

Questions from Industry Forum 21 March 06

Question 21.

Currently the installation does not consume all of its water allotment. Would the installation offer a percentage of its unused allotment to the project or would the selected developer need to negotiate with local or state authorities for water allotment?

Answer (Col Kreider, YPG Commander)

As I said earlier in my briefing when I talked about the power, water, and sewage. That is all controlled by the installation. This would be treated just like we do any other tenant and will be part of the support agreement between the people in the EUL and us and it would fall underneath our water rights. You would not work with the county or the state or do anything exterior. It would all be in conjunction with the installation.

Question 22.

Are there any drainage issues or concerns related to the EUL site?

Answer (Graham Stullenbarger)

The EUL was specifically located to take advantage of a drainage divide between the Gila and Colorado River drainages. The site is very level. Site hydrology study is included in the project Environmental Assessment (EA) which is posted to the web page. The CD included with the handout also includes hydrology and topographic maps.

Question 23.

Do you have an exposure farm for the UV rays?

Answer (Graham Stullenbarger)

We have one, but it's where we also store munitions in our secure area. If there's going to be an exposure site, we prefer to have one somewhere else within the EUL fence or otherwise.

Question 24.

What condition is the Dynamometer Course in? What kind of pavement is on the Dynamometer Course now?

Answer (Rick Hammond, R&M Associates)

There are two sections of the Dynamometer Course. There is the basic track and the widened portion, which was recently constructed. The older part of the track

was constructed in the '50s. The rehabilitation of that pavement is more or less what's being addressed. That pavement is old, brittle and showing severe signs of weathering and failure. What needs to happen is, first off, a coring to find out if milling and repaving is possible or a total rebuild is necessary.

We don't know right now what the thicknesses are of that pavement. We can come up with a solution to rehabilitate that pavement so that it provides the next 20, 30 years of service.

Question 25.

When will the NOL be finalized?

Answer (Bob Penn, Baltimore District Office, Corps of Engineers)

As I mentioned in my presentation, we expect to have the NOL finalized within the next two weeks.

Question 26.

Please discuss a few possible scenarios of Army usage in terms of seasonality, duration of use, time of use, for example, day, night.

Answer (Zack El-Ansari, Chief, YPG Combat & Automotive Systems Division)

The Summer/Hot Weather Test season is the busiest for performance testing and other temperature related tests such as Full Load Cooling.

Endurance testing is conducted year round and generally on a two shift per day basis. I don't foresee any problems that can't be addressed through careful scheduling even if our workload doubles or triples.

Question 27.

How flexible is the Army in altering its preferred test time to accommodate industry?

Answer (Zack El-Ansari)

We are very flexible. We try to accommodate every test we have. We will work these issues out as we work together to prepare the business plan.

Added after review of all questions

Temperature dependant performance tests such as Full Load Cooling are the only tests that have critical time windows. Discussions about potentially separating facilities for endurance miles vs. performance or separating the Army's heavy wheeled vehicles (plus

tracked vehicles) from the developer's vehicles further limits potential scheduling conflicts. The upgraded heavy vehicle courses/facilities could be used by both parties as a backup to newly constructed facilities for lighter vehicles.

Question 28.

How far down do you have to go until you hit bedrock?

Answer (John Haygood)

I'm not sure exactly how far bedrock is and I don't really understand the question. The water table is about 300 feet and we have got wells that are 900 feet, 1,000 feet deep and we haven't hit bedrock yet.

Question 29.

What would the impact on this project be if Aberdeen Proving Ground gets its four and a half mile high-speed test track?

Answer (Col Kreider)

Two answers to this. What we have put forward is the Army's Requirement for testing the Army's vehicles, current and future. If the Army is successful in gaining these capabilities at Aberdeen this is great. That does not alleviate us having to have the same requirement here at Yuma Proving Ground because of our need to test in the high temperatures. So our expectation is that we will end up sometime in the future with capabilities at both proving grounds.

Again, if you go back to what I mentioned earlier in terms of the environment, this gives us a track at Aberdeen whose function is the Temperate Zone. It gives us a track here in Yuma Proving Grounds focused on more miles in the heat. We also have our track up in Alaska. We would then have the capability across the entire environmental spectrum. So do I see a direct impact of a track occurring at Aberdeen on here? We still have the requirement here.

Question 30.

