMPACT
DATA CALL

Activity Name:*	Naval Hospital, Beaufort, South Carolina
UIC:	61337

* Throughout this data call, the term activity is used to refer to the DON installation that is the addressee for the data call.

1. Workforce Data

a. **Average Federal Civilian Salary Rate.** Provide the projected FY 1994 average gross annual appropriated fund civilian salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash items such as employer retirement contributions, etc.

Average Appropriated Fund Civilian Salary Rate:	\$23,968

Source of Data (1.a. Salary Rate):*Manpower/Civilian Personnel Data System

* Due to the varied nature of potential sources which could be used to respond to the questions in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including, as appropriate, references for source documents, names and organizational titles of individuals providing information, etc.



TABLE 23

ECONOMIC IMPACT / COMMUNITY INFRASTRUCTURE IMPACT DATA CALL

Activity Name:*	MCAS Beaufort, SC 29904
UIC:	60169

* Throughout this data call, the term activity is used to refer to the DON installation that is the addressee for the data call.

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1994 average gross annual appropriated fund civilian salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash items such as employer retirement contributions, etc.

Average Appropriated Fund Civilian Salary Rate:	\$29,476.00

Source of Data (1.a. Salary Rate):* Naval Civilian Personnel Data System (NCPDS)

* Due to the varied nature of potential sources which could be used to respond to the questions in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including, as appropriate, references for source documents, names and organizational titles of individuals providing information, etc.

b. Location of Residence. Complete the following table to identify where employees live. Use data reflecting the workforce as of 30 September 1992.

3746



Organizations

Tenant Commands

Marine Air Control Squadron 5
Marine Wing Support Squadron 273
Marine Air Traffic Control Squadron 28 Detachment
Combat Service Support Detachment 23
Branch Medical Clinic
Branch Dental Clinic
Marine Aircraft Group 31
Marine Aviation Logistics Squadron 31
Marine Fighter Attack Squadron 115
Marine Fighter Attack Squadron 122
Marine Fighter Attack Squadron 251
Marine Fighter Attack Squadron 312
Marine Fighter Attack Squadron 451
Marine Fighter Attack Squadron (AW) 533

Host Command

Headquarters and Headquarters Squadron

Private Organizations

Navy League
Navy/Marine Corps Relief
American Red Cross
Officers' Wives Club
Staff NCO Wives Club
Enlisted Wives Club
Thrift Shop
Boy Scouts
Girl Scouts
Sportsman's Club
Laurel Bay Riding Club
Joe L. Warren Youth League
Warrant Officer's Professional Association
Laurel Bay Youth Football and Soccer Leagues
Laurel Bay Youth Center and Teen Club
Parent Teacher Organization, Laurel Bay
National Naval Officers Association
American Society of Military Comptrollers
Lowcountry Dental Association
MCAS Credit Union
Skeet Club

Workforce & Population



Marine Corps Air Station Beaufort is a leading employer in the Lowcountry with 3,659 military and civilian employees. Of the 3,156 military personnel assigned, 278 are officers and 2,878 are enlisted personnel. Supporting the Fleet Marine Force and the Air Station are 503 Department of Defense (DoD) civilian employees; 329 appropriated and 174 nonappropriated fund employees; 68 DoD section 6 Elementary School Teachers and 100 DOD schools staff and employees.

Approximately two percent of the civilianwork force is employed under the severely handicapped program.

MCAS Beaufort Population

Active Duty Military	3,156
Active Duty Dependents	5,722
DoD Employees	503
DoD Schools Employees	168
DoD Employee Dependents	1,250
Military Retirees	2,997
Military Retiree Dependents ...	4,028
DoD Retirees	411
DoD Retiree Dependents	533
Other	48

TOTAL 18,816



In addition to military personnel and federal civilian employees, the Air Station provides 88 jobs for numerous contract employees in support of base functions such as supply, grounds maintenance, janitorial services, refuse collection, tree trimming, painting, vehicle rental and sewage. An additional 21 private sector employees staff the credit union, ticket office and other service support institutions aboard the Air Station.

TABLE 24

The largest contribution MCAS Beaufort makes to the local economy is in wages and salaries paid to civilian and military personnel. In FY-93, gross pay for military personnel and civilian employees is expected to total more than \$137 million.

Military	\$114,933,328
Civilian Appropriated Fund	15,816,148
Civilian Nonappropriated	1,883,986
DoD Schools Employees	5,314,993
 TOTAL	 \$137,948,455



Civilian Professional/Technical Specialties

--Accountants/Auditors	--Foresters
--Air Traffic Controllers	--Graphic Artist
--Analysts	--Hazardous Waste Handlers
--Budget	--Horticulturists
--Management	--Librarians
--Supply	--Medical Technicians
--Audiology Technicians	--Munitions Specialists
--Club Managers	--Natural Resources Manager
--Communications Specialists	--Nurses
--Computer Programmers	--Photographers
--Construction Inspectors	--Physicians
--Child development specialists	--Physician's Assistants
--Contract Negotiators	--Production Controllers
--Contract Surveillance Representatives	--Safety Specialists
--Dental Hygienists	--Secretaries
--Environmental Specialists	--Service Contract Managers
--Electronics Technicians	--Social Workers
--Engineers	--Teachers
--Mechanics	--Training and Development Specialists
--Family Counselors	--Various Clerical Positions
--Firefighters	
-

Construction

\$Fifteen million in construction and modernization dollars were awarded competitively during FY-92. Approximately \$8.9 million was approved and funded by Congress for family housing renovations. An additional \$6.1 million from appropriated funds was approved by the local command for construction and maintenance.

FY-92 Top Construction Contractors

McKnight Construction Co.

Augusta, Ga. \$8,927,000

Rayne Adams Construction

Columbia, S.C. 1,438,000

Pioneer Enterprises

Greer, S.C. 305,000

Retro Insulation Co.

Prince George, Va. 260,000

Mitchell Bros

Port Royal, S.C. 249,000

Wenten and Wilson Associates

Summerville, S.C. 250,000

Significant Projects Scheduled for Completion in FY-93

Whole House Repairs(PhaseIII)	\$8,927,000
Aviation Armanments Facility	3,334,000
Asbestos Removal	2,070,000
BEQ Phase I	5,458,000
Mechanical Repairs to buildings 445, 595, 727 and 856	449,000
Repairs to Bldg 426	254,000
Repairs to Railroad System	262,000

ENVIRONMENT

The Air Station was recognized in 1992 with the Secretary of the Navy Environmental Quality Award and competed as the Marine Corps' representative in June, 1992 for the Department of Defense Environmental Quality Award. The recycle program continued expansion in 1992 and increased public awareness with the aid of students from Laurel Bay schools. The Air Station Crash, Fire and Rescue Division hosted the Environmental Protection Agency sponsored International Halon Conference for South and Central American countries. Environmental education for all employees is on-going through monthly classes on hazardous material/waste and orientation for all new military/civilian personnel and their dependents.