We have never seen minimum requirements in an NOL before. To comply with that will require detailed development and financial planning up front. This time and cost usually occurs with the selected development team during the business and leasing plan. Why is YPG departing from this process?

Answer (Bob Penn)

Well, first of all, we have particular needs to test certain size vehicles for endurance. And while this would not be our norm in an NOL, we wanted to be up

front with everybody to let you know, these are the types of things we need and these are the facilities we need to build so that we can work together to get them. We're not telling you how to do it. We're telling you to bring your entrepreneur skills in to work with us to look at the facilities here at YPG, to look at our needs and find a way to meet your needs and to meet our needs together. So just to leave it blank and then walk into negotiations and have you say, well, why didn't you tell us this earlier, we thought would be a mistake. So we wanted to layout for you what we -- what the Army needs to do to test their vehicles today and then say, how can we find that solution working with industry to meet those needs.

Question 31.

What's the basis of the ten percent Army use figured in the NOL? Can you provide details?

Answer (Zack El-Ansari)

We anticipate up to 200,000 total test miles per year based on current workload projections. Much of our testing is conducted on the unpaved test courses and for other test purposes than high-speed paved road miles.

Even if total miles increased to 300,000 with a profile requiring 30-40% road miles the overall miles on the paved course would be less than 10% of the test miles reported from industry.

Question 32.

We evaluate the financial considerations of the EUL. The joint use aspect needs to be better understood. What assurance does the developer/operator have of using the EUL site, what percent of time will guaranteed minimums be provided for the EUL site?

Will other facilities be made available, for example, lab and analysis facilities?

Answer (Zack El-Ansari)

Definitely we can share all the facilities we have here on YPG. We have the capability to support our own and private industry needs. We can work out the details as we prepare the Development Plan and other agreements later. I don't see any issues or problems we would run into. Everything goes through the joint scheduling and private industry will get the chance to do all the testing they need to do. The more facilities available, the less impact from having too few test courses. If our facilities are improved as part of the proposal then there is even less requirement to use the private industry tracks.

Question 33.

Is GIS data available on the site?

Answer (Graham Stullenbarger, Chief, Natural Environments Test Office)

Yes, GIS is available. You also have disks in the handout that include a detailed topographic map. In most cases that will be all you need. But if you want more detailed GIS data on the site, we can provide that. One of the reasons we redid the CD was to make sure that there was a good topo map included.

Question 34.

Do you have to comply with dust mitigation problems during construction? If so, where do we get water?

Answer (Col Kreider)

A number of us can answer that. But our construction standards and processes are no different than if you are on the installation or out. As I commented on the hill, water is already available right there at the Dynamometer area in terms of the well. As we do construction on this installation we also do dust mitigation by spraying. And you have to do that as you would anyplace else in terms of construction.

Question 35.

What's the nature of the landfill that's south, southeast of the site?

Answer (Charles Botdorf, Chief YPG Environmental Office)

The landfill to the south, southeast of the site, it's a landfill of domestic and construction material. I think there's about 50 years of life left in it. It goes to a depth 20 feet, groundwater is at about 350 feet. And it's one of the few private landfills left in the county.

Question 36.

What geotechnical data is available for the site or digital terrain models?

Answer (Graham Stullenbarger)

Hydrology and topographic maps are included in the handout CD. Some other data is available should that be inadequate. Additional information is included in the hydrology plan that is part of the Environmental Assessment (EA) posted to the EUL web page.

Question 37.

How deep is the water table for drilling of the well and refuse disposal?

Answer (Col Kreider)

I think I answered that question with the adjacency of the landfill. John, how deep do you think the water is at the site?

Answer (John Haygood)

The water table of the well at the Dynamometer is around 350 feet to water. So the pump set has got to be somewhere lower than that, probably 400 feet, and the well produces 200 gallons a minute minimum.

Question 38.

What's the preferred solution for on-site wastewater treatment?

Answer (Charles Botdorf)

Industrial wastewater treatment would require an individual permit from the State of Arizona.

And there would also be permit requirements for your domestic wastes such as office and car washes.

Question 39.

Are environment clearances or permits required?

Answer (Charles Botdorf)

Environmental clearance would be no different than any other construction site in the state of Arizona. And you would also have 404 permits. There is a PM 10 zone but it's South of this area.

I will provide a list of State and Federal Guidelines.

Question 40.

If we're partnering, is the lease in both company's names?

Answer (Bob Penn)

That's why you structure your deal. Most teams come together and form an LLC, and then take that side of the lease in the name of that entity. So you have to determine how you are going to put your team together and who is going to be responsible for what. But typically we find an LLC is formed and it's the LLC that signs the lease.

Question 41.

Follow-up question. If the land areas are separated for partnership, would these areas be separately leased?

Answer (Bob Penn)

They could be. Again, depends upon the structure, what you are doing for each side, what's efficient for us. That's all workable. It comes out in the business and lease plan with the structures of your entities.

Question 42.

What proposals do you consider nonresponsive if they offer less than the minimum requirement?

Answer (Bob Penn)

What we're looking for, for a proposal to be non-responsive, you would just miss it in every section, not give us much information. What we're looking for you to do in your proposals is to suggest a solution to us. We have a need that we want to meet through our in-kind consideration and through your proposals you are going to tell us how you propose to meet those needs for us and how you can bring them to us. We're looking for your ideas, your energy, your entrepreneurship to help us meet our needs.

Question 43.

Will the operator of the test facility be able to have housing on the installation?

Answer (Col Kreider)

The operator of the facility will be treated as if they are a tenant on the installation and as we treat any other tenant. And that allows them access to facilities and operations of the installation, depending upon the agreed upon support agreement that's between the installation and the particular entity. There are certain things by law, such as the use of a commissary for food, that you would either have to go back and get permission from higher authority in this

particular case. But we own the housing. I lease the housing now to government and contractors who work on this installation and, yes, that would be available, both the terms are excess housing and if there is a desire for you guys to build some houses for your particular individuals, we'd be able to work that out as part of the support agreement.

Question 44.

How often do you anticipate testing heavy vehicles, that's vehicles weighing more than 80,000 pounds, on the shared high-speed course?

Answer (Col Kreider)

The chart that Zack commented on showed the five different categories of wheeled vehicles. It's actually in the precedent order of weights, if you will. He indicated that the primary focus is the first three categories, which is vehicles less than 80,000 pounds. I believe we said 85 percent of the work is in that category. So 15 percent of the work is above that particular point. There are a number of ways that that can be addressed. It could be on a test track that is built to meet our needs and we do it there. The proposal could say for example, that we're going to expand the turns on the Dynamometer Course and anything above 80,000 pounds the Army will do on the Dynamometer Course.

So again, as Bob indicated, what we said is the minimum requirements, how exactly unique they are, I think there are many alternatives and we're looking for you all to give what your thoughts are on the capabilities to be able to fit that. Either building all new or combination of building new, expanding some of our current capabilities, because it just doesn't fit, for example, into your spectrum of testing. And so you don't want to do it on that particular track, we'll do it someplace else. That's what we're looking for in terms of ideas from you in terms of the proposal.

Question 45.

If wider turns are added to the Dynamometer Course, how much of Yuma's high-speed heavyweight testing will be accommodated there?

Answer (Zack El-Ansari)

Could be that all of it could be done there. Our vehicles may require 50% of their total miles on paved courses but with maintenance time and other factors actual time on the tracks may be limited.

We would also separate the tracked vehicles from your vehicles for safety reasons. We want to keep all the tracked vehicles at the Dynamometer Course. . . so that is why we need that track improved. . . we would never take the tracked vehicles to the high speed (paved) track

We would use the Dynamometer Course for our heavy (wheeled) vehicles and tracked vehicles at the same time.

Question 46.

What's the size of the current paved pad adjacent at the Dynamometer Course?

Answer (Graham Stullenbarger)

We built it 1,000 feet long, 120 feet wide with 500-foot run-ins on either end.

Question 47.

Why not just give the land to the auto folks or university consortium, let them build their own track and bring industry second, third tier partners with them? Why use the EUL?

Answer Bob Penn

Well, first of all, we need a vehicle to transfer the land. I'm not giving it away. I want rent and I want my rent in in-kind services. So the primary in-kind service that I'm looking for is use of the track. So in essence, what I'm saying to you is, depending upon what the value of that land is and what we negotiate, I bring the land into the deal, you are bringing the paving and putting the track in for your use. And based on the economics, I'm getting the use of the track for my in-kind services. If you want to bring Harley Davidson or, you know, ten other companies along that are going to pay you additional rent, or use of track or if you have more than one company, that's fine. We need to know in the business and lease plan how that is all going to work, how we're going to schedule it and how I'm going to make my pay back in the use of track through in-kind services. Will we negotiate anything else in the deal? Yeah, possibly. But that's our primary objective.