Contracts and Purchases

FY-92	Total	Local
Supplies, Equipment and Services	\$3,244,892	\$355,821
Fuel Ordered under Defense Fuel Supply Center	362,918	142,000
Construction and Repairs	12,858,972	3,586,593
Morale, Welfare and Recreation		
Retail/Services Division	4,929,073	2,415,246
Food and Hospitality	431,719	293,569
Recreation Activities	138,453	65,073
Household Goods Storage/Transportation	3,242,787	828,223
Mobile Homes Transportation	39,935	2,000
Subsistence for Mess Hall	627,835	119,289
Electricity	2,406,110	2,406,110
Water	407,737	407,737
Natural Gas	625,165	625,165
Fuel Oil	19,449	19,449
TOTAL ...		\$29,335,045 \$11,266,275

Projected FY-93

Supplies, Equipment and Services	\$2,808,748	\$300,687
Fuel Ordered under Defense Fuel Supply Center	422,959	142,000
Construction and Repairs	10,062,646	4,100,852
Morale, Welfare and Recreation		
Retail/Services Division	6,407,795	3,139,820
Food and Hospitality	561,235	381,640
Recreation Activities	146,866	69,027
Household Goods Storage/Transportation	4,312,907	1,101,536
Mobile Homes Transportation	53,113	2,000
Subsistence for Mess Hall	640,948	129,380
Electricity	2,860,458	2,860,458
Water	470,394	470,394
Natural Gas	771,266	771,266
Fuel Oil	65,421	65,421
TOTAL ...		\$29,584,756 \$13,534,481

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Shareholder's Report Summary

Salaries

FY-92 *FY-93

Military	\$111,369,503	...	\$114,933,328
Civilian			
Appropriated	15,617,421	.....	15,816,148
Nonappropriated	1,811,525	.....	1,833,986
DoD Schools	4,979,519	.....	5,314,993
Total	\$133,777,968	.....	\$137,948,455

Construction

Contracting and Purchasing/Construction and Repair

Total	\$12,858,972	.....	\$10,062,646
Local	3,586,593	.....	4,100,852

Subsistence for Mess Hall

Total	\$627,835	.....	\$640,948
Local	119,289	.....	129,380

Utilities

Electricity	\$2,406,110	.....	\$2,860,458
Water	407,737	.....	470,394
Natural Gas	625,165	.....	771,266
Fuel Oil	19,449	.....	65,421

Federal School Impact Funds

Beaufort County	\$220,000		\$250,000

Charitable Contributions

Combined Federal Campaign	\$79,957.00	.....	\$85,000
Navy/Marine Corps Relief	33,643.50	.....	35,000

*Projected

Beaufort County Planning Department

- Contract Surveillance Representatives
- Dental Hygienists
- Environmental Specialists
- Electronics Technicians
- Engineers
- Mechanics
- Family Counselors
- Firefighters
- Foresters
- Graphic Artist
- Hazardous Waste Handlers
- Horticulturists
- Librarians
- Medical Technicians
- Munitions Specialists
- Natural Resources Manager
- Nurses
- Photographers
- Physicians
- Physician's Assistants
- Production Controllers
- Safety Specialists
- Secretaries
- Service Contract Managers
- Social Workers
- Teachers
- Training and Development Specialists
- Various Clerical Positions

CONTRACTS AND PURCHASES

MCAS contracts with and purchases from local vendors in FY-92 totalled:

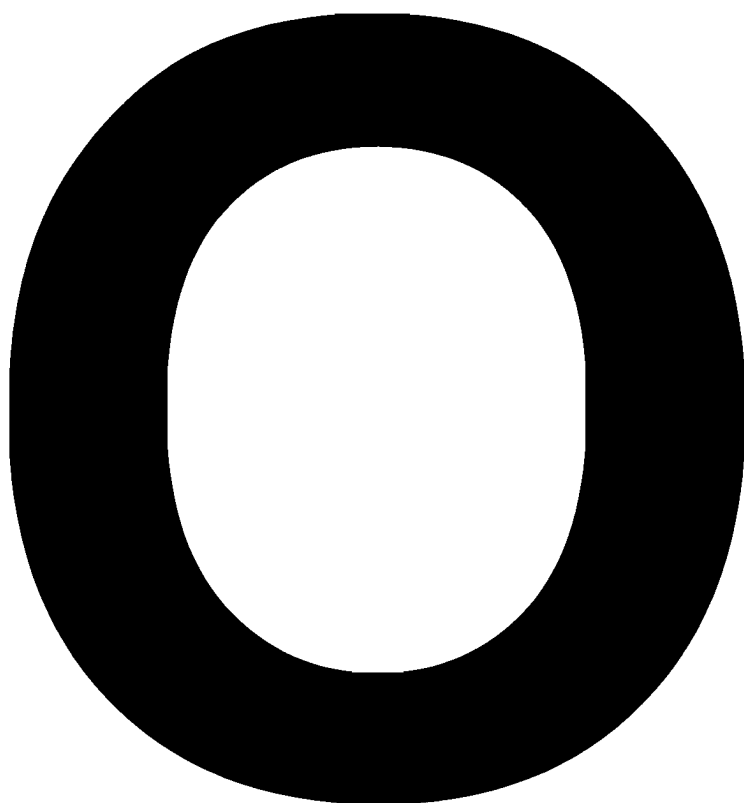
\$11,266,275

Local contracts and purchases for FY-93 are projected to be:

\$13,534,481

Contracts and purchases from local vendors

	<u>FY-92</u>	<u>Projected FY-93</u>
Supplies, equipment and services	355,821	300,687
Morale, Welfare, and Recreation	2,773,888	3,590,487
Construction and Repairs	3,586,593	4,100,582
Fuel - Defense Fuel Supply Center	142,000	142,000
Utilities	3,458,461	4,167,539
Mobile Homes Transportation	2,000	2,000
Subsistence for Mess Hall	119,289	129,380
Household Goods Storage/Transport.	828,223	1,101,536



TABLE

DEMOGRAPHIC PROFILE

	M C A S		NAVAL HOSPITAL		COMBINED MCAS AND HOSPITAL	
TOTAL	492	100%	199	100%	691	100%
WHITE	280	57%	128	64%	408	59%
NON-WHITE	212	43%	71	36%	283	41%
FEMALE	248	50%	113	57%	361	52%
MALE	244	50%	86	43%	330	48%

Source: MCAS and Naval Hospital (FY 92).

Prepared by Military Enhancement Committee for Beaufort.