The reason for sitting here is we've got the land, we have a need and you have a need. We are going to bring those together and that's how we achieve our goals. I need a method in order to lease it in a way that is competitive, trying to get it out to the market to find the best deal for everybody is the way that we do it. And through all of this, whether it's through a university consortium or anyone else who is in this -- who is in the room, we think that we can find a way to get a win-win for both parties. Hopefully I'll get you that sufficiently that you will submit proposals.

Question 48.

What about the Environmental Assessment, was it track specific so that there would be no question that this use would not be challenged?

Answer (Charles Botdorf)

Yes, sir, it was test track specific.

Question 49.

The 30-day response time and what have you, the answer you also just gave us that you are looking for ideas and concepts as part of the plan, I assume when you say that you are not looking for hard design or specific answers because you still haven't negotiated what the final plan is going to be and you are looking for, not a complete effort where people get into big outlays of money to do engineering at this point in the process. Is that correct?

Answer

Correct. What we're looking for is your vision, how can it work, how can we bring this together to make it work for both of us. We have an idea, you know, the development plans and concepts. So we're not looking for you to totally design and cause a lot of expense. Obviously you are going to do some cost assessment because you are going to need to make some decisions.

You are going to do due diligence, as you would on any other project. But we're not looking for a full design on the track. What we're looking for is your vision and then from there we'll go into negotiations.

Question 50.

The first question is, what is the value of the land out back? And the second question is, does the contractor who does the work have to then have the design approved by the facility (YPG)?

Answer (Bob Penn)

First of all, the value is, the value of the land that's out there is relative to what you would pay for an equivalent size land to build a test track with all the zoning and all the requirements you need anywhere in the southwest region. That's what I'm bringing to the table. Called the principle of substitution. And can you ask your second question again?

Question 51.

If we get a contractor to do the work on the site, do they have to be approved by the facility?

Answer (Bob Penn)

We'd like to see the contractor come in as part of your team. So that way we know who you are bringing to the table with you. We get a chance to run a Dun & Bradstreet on them, know what their bonding capabilities are. And capabilities and qualifications and past performance, those are the kinds of things that we like to see there. What we prefer not to see is that you come in and say, well, we're going to do it but we're going to hire a contractor to do it. Because that way we don't know who is going to deliver that facility to us.

Question 52.

Would there be a restriction on the lights for the 24-hour a day operation?

Answer (Col Kreider)

No restrictions on operating 24 hours. We do it ourselves when we have to. Would be no restriction.

As part of the support agreement we would want to discuss that with you. From a general context I would say no, there is no requirements or restrictions, if you will. However, as I pointed out to you when we were out there, you saw the parachuting that was occurring over Phillips Drop Zone about five kilometers to the west of the site.

Each training course is three and a half weeks long, so ten times a year they do night jumps on two nights. And they would like not to have the entire lower Arizona lit up so that they are actually jumping into the light. But I believe we can work that out where it would not interfere with the operations on a 24-hour basis of the site. But I wouldn't want to see a whole lot of floodlights that would go over a couple kilometers away and impact training safety.

They jump now, we don't change the lighting of the airfield, which is less than the distance to the EUL. But we would like to at least discuss that so that we're not creating a very bright spot on the ground. But I don't see that there is any restrictions that that would necessarily cause problems for you. We just need to talk about it. And I'm sure we could work that out in the support agreement process.

Question 53.

That's weekends too, if needed?

Answer (Col Kreider)

The question was, does that include weekends. The free-fall school only jumps Monday through Friday.

Question 54.

Does that two percent slope apply to the whole cross section of the high-speed track? That is can the outer lanes be banked more for higher speeds?

Answer (Col Kreider)

That's one part of the requirement that has to be looked at. Because you trade banking in the turns for radius and you can make such a large radius that it uses too much space and we don't have an unlimited land area.

It's something that needs to be looked at and that's why we want, as Zack said a couple times, let's see your proposal for that. And generally, two percent is just what you use for drainage to get the water off the track.

Question 55.

In response to an earlier question today on foreign national access, it was a discussion about whether you have more of a coordination issue. What's your vision of how you coordinate with this track operator?

Answer (Col Kreider)

We do foreign national testing on this installation almost every day. We are bounded by DOD requirements for clearances and control of foreign nationals on a test facility. That basically says that we need to have the information about the individual and we control our access. So that typically means, depending upon their request they are authorized to go to certain areas and, if need be, they must have a government escort.

The concept we are looking at, and one of the reasons why we ask that the security within this particular area be controlled by you, fenced by you, is so that that issue was totally within your control and how you normally do business. My comment earlier in the day though, that if you left that area to go to our government facilities outside of either, again, depending upon your concept, your specific EUL area or larger, if you encompass our Dynamometer Course and put that into a joint use area, we would have to go and discuss through the business planning development between the two of us, the process that we would go through for the escorting of foreign nationals off of that controlled arena. In other words, into the other portions of the government side of the house. Now, there are a lot of possibilities. We could, if we agreed together, that it requires a

government individual to escort them, then there will be some cost you would accept.

We have in other tenants activities trained individuals we have appropriately certified so that they can be the escort. We could do the same here.

Question 56

As part of the EUL process as mentioned, was there a market feasibility study done? Is that something that would be available?

Answer (Bob Penn)

Well, that's an internal document. We tested the market; found out that there was a need for the facility. These come in all different sizes. If you are doing a test track or a power plant or a research and development park they all take on different dynamics. What we wanted to test here was, is there a market, can somebody come in and fill the market.

If we had a forum, would somebody come and not have us here all alone. So I think our question was answered. We are going to do some detailed cost analysis. What we do when we enter into negotiations is we run numbers, just like you run numbers. We'll do cost estimates.

We'll look at the dynamics of your deal and run those numbers with you so that at the end of the day we can come to a meeting, and we'll share those numbers. We like our -- not we like, but we require that our negotiations be a complete open book transaction. We'll put all of our cards on the table, you put all of yours, including your financing, and we come to the deal that works for everybody.

Question 57.

The developer owns his own track. What's the liability of the Army test being on that track is it the Army's liability or is it the owner's liability?

Answer (Col Kreider)

Well, the Army is self insuring and in our lease agreement we're responsible for certain things that are done by our employees and our agents. You know, if we're there and we create a problem, we own the problem. So, yes, there are certain responsibilities and liabilities that we have.

We can't shift everything a hundred percent to you. And it's a business deal. What you are doing is essentially I'm leasing the land to you and then you are letting me use what you build on it. Obviously I'm looking for you to have certain responsibilities. You may bring other people in. So you will have some bonding

and insurance capabilities. At the same time I'm going to sign up to own any responsibilities I have as the Army.

Question 58.

Are there any restrictions on site communications?

Answer (Graham Stullenbarger)

There are some. What we would require is for you to go through our frequency coordinator. There are parts of the band available.

But we have to be very careful because some of our operations can't have RF interference. And, yes, there is coordination required.

But we have companies or projects come in, clear their radio frequency, set up their private radio net for operations here. But RFI is very important to us, not so much for security, but for safety.

Question 59.

Also, along the lines of the photography. I think the racing industry particularly, you see a lot of film crews on site. I know there are sensitivities to that. Will that be a problem?

Answer (Col Kreider)

You own inside the fence. With the exception being is if the Army was testing one of its vehicle systems in there, and it was sensitive. And we would clearly indicate to you those times when it's sensitive, just as I'm sure you would convey to us the times that it's sensitive on your part that you don't want other people seeing what's going on.

And that would be worked out in the process in the business plan. But inside the fence, you control taking photography with the exception of when we had a government system in there. And we can work that out.

Attachment 1

Test Scheduling

The government and the selected developer will operate essentially independently with the exception of sharing vehicle test courses inside and outside of the leasehold area. It is anticipated that this shared use will occur on almost every course, on every test shift unless one party schedules “exclusive use” of a particular course for some security or safety reason.

Ideally each partner will notify the other of any need for exclusive use or special events which will limit the other’s open access to a course or area as far in advance as possible.

YPG currently identifies major upcoming projects months in advance even though actual testing (what, when, where) may shift by the week or even day as the test matrix is filled in.