P



BEAUFORT COUNTY ECONOMIC DEVELOPMENT BOARD

Multi Government Center - 1000 Ribaut Road
P.O. Box 969
Beaufort, South Carolina 29901-0969

James N. McDill, Jr., Executive Director
Lisa Halopoff, Executive Secretary

(803) 525-7469
FAX: (803) 525-7181

June 7, 1993

TO: Don Hottel
Deputy Director, Research

FROM: Jim McDill *Ann*
Executive Director, Development Board

SUBJECT: Water Rates for the Marine Corps Air Station and the United States Naval Hospital

Water rates for both the Marine Corps Air Station and the United States Naval Hospital are based upon the wholesale rate schedule of the Beaufort-Jasper Water and Sewer Authority. The rates are classified as Area 1, Port Royal Island, and the wholesale rate is \$1.15 per thousand gallons used. In comparison, the table below lists the retail rates of customers of the Beaufort-Jasper Water and Sewer Authority.

RETAIL RATES

RATE

\$8.50 minimum bill (includes first 1,000 gal)
\$3.50 per 1,000 gal for next 2,000 gal
\$3.00 per 1,000 gal for next 2,000 gal
\$2.25 per 1,000 gal for next 20,000 gal
\$1.25 per 1,000 gal over 25,000 gal

COVERS

North Burton, Lady's Island, St. Helena Island

Source: Beaufort-Jasper Water and Sewer Authority



BEAUFORT COUNTY ECONOMIC DEVELOPMENT BOARD

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(803) 525-7469
FAX: (803) 525-7181

June 7, 1993

TO: Don Hottel
Deputy Director, Research

FROM: Jim McDill *JMM*
Executive Director, Development Board

SUBJECT: Major United States Highways Serving Beaufort County

1. United States Highways Serving Beaufort County

Beaufort County is served north of the Broad River by two United States highways, U.S. 17 and U.S. 21.

Southern Beaufort County is served by one United States highway, U.S. 278.

(2) Current Road Expansions

Currently under construction is U.S. 17, which is being improved to provide four lane access into northern Beaufort County, connecting directly to I-95.

Additionally, U.S. 278 is undergoing new construction to provide four lane access directly to I-95 in southern Beaufort County. This highway is better known locally as the I-95 Connector.

BEAUFORT JASPER WATER AND SEWER AUTHORITY

FY 94 Projected

Military Consumption and Sales

<u>Facility</u>	<u>Consumption (000)</u>	<u>Sales</u>	<u>% of Total Military Sales</u>	<u>% of Total Northern System Sales</u>
Naval Hospital	40,000	\$ 52,000	5.6%	1.5%
MCAS	120,000	\$ 156,000	16.8%	4.5%
Laurel Bay	200,000	\$ 259,999	27.9%	7.5%
Sub-total	360,000	\$ 467,999	50.3%	13.5%
Parris Island	355,000	\$ 461,499	49.7%	13.3%
TOTAL	715,000	\$ 929,498	100.0%	26.8%

Because of increasing civilian sales, percentages in the future of military sales are predicted to slowly decline.



South Carolina Electric & Gas Company
80 Robert Smalls Parkway
Post Office Drawer 1168
Beaufort, SC 29901-1168
Fax (803) 525-7797
(803) 525-7700

June 7, 1993

James N. McDill, Jr.
Executive Director
Beaufort County Economic Development Board
PO Box 969
Beaufort, SC 29901

Dear Jim:

I have attached a 12 month history for each of the 3 main accounts at the Air Station and Naval Hospital. Each account uses demand rate 23 for billing which is also attached. The demand rate charge involves two charges to determine the monthly bill. The demand charge is \$9.34 per kilowatt peak set during the month and the energy charge is \$.02002 per kilowatt hour. By limiting the peak demand charge each month using wise energy management, the cost of the energy is reduced considerably. Our general service rate 9 costs about \$.064 per kilowatt hour. By limiting the demand charge the average cost per kilowatt hour at the Air Station is \$.0418, the US Naval Hospital is \$.0392, and the Capehart Housing Project is \$.0474. Those costs are the lowest of investor utilities in South Carolina and lower than most utilities in the southeast section of the country.

SCE&G is deeply concerned about the projected loss of revenue in the Beaufort area. The immediate annual losses for the Air Station (\$1,415,409.82), the US Naval Hospital (\$406,997.66), and the Capehart Housing Project (\$860,631.91) would severely reduce our revenues in the Beaufort area. Also, these numbers do not consider electrical usage lost by commercial accounts associated with the military.

Please contact me if I can provide any additional help concerning this matter.

Sincerely,

David T. Tempel, District Manager
SCE&G Beaufort District

/tms
Attachments

c: C. B. McFadden (Q-75)



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IBS ELECTRIC DEMAND FACTORS HISTORY

29 60 9800 0555 1

C C MARINE AIR STATION RATE SCHEDULE... 023 CURR RATE DATE: 11/25/68
MARINE CORP AUX REVENUE CLASS... 020 CURR READ DATE: 05/28
AIR STA CONTRACT DEMAND: 2000 KW PREV READ DATE: 04/28
BEAUFORT S C 29902 TRANSFORMER SZ:

		KW		KVA POWER		LOAD		BILLING		AVG C	
MO	DA	KW	EST	KVA	EST	FACT	FACT	DEMAND	KWH	REVENUE	PER KWH

MAY 93	0	30	5896	6595	0.89	0.61	6024	2564256	108,300.57	4.22
A	01	31	4445	4937	0.90	0.70	6024	2305467	103,119.61	4.47
M	02	31	4666	5158	0.90	0.70	6024	2447156	105,756.22	4.33
F	03	29	4743	5222	0.91	0.70	6024	2098521	102,980.55	4.48
J 93	04	29	4549	4980	0.91	0.68	6024	2147352	99,954.15	4.65
D 92	05	30	4821	5251	0.92	0.69	6024	2402026	105,653.23	4.40
N	06	34	5184	5613	0.89	0.63	6024	2665989	111,003.76	4.16
O	07	32	6247	7082	0.88	0.58	6247	2786711	115,533.61	4.15
S	08	28	6882	7937	0.88	0.69	6882	3204000	129,922.96	4.06
A	09	30	7374	8362	0.88	0.70	7374	3708000	144,734.32	3.90
J	10	32	7530	8542	0.88	0.69	7530	4010400	152,321.01	3.80
JUNE 92	11	29	7322	8247	0.89	0.65	7322	3397600	135,929.83	4.12
TOT			69569	78028			77523	33837478	1,415,409.82	

PRESS ENTER TO RETURN TO PAGE 2

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115 ELECTRIC DEMAND FACTORS HISTORY

20 60 9900 0520 1

DE NAVAL HOSPITAL

RIBAUT RD

RATE SCHEDULE... 023

CURR RATE DATE: 05/30/75

REVENUE CLASS... 020

CURR READ DATE: 05/27

CONTRACT DEMAND: 1000 KW

PREV READ DATE: 04/28

DEMUFORT S C 25902

TRANSFORMER SZ:

			KW		KVA	POWER	LOAD	BILLING		AVE		
	MO	DA	KW	EST	KVA	EST	FACT	FACT	DEMAND	KWH	REVENUE	PER KWH
MAY 93	C	29	1714		2044	0.84	0.72	1737	357446	33,186.45	3.87	
A	01	31	1368		1610	0.85	0.70	1647	713740	29,515.61	4.14	
M	02	31	1253		1481	0.85	0.65	1647	588874	27,015.80	4.59	
F	03	29	1188		1420	0.84	0.60	1647	498560	25,207.71	5.06	
J 93	04	29	1260		1512	0.83	0.61	1647	535136	25,939.96	4.85	
D 92	05	30	1296		1586	0.82	0.64	1647	594898	27,285.12	4.59	
N	06	34	1642		1956	0.84	0.67	1663	897298	33,555.39	3.74	
O	07	32	1742		2100	0.83	0.71	1785	949201	35,684.00	3.76	
S	08	28	1958		2304	0.85	0.82	1958	1082071	39,903.14	3.69	
A	09	30	2030		2396	0.85	0.95	2037	1242000	43,841.68	3.53	
J	10	32	2059		2420	0.85	0.85	2059	1338000	45,981.14	3.44	
WE 92	11	29	1958		2322	0.84	0.79	1974	1074000	39,980.66	3.71	
TOT			19466		23159			21448	10371226	406,997.36		

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196 ELECTRIC DEMAND FACTORS HISTORY

20 60 9800 0560 1

CAREWART HONG PROJECT RATE SCHEDULE... 023 CURR RATE DATE 07/16/69
LAUREL BAY RD REVENUE CLASS... 020 CURR READ DATE 05/27
BEAUFORT S C 29906 2000 KW PREV READ DATE 04/28
TRANSFORMER 67

	MO	DA	KW	EST	KVA	EST	FACT	FACT	DEMAND	KWH	REVENUE	AVE \$
												PER KWH
MAY 93	0	29	3963		4239		0.94	0.47	4099	1315040	35,011.74	4.97
A	01	31	2557		2682		0.95	0.57	4099	1082993	20,666.18	5.60
M	11	31	3698		3779		0.98	0.47	4099	1302214	35,067.40	4.99
F	03	29	3439		3509		0.98	0.57	4099	1370313	44,410.33	4.85
J 93	04	29	3430		3510		0.98	0.52	4099	1246901	37,947.02	5.13
D 92	05	30	3231		3328		0.97	0.59	4099	1382197	67,001.79	4.85
N	06	34	3136		3248		0.97	0.54	4099	1392173	37,101.07	4.35
O	07	32	3931		4187		0.94	0.44	4099	1315997	65,659.92	4.99
S	09	28	4622		4925		0.94	0.56	4622	1705650	79,840.57	4.57
A	09	30	4899		5199		0.94	0.58	4899	2049600	88,002.05	4.29
J	10	32	5124		5427		0.94	0.59	5124	2229000	95,746.72	4.11
JUNE 92	11	29	4571		4873		0.94	0.52	4571	1636000	76,960.26	4.65
TOT			46621		48906				52003	18157704	840,631.91	

PRESS ENTER TO RETURN TO PAGE 2

RATE 23**LARGE GENERAL SERVICE****AVAILABILITY**

This rate is available to any customer using the Company's standard service for power and light requirements and having a contract demand of 1,000 KW or over. It is not available for resale service.

CHARACTER OF SERVICE

Alternating current, 60 hertz, three phase, metering at the delivery voltage which shall be standard to the Company's operation.

RATE PER MONTH**Demand Charge:**

First	1,000 KW of Billing Demand for \$10,040.00
Excess over	1,000 KW of Billing Demand @ \$9.34 per KW

The billing demand (to the nearest whole KW) shall be the greatest of: (1) the maximum integrated fifteen minute demand measured (which may be on a rolling time interval) during the current month; (2) eighty per cent (80%) of the highest demand occurring during the eleven preceding months; (3) the contract demand; or (4) 1,000 KW.

The customer shall maintain a power factor of as near unity as is practicable. If the power factor of the customer's installation falls below 85%, the Company will adjust the billing demand to a basis of 85% power factor.

Plus Energy Charge.

All Kwhrs. @ \$.02002 per Kwhr.

DISCOUNT

A discount of 52¢ per KW of billing demand will be allowed when the service is supplied at a delivery voltage of 46,000 volts or higher.

MINIMUM CHARGE

The monthly minimum charge is the demand charge as determined above. The Company may allow a buildup period not to exceed six months for new and expanding accounts during which time the contract demand and/or the minimum demand specified in the rate schedule may be waived. The Company shall not commit itself to a buildup period exceeding six months without prior approval of the Commission for the specific account involved.

ADJUSTMENT FOR FUEL COSTS

Fuel costs of \$.01350 per Kwhr. are included in the energy charge and subject to adjustment by order of the Public Service Commission of South Carolina.

SALES AND FRANCHISE TAX

To the above will be added any applicable sales tax, franchise fee or business license tax which may be assessed by any state or local governmental body.

PAYMENT TERMS

All bills are net and payable when rendered.

SPECIAL PROVISIONS

The Company will furnish service in accordance with its standard specifications. Non-standard service will be furnished only when the customer pays the difference in costs between non-standard service and standard service or pays to the Company its normal monthly facility charge based on such difference in costs.

TERM OF CONTRACT

The contract terms will depend on the conditions of service. No contract shall be written for a period of less than five (5) years. A separate contract shall be written for each meter at each location.

GENERAL TERMS AND CONDITIONS

The Company's General Terms and Conditions are incorporated by reference and are a part of this rate schedule.

RIDER TO RATE 23**SERVICE FOR COOL
THERMAL STORAGE****AVAILABILITY**

This rider is available to customers served under Rate Schedule 23 for thermal storage during billing months June through September. Service under this rider shall be available at customer's request and with **Company Certification** of customer's installed thermal storage system.

All provisions of Rate Schedule 23 as well as the provisions of this rider shall apply to service under this rider unless modified herein.

DETERMINATION OF ON-PEAK AND OFF-PEAK HOURS**A. On-Peak Hours:**

The on-peak hours during June through September are defined as the hours between 1:00 p.m.-9:00 p.m., Monday-Friday, excluding holidays*.

B. Off-Peak Hours:

The off-peak hours in any month are defined as all hours not specified as on-peak hours.

*Holidays are: Independence Day and Labor Day.

BILLING DEMAND DETERMINATION**Billing Months June Through September**

The on-peak billing demand (to the nearest whole KW) shall be the greatest of the following and shall be billed on the Rate 23 demand charge:

- (1) The maximum integrated fifteen minute demand measured (which may be on a rolling time interval) during the hours of 1:00 p.m. to 9:00 p.m., Monday-Friday;
- (2) 90% of the demand registered during these hours for the previous June through September billing period, if service was supplied under this rider. If customer is receiving initial service under this rider, the ratchet during the June through September billing period will be waived.
- (3) The contract demand
- (4) 1,000 KW

The customer shall maintain a power factor of as near unity as is practicable. If the power factor of the customer's installation falls below 85%, the Company will adjust the billing to the basis of 85% power factor.

Billing Months October Through May

The billing demand (to the nearest whole KW) shall be the greatest of the following and shall be billed on the Rate 23 demand charge:

- (1) The maximum integrated fifteen minute demand measured (which may be on a rolling time interval)
- (2) 60% of the highest demand occurring during the preceding October through May billing period
- (3) The contract demand
- (4) 1,000 KW

The customer shall maintain a power factor of as near unity as is practicable. If the power factor of the customer's installation falls below 85%, the Company will adjust the billing to the basis of 85% power factor.

EXCESS BILLING DEMAND**Billing Months June Through September**

The excess billing demand shall be the positive difference between the maximum integrated fifteen minute demand measured during the off-peak hours minus the on-peak billing demand.

Demand Charge:

Excess Billing Demand.....\$2.00 per KW

SALES AND FRANCHISE TAX

To the above will be added any applicable sales tax, franchise fee or business license tax which may be assessed by any state or local governmental body.

TERM OF CONTRACT

The contract terms will depend on the conditions of service. No contract shall be written for a period of less than five (5) years. A separate contract shall be written for each meter at each location.

GENERAL TERMS AND CONDITIONS

The Company's General Terms and Conditions are incorporated by reference and are a part of this rider.



South Carolina Electric & Gas Company
80 Robert Smalls Parkway
Post Office Drawer 1168
Beaufort, SC 29901-1168
Fax (803) 525-7797
(803) 525-7700

June 7, 1993

James N. McDill, Jr.
Executive Director
Beaufort County Economic Development Board
PO Box 969
Beaufort, SC 29901

Dear Jim:

I have attached the gas rates 31, 32, and 34 for your information concerning firm gas small general service, large general service, and residential for accounts associated with the Air Station, Capehart Housing, and the US Naval Hospital. For the three large gas accounts I have attached a twelve month history of each.

The Marine Corp Air Station (Customer No. 1711) is charged according to Rate 34 (attached). The US Naval Hospital (Customer No. 2270) is under contract with SCE&G to receive on an interruptable rate negotiated monthly to allow interruption during peak periods on our system at a reduced cost from Rate 34. That negotiated cost will be reduced even more if their alternate fuel price (#2 oil) is less than the contract rate. The same applies to the Air Station interruptable account with its alternate fuel being No. 6 fuel oil.

As mentioned in my letter addressing the electric accounts, the reduction in gas revenues will severely affect our system. The immediate loss in revenue from the above 3 accounts annually would be over a 1/2 million dollars not including individual residential usage and commercial usage associated with the military.

Sincerely,

David T. Tempel, District Manager
SCE&G Beaufort District

/tms
Attachments

c: C. B. McFadden (Q-75)
M. T. O'Farrell (D-60)



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RATE 31

FIRM GENERAL SERVICE

AVAILABILITY

Available only to those customers having firm requirements on a peak day of less than 500 therms and using the Company's service for general commercial, industrial, agricultural, religious or charitable purposes. Only for residential where more than one dwelling unit is supplied through one meter. It is not available for resale service.

RATE PER MONTH

Basic Facilities Charge:	\$8.50
Plus Commodity Charge:	
Billing Months of November-April	
First 130 Therms @	\$.64469 per therm
Excess over 130 Therms @	\$.71060 per therm
Billing Months of May-October	
First 130 Therms @	\$.64469 per therm
Excess over 130 Therms @	\$.57879 per therm

WEATHER NORMALIZATION ADJUSTMENT

An adjustment to the commodity charges for the billing months of November-April above will be made in accordance with the weather normalization adjustment.

DEKATHERM BILLING

Customers that have installed chart metering facilities may be billed on a per Dekatherm basis (1 dekatherm = 10 therms). The amount per dekatherm will be determined by multiplying the above by 10.

MINIMUM CHARGE

The monthly minimum charge shall be the basic facilities charge as stated above.

UNMETERED GAS LIGHTING PROVISION

Gas used for gas lighting will be billed the rate per month as stated above excluding the basic facilities charge.

ADJUSTMENT FOR GAS COSTS

Gas costs of \$.41963 per therm are included in the commodity charge and subject to adjustment by order of the Public Service Commission of South Carolina.

SALES AND FRANCHISE TAX

To the above will be added any applicable sales tax, franchise fee or business license tax which may be assessed by any state or local governmental body.

PAYMENT TERMS

All bills are net and payable when rendered.

TERM OF CONTRACT

Contracts shall run continuously from time service is commenced at each location until service to customer is permanently disconnected. The peak day requirement contained in the rate Availability will be determined in the same manner as the determination of the category for curtailment of retail customers. A separate contract shall be written for each meter at each location.

GENERAL TERMS AND CONDITIONS

The Company's General Terms and Conditions are incorporated by reference and are a part of this rate schedule.

RATE 32

FIRM RESIDENTIAL SERVICE

AVAILABILITY

Available only to residential customers using the Company's service in private residences. For apartments or multi-family structures having not more than two (2) dwelling units, gas service for a central heating system for the entire building may be included in the account of one of the dwelling units. All gas service supplied to the second dwelling unit will be separately metered to comply with the provisions of this rate.

RATE PER MONTH

Basic Facilities Charge:	\$3.00
Plus Commodity Charge:	
Billing Months of November-April	
First 25 Therms @	\$.63818 per therm
Excess over 25 Therms @	\$.70345 per therm
Billing Months of May-October	
First 25 Therms @	\$.63818 per therm
Excess over 25 Therms @	\$.57294 per therm

WEATHER NORMALIZATION ADJUSTMENT

An adjustment to the commodity charges for the billing months of November-April above will be made in accordance with the weather normalization adjustment.

MINIMUM CHARGE

The monthly minimum charge shall be the basic facilities charge as stated above.

UNMETERED GAS LIGHTING PROVISION

Gas used for gas lighting will be billed the rate per month as stated above excluding the basic facilities charge.

ADJUSTMENT FOR GAS COSTS

Gas costs of \$.41963 per therm are included in the commodity charge and subject to adjustment by order of the Public Service Commission of South Carolina.

SALES AND FRANCHISE TAX

To the above will be added any applicable sales tax, franchise fee or business license tax which may be assessed by any state or local governmental body.

PAYMENT TERMS

All bills are net and payable when rendered.

TERM OF CONTRACT

Contracts shall run continuously from time service is commenced at each location until service to customer is permanently disconnected. A separate contract shall be written for each meter at each location.

GENERAL TERMS AND CONDITIONS

The Company's General Terms and Conditions are incorporated by reference and are a part of this rate schedule.

RATE 34**LARGE FIRM GENERAL SERVICE****AVAILABILITY**

Available only to those customers having a maximum daily quantity of at least 50 Dekatherms and using the Company's service for industrial manufacturing or large commercial operations. It is not available for resale service.