Smaller (1-2 vehicle) lists and customer tests may be assigned with less lead time but there is generally at least 2-3 weeks notice.

The primary use of the constructed courses is to provide the “paved” miles of the “operational mode summary” of vehicle endurance testing where paved, unpaved road, trail, and cross-country miles are conducted to establish vehicle durability and reliability.

The paved straightaway and skid pad will be used primarily for braking, evasive maneuver, acceleration, . . . and similar safety or performance testing.

Generally there is flexibility in order of conduct, etc. which allows meshing of several test schedules.

Procedures will be jointly developed to ensure that the needs of both parties are met. Requests for exclusive use should be made clear one week in advance and should not extend more than a single shift (eg. the developer could schedule exclusive use for high-speed testing on the day shift and the Army would defer paved vehicle durability miles until the second shift. . .)

The joint scheduling process should predict anticipated testing workload at least two weeks in advance, finalize special requirements one week in advance, and adjust routine uses daily as required to meet the requirements of both parties. This process should include accommodation of any special security requirements of scheduled tests for either party.

As stated in the NOL, the Army expects to be a consistent user, but not most frequent user of the paved high-speed track, straightaway, and skid pad. It is

anticipated that Army test vehicle density will be relatively low, on the order of 10% or less of total vehicles using the new facilities.

Except for the Minimum Army Requirement courses discussed herein scheduling of Army Vehicles to other developer constructed courses would be dependant on weight carrying capacity of any particular course. Army test procedures to be used on these other courses would also be subject to developer concurrence.

Any scheduling conflicts must be resolved at the lowest possible level. At times both parties may have to prioritize tests and the developer site manager and the YPG Commander jointly establish a sequence of execution.

Attachment 2 **Security**

Operational, physical, and in the case of the developer “product security” are primary concerns of both parties:

The lease action creates essentially a 2,400+ acre developer controlled island within a 800,000+ acre military installation. The developer will provide a perimeter security fence for the leasehold with at least two access gates (Fig. 1). The developer is self-responsible for product security and can add height, screening, etc. to the perimeter fence to aid visual security.

This fence essentially separates developer and government testing with the exception of three categories of personnel:

- Test personnel of both parties that are mutually pre-approved (and badged) to move seamlessly between all vehicle test areas to expedite the daily testing operations of both.
- Government personnel who provide crash-rescue, fire, and emergency services as required.
- Government officials responsible for oversight activities (eg. environmental protection) which are non- assignable. Any inspections would include making initial contact with the developer’s onsite senior operations managers and having a developer representative as a member of the inspection team.