MAXIMUM DAILY QUANTITY (MDQ)

The actual MDQ shall be the greatest amount of gas delivered to the customer during any day (8:00 a.m. to 8:00 a.m.) of the current billing month. If the customer's present metering equipment does not include recording device metering, the customer's MDQ may be determined, at the Company's option, by measurement, by assessment after test, by estimation or by contract. When a customer's MDQ is estimated, it shall be the MDQ resulting from dividing the total Dekatherms of gas used during the billing month by the number of days in that billing month and then multiplying that result by 1.5.

RATE PER MONTH**Monthly Demand Charge:**

First 50 Dekatherms @\$400.00
Excess over 50 Dekatherms @\$4.50 per Dekatherm

Commodity Charge @\$5.2738 per Dekatherm

DETERMINATION OF BILLING DEMAND**(a) Billing Months of November-April:**

The monthly billing demand shall be the greatest of: (1) The actual MDQ; (2) The contract MDQ; or (3) 50 Dekatherms.

(b) Billing Months of May-October:

The monthly billing demand shall be the greatest of: (1) The actual MDQ; (2) 50% of the contract MDQ; (3) 50% of the highest MDQ occurring during any of the preceding billing months of November-April; or (4) 50 Dekatherms.

MINIMUM CHARGE

The monthly minimum charge shall be the basic facilities charge as stated above.

ADJUSTMENT FOR GAS COSTS

Gas costs of \$4.1963 per dekatherm are included in the commodity charge and subject to adjustment by order of the Public Service Commission of South Carolina.

SALES AND FRANCHISE TAX

To the above will be added any applicable sales tax, franchise fee or business license tax which may be assessed by any state or local governmental body.

PAYMENT TERMS

All bills are net and payable when rendered.

TERM OF CONTRACT

Service hereunder shall be provided under a written contract, with a minimum initial term of one year and automatic extensions, unless terminated by either party in accordance with the terms of contract. In the event of a default to contract, this rate schedule and the General Terms and conditions will constitute a contract for a term of six months. A separate written contract shall cover each meter at each location.

GENERAL TERMS AND CONDITIONS

The Company's General Terms and Conditions are incorporated by reference and are a part of this rate schedule.

RIDER TO RATES 31, 34 & 32

SERVICE FOR AIR CONDITIONING

(Page 1 of 2)

AVAILABILITY

This rider is available to only those customers which have installed and are regularly operating a gas-fired central air cooling system or have installed and are regularly operating a gas-fired central combination air cooling and heating system. Service under this rider shall be available subject to the specifications below at customer's request and with Company Certification of customer's installed gas-fired central air cooling system or gas-fired central combination air cooling and heating system. It is not available for resale service. At the Company's discretion, service offered under this rider may be limited and applied only to those customers currently receiving service under this rider.

INDUSTRIAL AND COMMERCIAL

METERING

The volume of gas used for service under this rider will be determined by separate metering equipment installed by the Company. All costs associated with the separate metering are borne by the customer.

Available to those customers qualifying for service under Firm General Service Rate 31.

Specification A - Customer with gas-fired air cooling systems.

RATE PER MONTH
(All months)

Basic Facilities Charge:\$8.50

Commodity Charge:

All therms @\$35000 Per therm,
except that when the Commodity Cost of Purchased Gas as calculated according to the gas cost determination for service for air conditioning exceeds \$.34500 per therm, the Commodity Charge shall become the Commodity Cost of Purchased Gas Plus \$.005 per therm.

Specification B - Customer with gas-fired Central combination air cooling and heating systems.

RATE PER MONTH
(During the Billing Months of May through October)

Basic Facilities Charge:\$8.50

Commodity Charge:

All therms @\$35000 Per therm,
except that when the Commodity Cost of Purchased Gas as calculated according to the gas cost determination for service for air conditioning Gas exceeds \$.34500 per therm, the Commodity Charge shall become the Commodity Cost of Purchased Gas Plus \$.005 per therm.

DEKATHERM BILLING

Customers that have installed chart metering facilities may be billed on a per Dekatherm basis (1 Dekatherm = 10 therms). The amount per dekatherm will be determined by multiplying the above rates by 10.

Available to those customers qualifying for service under Large Firm General Service Rate 34.

Specification A - Customer with gas-fired air cooling systems.

RATE PER MONTH
(All months)

Commodity Charge:

All therms @\$35000 Per therm,
except that when the Commodity Cost of Purchased Gas as calculated according to the gas cost determination for service for air conditioning Gas exceeds \$.34500 per therm, the Commodity Charge shall become the Commodity Cost of Purchased Gas Plus \$.005 per therm.

Specification B - Customer with gas-fired Central combination air cooling and heating systems.

Option 1

RATE PER MONTH
(During the Billing Months of May through October)

Commodity Charge:

All therms @\$35000 Per therm,
except that when the Commodity Cost of Purchased Gas as calculated according to the gas cost determination for service for air conditioning Gas exceeds \$.34500 per therm, the Commodity Charge shall become the Commodity Cost of Purchased Gas Plus \$.005 per therm.

(OVER)

RIDER TO RATES 31, 34 & 32

SERVICE FOR AIR CONDITIONING

(Page 2 of 2)

Option 2

RATE PER MONTH
(All Months)

Commodity Charge:

All therms @\$4.0000 Per therm,
 Gas costs of \$.31938 per therm are included in the commodity charge above and may be adjusted by an amount not to exceed that authorized for the Purchased Gas Adjustment by order of the Public Service Commission of South Carolina.

DEKATHERM BILLING

Customers that have installed chart metering facilities may be billed on a per Dekatherm basis (1 Dekatherm = 10 therms). The amount per dekatherm will be determined by multiplying the above rates by 10.

RESIDENTIAL

Available only to residential customers qualifying for service under Firm Residential Service Rate 32 and having a gas-fired central air cooling system using the Company's service in private residences. For apartments or multi-family structures having not more than two (2) dwelling units, gas service for a central heating and/or air cooling system for the entire building may be included in the account of one of the dwelling units. All gas service supplied to the second dwelling unit will be separately metered to comply with the provisions of Rate 32.

RATE PER MONTH
(All months)

Basic Facilities Charge:.....\$3.00

Commodity Charge:

All therms @\$.61105 Per therm,
 Gas costs of \$.41963 per therm are included in the commodity charge above and may be adjusted by an amount not to exceed that authorized for the Purchased Gas Adjustment by order of the Public Service Commission of South Carolina.

WEATHER NORMALIZATION ADJUSTMENT

An adjustment to commodity charges for the billing months of November - April above will be made in accordance with the weather normalization adjustment.

GENERAL

MINIMUM CHARGE

The monthly minimum charge shall be the basic facilities charge as stated above.

SALES AND FRANCHISE TAX

To the above will be added any applicable sales tax, franchise fee or business license tax which may be assessed by any state or local governmental body.

PAYMENT TERMS

All bills are net and payable when rendered.

SPECIAL PROVISIONS

The Company will furnish service in accordance with its standard specifications. Non-standard service will be furnished only when the customer pays the difference in costs between non-standard service and standard service or pays to the Company its normal monthly facility charge based on such difference in costs.

TERMS OF CONTRACT

Contracts shall run continuously from time service is commenced at each location until service to customer is permanently disconnected. A separate contract shall cover each meter at each location.

GENERAL TERMS AND CONDITIONS

The Company's General Terms and Conditions are incorporated by reference and are a part of this rate schedule.

CUSTOMER: U.S. NAVAL HOSPITAL
 LOCATION: BEAUFORT , SC
 CATEGORY: 3C
 CUSTOMER NUMBER: 2270
 DATE OF ANALYSIS: 6/07/93

MONTH	PEAK DAY (DTS.)	TOTAL CONSUMPTION (DTS.)	REVENUE
MAY 1992	181	3,574	7,535.42
JUNE	119	2,930	6,830.42
JULY	129	3,026	7,379.51
AUGUST	127	2,890	7,194.37
SEPTEMBER	111	2,973 *	7,953.48
OCTOBER	166	3,603 *	10,334.19
NOVEMBER	253	4,757 *	13,513.66
DECEMBER	300	5,888 *	16,924.08
JANUARY 1993	259	5,710 *	16,178.25
FEBRUARY	293	5,842	15,952.17
MARCH	327	5,337	13,670.73
APRIL	201	3,470 *	8,992.69
TOTAL CONSUMPTION:		50,000	
TOTAL REVENUE:			132,458.97

CUSTOMER HAS OTHER CATEGORIES OF GAS
 ALL REVENUE EXCLUDES APPLICABLE SALES AND FRANCHISE TAX

* VOLUMES ADJUSTED FOR PRIOR MONTHS

CUSTOMER: MARINE CORPS AIR STATION
 LOCATION: BEAUFORT , SC
 CATEGORY: 3C
 CUSTOMER NUMBER: 1710
 DATE OF ANALYSIS: 6/07/93

MONTH		PEAK DAY (DTS.)	TOTAL CONSUMPTION (DTS.)	REVENUE
MAY	1992	224	6,157	12,982.03
JUNE		291	6,503	14,949.10
JULY		246	6,084	14,637.50
AUGUST		271	6,066	15,098.88
SEPTEMBER		228	5,557 *	14,255.45
OCTOBER		253	6,592 *	18,891.61
NOVEMBER		555	10,477	29,754.68
DECEMBER		716	16,750	47,864.79
JANUARY	1993	723	16,971	47,247.26
FEBRUARY		673	15,808	45,751.37
MARCH		715	16,550	42,368.00
APRIL		551	9,755	25,070.35
			-----	-----
TOTAL CONSUMPTION:			123,270	
TOTAL REVENUE:				328,871.02

CUSTOMER HAS OTHER CATEGORIES OF GAS

ALL REVENUE EXCLUDES APPLICABLE SALES AND FRANCHISE TAX

* VOLUMES ADJUSTED FOR PRIOR MONTHS

CUSTOMER: MARINE CORPS AIR STATION
 LOCATION: BURTON , SC
 CATEGORY: 2
 CUSTOMER NUMBER: 1711
 DATE OF ANALYSIS: 6/07/93

MONTH		PEAK DAY (DTS.)	TOTAL CONSUMPTION (DTS.)	REVENUE
MAY	1992	36	377	2,253.37
JUNE		14	278	1,766.68
JULY		17	264	1,697.85
AUGUST		17	258	1,668.35
SEPTEMBER		16	269 *	1,722.43
OCTOBER		25	418 *	2,454.93
NOVEMBER		51	760	4,414.72
DECEMBER		73	1,375	7,758.83
JANUARY	1993	74	1,324	7,490.51
FEBRUARY		72	1,499	8,404.43
MARCH		92	1,202	6,928.11
APRIL		46	624	3,690.85
TOTAL CONSUMPTION:			8,648	
TOTAL REVENUE:				50,251.06

ALL REVENUE EXCLUDES APPLICABLE SALES AND FRANCHISE TAX

* VOLUMES ADJUSTED FOR PRIOR MONTHS



Hwy 170 South BEAUFORT, S.C. 29902
POST OFFICE BOX 2149 / BEAUFORT, SOUTH CAROLINA 29901-2149
BC3 726-4915 BC3 7524-7322 FAX BC3 720-6246

DEAN MOSS, General Manager

FAX TRANSMITTAL SHEET

Date: 6/7/93 Fax number: () 525-7181

To: Jim McGill

Time: ____:____

Number of pages (including this sheet):

4

From:

Janice Ward

Remarks / Comments:

Note: if any of these fax copies are illegible, or you do not receive the same number of pages as stated above, please contact us immediately.

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Mr. Jim McGill

Community Development Board

June 7, 1993

Dear Mr. McGill:

I hope the following information is what you need. Please call if I can be of further assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Janice Ward".

Janice Ward

Accounting Technician

BEAUFORT JASPER WATER AND SEWER AUTHORITY
SUMMARY * FISCAL YEAR 1992 - 1993
MONTHLY WATER SALES
May-93

NAVAL HOSPITAL		MCAS	
BUDGET	ACTUAL	BUDGET	ACTUAL

MAY 92	* rates for May/June	\$4,518	\$10,604
JUNE	were \$1.098/1000	\$4,877	\$11,034
JULY	Starting July \$1.15	\$5,247	\$12,444
AUGUST		\$4,920	\$13,437
SEPTEMBER		\$4,230	\$12,806
OCTOBER		\$3,457	\$10,497
NOVEMBER		\$3,664	\$10,028
DECEMBER		\$3,464	\$9,348
JANUARY		\$2,616	\$8,434
FEBRUARY		\$2,294	\$9,188
MARCH		\$2,440	\$10,257
APRIL		\$3,564	\$12,990
MAY		\$5,408	\$12,161
JUNE		\$0	\$0
TOTAL		\$50,699	\$143,288

BEAUFORT JASPER WATER AND SEWER AUTHORITY
 PROJECTED * FISCAL YEAR 1992-1993
 MONTHLY WATER PROCESSED (THOUSANDS OF GALLONS)
 May-93

NAVAL HOSPITAL		MCAS	
BUDGET	ACTUAL	BUDGET	ACTUAL

MAY 92	4,115	9,712
JUNE	4,442	10,049
JULY	4,563	10,821
AUGUST	4,278	11,684
SEPTEMBER	3,678	11,136
OCTOBER	3,006	9,128
NOVEMBER	3,186	8,720
DECEMBER	3,012	8,129
JANUARY	2,275	7,334
FEBRUARY	1,995	7,989
MARCH	2,122	8,919
APRIL	3,099	11,296
MAY	4,703	10,575
JUNE	0	0
TOTAL	44,474	125,492



United Way

of Beaufort County

524-2332
686-4357

**FIRST CALL
FOR HELP**

524-HELP
686-HELP
757-HELP

P.O. BOX 202, BEAUFORT, SC 29901 • 20 PALMETTO PARKWAY, SUITE 102, HILTON HEAD ISLAND, SC 29926

BASE CLOSURE

IMPACT ON SAFETY NET

PROBABLE IMPACT OF CLOSING THE MARINE CORPS AIR STATION BEAUFORT
AND NAVY HOSPITAL BEAUFORT ON THE HEALTH AND HUMAN SERVICE
DELIVERY SYSTEM IN BEAUFORT COUNTY

BACKGROUND

United Way of Beaufort County has participated with the military as a partner and contractor in fundraising and the delivery of health and human services for the past quarter of a century. Working with the Marine Corps and Navy, the community has been the beneficiary of generous giving through the Combined Federal Campaign and has multiplied the resources made available due to the military presence to benefit civilian and military families living in Beaufort county.