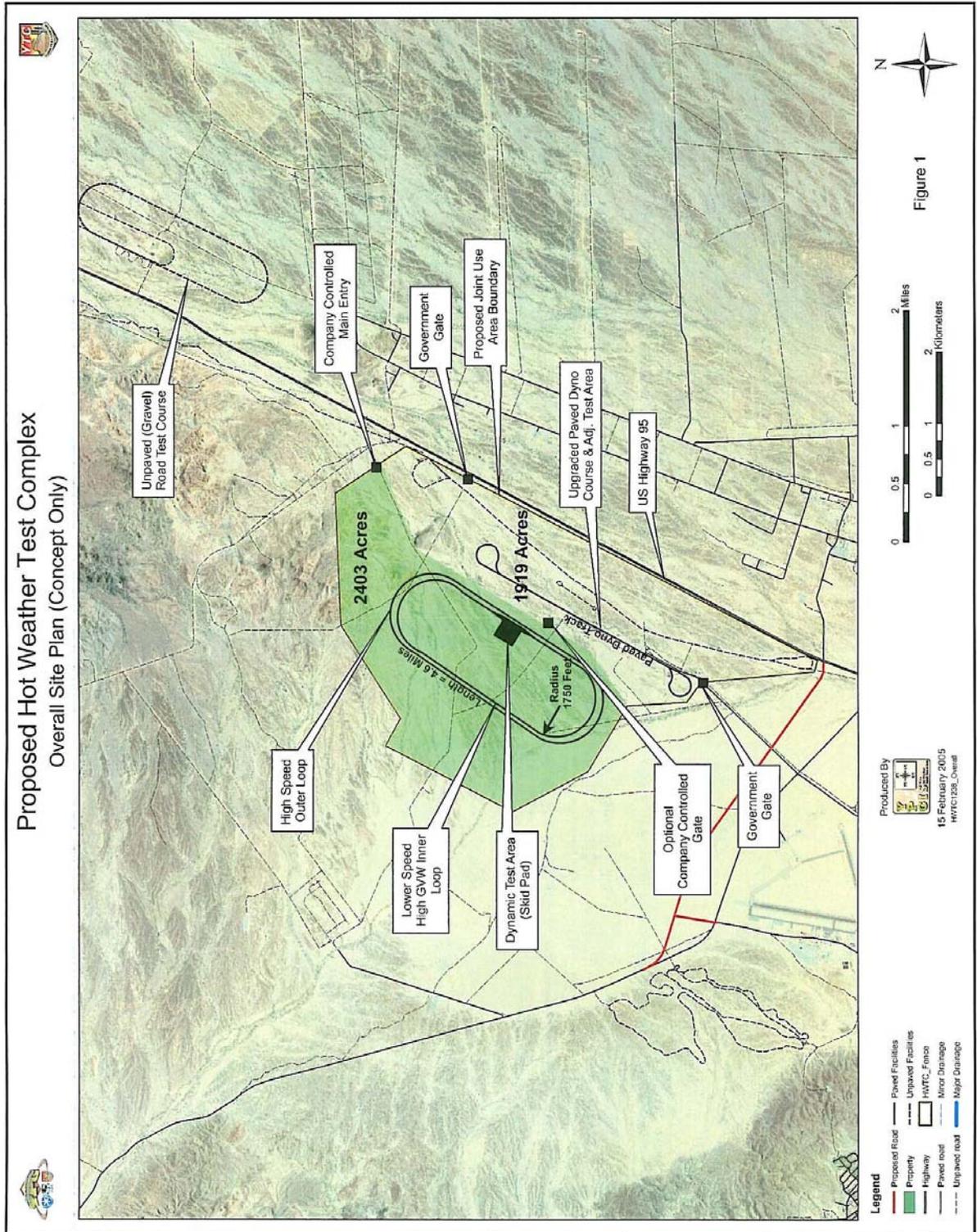
The developer will control primary access to the area via a main entry point at the north end of the leasehold directly accessible from U.S. Route 95. The developer will be responsible for control of operations within the leasehold area including having procedures in place to ensure that onsite and visiting personnel do not gain unauthorized access to government test areas.

Test vehicle operators, test engineers, technical support personnel, and properly cleared visitors of both parties must be able to move from area to area to conduct durability cycles and other scheduled tests as needed.

The responsible onsite person for either party would notify their equivalent of any special security or other precautions that would temporarily limit access of other personnel.

In true national emergency situations (none have occurred to date) it may be necessary to limit personal on the installation to only essential security personnel. As a primary tenant activity, the developer’s onsite Manager or his alternate will be the member of the emergency planning board or similar boards ensuring developer concerns are addressed.

Figure 1



Possession of camera equipment by employees will be limited outside the EUL area to only those having YPG Camera Passes. Possession of cameras inside the EUL will be controlled by the developer.

Product and/or information security are a concern of all parties.

The joint scheduling process should preclude the Army scheduling a test which would expose the developer's products to a potential competitor. In general "Army Testing" includes testing of vehicles for U.S. Government agencies, foreign governments, defense contractors/suppliers, and others with defense related beneficial relationships with U.S. Army Yuma Proving Ground or other DOD activities.

YPG is authorized to do testing for, or support testing by private companies. This is a topic for discussion during preparation of the Development Plan after downselect and must be a consideration in the weekly scheduling process.

Product security is a primary developer concern while access by foreign nationals is a primary government concern. The Army recognizes that the automotive industry is global with employees of all nationalities but restrictions on access of foreign nationals to U.S. military installations cannot be waived. The only area on YPG where foreign nationals will be granted access without prior government authorization is via the developer controlled North entry site to the leasehold. Movement within the leasehold area is a developer responsibility but movement by foreign nationals outside the area requires escort by pre-approved U.S. nationals. The government will provide training required to certify permanent onsite developer employees who are U.S. citizens for these escort duties.

The developer may propose a larger footprint for inclusion into the area for unrestricted access by visitors, including foreign nationals, by expansion of the fenced area as per Fig 1. The government would retain primary control except for the actual leasehold area.