For the past five years, the Beaufort county Combined Federal Campaign (CFC) has raised between \$270,000 and \$300,000 annually for eligible health and human service organizations. Put in perspective, during the same period, United Way has raised, independent of the CFC, \$726,447 - \$909,998.

UNITED WAY OF BEAUFORT
CAMPAIGN

SNAPSHOT

CAMPAIGN 1988 - 1992					
YEAR	TOTAL *	% +/-	PER CAPITA	PER EMPLOYED	% SLIPPAGE
1988	726,447	14.1 +	8.64	20.82	12.5
1989	757,000	4.2 +	8.89	20.90	12.8
1990	867,000	14.5 +	10.03	20.43	11.5
1991	909,998	5.0 (16.5)	10.01	24.14	11.0
1992	830,000	8.8 -	8.77	21.12	NA

This points out the major impact of contributions raised through the CFC. This single source adds an additional 33 % to 37 % to

charitable giving in Beaufort County.

Beaufort County is a study in contrasts. Having two of the wealthiest communities in the State - Beaufort and Hilton Head Island, the County has a vastly rural setting and economy. Outside the affluence of the retired community lies an under-employed, under-educated primarily minority population. The need for health and human services is dramatic.

Beaufort County is blessed with a variety of resources. The military is one of the major resources. The Combined Federal Campaign is a major player in the charitable fundraising which takes place in our community. An illustration of the level of care in our community is the statistic that United Way of Beaufort county funds 35 local organizations which provide services to community residents. This compares to similar sized communities which on average fund 24 such organizations. This is due to our ability to garner resources to support a wide variety of special organizations such as the child Abuse Prevention Association, the Alzheimer's Support Group, the Domestic Violence Prevention Program in addition to basic emergency services such as Salvation Army. This is due in large part to the resource brought to our community by the military presence.

IMPACT

Closure of the US Navy Hospital Beaufort and the Marine Corps Air Station Beaufort would directly impact the Safety Net in place for the citizens of Beaufort county and for the military personnel remaining in the community

Superficially, these two installations comprise 33 % of the giving to the CFC in Beaufort County. These funds would be gone. The ripple effect would mean loss of programs for the remaining military population and the civilian community. As unrestricted funds are lost, local health and human service providers lose the ability to draw down matching funds. The loss of CFC revenue, thus means further cut backs in service. The impact on the business community, documented elsewhere, would have a substantial and negative impact on United Way's fundraising ability in the community independent of CFC. Such a reduction in available funds would further diminish the community's ability to respond to the increasing health and human service needs.

In summary, the suggested base closures in Beaufort County would reduce the funding available to support the Safety Net for both military and civilian families in Beaufort County by an estimated 25 % or \$250,000, directly. Indirectly, local health and human service agencies would lose the ability to draw down an estimated additional \$750,000 in matching funds. The cumulative impact is estimated to exceed the total United Way contribution to this segment of our community.

page 3

Base Closure - Safety Net

INFORMATION

For further information concerning the suggested base closure and it's impact on the Safety Net of health and human services in Beaufort county - contact David A. Hislop, Executive Director, United Way of Beaufort County, 524-2332, PO Box 202, Beaufort, SC 29901.

MILITARY ENHANCEMENT COMMITTEE OF BEAUFORT COUNTY
INVENTORY LIST OF DOCUMENTS

BOX 1

- Transparencies Used June 9, 1993
- Binder: MCAS Beaufort Data Call Responses & Corrections
- Binder: TACTS

BOX 2

- Dept. of the Navy Analyses & Recommendations, Vol. IV, March 1993
- BRMEDCL NAS Cecil Field, Operational Air Stations, BRAC #3935
- BRDENCLINIC Beaufort, Operational Air Stations, BRAC #3768
- BRDENCIL NAS Cecil Field, BRAC #3940
- MCAS Beaufort, Operational Air Stations, BRAC #3754 (3 envelopes)
- COBRA Scenario, NAS Cherry Point
- COBRA Scenario NAS Cecil Field
- NAVHOSP Beaufort, BRAC #3764
- NAVHOSP Beaufort, BRAC #1017
- CINCLANTFLT, Operational Air Stations, BRAC #3918 (3 envelopes)
- CINCLANTFLT, Operational Air Stations, BRAC #3860 (3 envelopes)
- Defense Base Closure & Realignment Commission, Transcript, Orlando, May 3, 1993
- Charts used by Commission Staff, May 21, 1993
- USN Data Call Index, April 23, 1993
- COBRA Model Overview
- COBRA run Charleston
- BSAT, January 18, 1993
- BSEC Minutes of Meeting July 8, 1992
- 1993 Base Closure Recommendations
- Base Closure Information Guide
- BRAC 1993 Guide
- Cecil Field Recommendations for Closure

BOX 3

- Commission Hearings May 20, 1993, Staff briefing materials
- Economic Impact, Data Call 38, NAS Cecil Field
- BRAC 93 Certification, MCAS Beaufort Data Call #4, September 8, 1992
- BRAC 93 Certification, MCAS Beaufort, Data Call #3 Alpha October 19, 1992
- BRAC 93 Certification, MCAS Beaufort May 13, 1993
- BSAT Report on BSEC Deliberations on February 10, 1993
- BSAT Report on BSEC Deliberations on February 19, 1993
- BSAT Report of BSEC Deliberations, Various Dates
- Transcript of Orlando Regional Hearing, May 3, 1993
- Townsend Air to Ground Weapons Range, Annex A, September 1, 1986
- MCAS Beaufort Summary of Significant Features, June 3, 1993
- F/A-18 Brochure
- Homeowners Assistance Program (HAP) Estimates, September 10, 1992
- AICUZ 1984
- MCAS Beaufort Environmental Protection Brochure 1990-91
- MCAS Shareholder's Report FY 89-92
- Paris Island Community Relations Profile 1992
- MCAS Masterplan October 1991
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- South Carolina Zoning Ordinance
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