DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Installation Name:	MCAS CAMP PENDLETON
Unit Identification Code (UIC):	M67604
Major Claimant:	HQMC

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	P-026T	AIRCRAFT PARKING APRON	BRAC	14,320
1996	P-027T	TRAINING AND ADMIN FACILITY	BRAC	3,160
1996	P-028T	BEQ AND PHYSICAL FITNESS CENTER	BRAC	10,750
1996	P-029T	WAREHOUSE AND SPECIAL STORAGE	BRAC	6,280
1996	P-031T	MAINTENANCE FACILITIES	BRAC	18,210
1996	P-518S	AIRCRAFT MAINTENANCE FACILITIES	BRAC	38,230
	Sub Total	1996		90,950
1997	P-562	RUNWAY OVERRUN/CLEAR ZONE IMP	MCON	1,420
1997	P-347	TRANSPORTATION INFRASTRUCTURE	MCON	5,460
	Sub Total	1997		6,880
2000	P-005	APPLIED INSTRUCTION BUILDING	MCON	6,200
	Sub Total	2000		6,200
	Grand Total			104,030

Data Call 64

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.A. BRABHAM
LIEUTENANT GENERAL U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

NAME (Please type or print

Signature

Title

4/28/94

Date

Document Separator

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 2: Family Housing Construction Projects

Installation Name:	CAMP PENDLETON CA MCAS
Unit Identification Code (UIC):	M67604 #11
Major Claimant:	MARCORPS

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	506T	FAMILY HOUSING (COMMUNITY CNTR)	BRAC	1,332
		Sub-Total - 1996		**1,332**
1997	507T	FAMILY HOUSING	BRAC	28,529
		Sub-Total - 1997		**28,529**
1998	500T	FAMILY HOUSING (200 UNITS)	BRAC	23,830
		Sub-Total - 1998		**23,830**
		Grand Total		**53,691**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Jack E. Buffington
Signature

7/13/94
Date

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

W. A. Earner
Signature

2/18/94
Date

Title

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,

2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

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DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**CAMP PENDLETON CA MCAS**
Unit Identification Code (UIC):	**M67604** #11
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	026T	AIRCRAFT PARKING APRON	BRAC	14,320
1996	027T	TRAINING/ADMIN FACILITY	BRAC	3,160
1996	028T	BEQ/GYM	BRAC	10,750
1996	029T	WHSE/STORAGE FACS	BRAC	6,280
1996	031T	MAINTENANCE FACILITIES	BRAC	18,210
1996	518S	AIRCRAFT MAINT FACS	BRAC	36,000
		Sub-Total - 1996		**88,720**
1997	347	TRANSPORTATION INFRASTRUCT	MCON	5,460
1997	562	RUNWAY OVERRUN IMPVS	MCON	1,420
		Sub-Total - 1997		**6,880**
2000	005	APPLIED INSTR BUILDING	MCON	6,200
		Sub-Total - 2000		**6,200**
		Grand Total		**101,800**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

7/18/94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,

2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

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DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**CAMP PENDLETON CA MCB**
Unit Identification Code (UIC):	**M00681** #11
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1993	527	SEWAGE TREATMENT PLANT MODIFICATIONS	MCON	16,631
		Sub-Total - 1993		**16,631**
1994	657	EMERGENCY OFF-BASE WATER SUPPLY MA	MCON	350
1994	659	RELOCATE WATER WELLS	MCON	1,540
		Sub-Total - 1994		**1,890**
1996	019	TACTICAL VEHICLE MAINT FAC	MCON	1,088
1996	021	SCIF FACILITY ADDITION	MCON	2,246
1996	577	WATER DISTR SYSTEM	MCON	1,410
1996	889	BACHELOR ENLISTED QTRS	MCON	12,838
		Sub-Total - 1996		**17,582**
1997	016	BACH ENL QTRS	MCON	10,000
1997	548	AUTOMATED FLD FIRING RANGE	MCON	4,968
1997	904	TACTICAL VEHICLE MAINT FAC	MCON	9,580
		Sub-Total - 1997		**24,548**
1998	010	RIVER FLOOD CONTROL	MCON	16,100
1998	999	BACHELOR ENLISTED QUARTERS	MCON	9,500

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**CAMP PENDLETON CA MCB**
Unit Identification Code (UIC):	**M00681** #11
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
		Sub-Total - 1998		**25,600**
1999	553	AMMUNITION HANDLING SITE	MCON	3,110
1999	600	RECYCLING CENTER IMPROVES	MCON	1,050
1999	605	PHYSICAL FITNESS CENTER	MCON	3,680
1999	631	MULTI-PURPOSE MG RANGE	MCON	3,400
		Sub-Total - 1999		**11,240**
2000	011	RAIL LOADING FACILITY	MCON	4,000
2000	020	BRIDGE REPLACEMENT	MCON	3,900
2000	030	BRIDGE REPLACEMENT	MCON	4,200
		Sub-Total - 2000		**12,100**
2001	078	DIV/MAG/MAB HQ AREA	MCON	12,470
2001	541	TACT AIR SYS DEV CTR	MCON	10,210
		Sub-Total - 2001		**22,680**
		Grand Total		**132,271**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

7/18/94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

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2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

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Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

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DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**CAMP PENDLETON CA MCAS**
Unit Identification Code (UIC):	**M67604**
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1995	004	COMMUNICATION LINES EXCLUDING TELEPHONE	MCON	6,290
		Sub-Total - 1995		**6,290**
1996	026T	AIRCRAFT PARKING APRON	BRAC	14,320
1996	027T	TRAINING/ADMIN FACILITY	BRAC	3,160
1996	028T	BEQ/PHYSICAL FITNESS CENTER	BRAC	10,750
1996	031T	MAINTENANCE FACILITIES	BRAC	18,210
1996	518S	AIRCRAFT MAINT FACS	BRAC	38,230
		Sub-Total - 1996		**84,670**
1997	029T	WHSE/STORAGE FACS	BRAC	6,280
1997	049	AIRCRAFT PARKING APRON	MCON	1,590
1997	347	TRANSPORTATION INFRASTRUCT	MCON	5,460
1997	562	RUNWAY IMPROVEMENTS	MCON	1,420
		Sub-Total - 1997		**14,750**
2000	005	APPLIED INSTR BUILDING	MCON	6,200
		Sub-Total - 2000		**6,200**
		Grand Total		**111,910**

(Revised 9 Dec 94) *(* - Cost Avoidance is less than project programmed amount)*

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

12/9/94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

MD Thornton
Signature

9 Dec 94
Date

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DATA CALL 64
CONSTRUCTION COST AVOIDANCES

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Table 2: Family Housing Construction Projects

Installation Name:	**CAMP PENDLETON CA MCAS**
Unit Identification Code (UIC):	**M67604**
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	506T	FAMILY HOUSING (COMMUNITY CNTR)	BRAC	1,332
		Sub-Total - 1996		**1,332**
1998	500T	FAMILY HOUSING	BRAC	23,830
		Sub-Total - 1998		**23,830**
		Grand Total		**25,162**

(Revised 9 Dec 94) *(* - Cost Avoidance is less than project programmed amount)* *(Page 5)*

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

MD Thornton
Signature

9 Dec 94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

12/12/94
Date

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ENVIRONMENTAL DATA CALL:
DATA CALL TO BE SUBMITTED TO
ALL NAVY/MARINE CORPS HOST ACTIVITIES

20 APRIL 1994

BRAC 1995 ENVIRONMENTAL DATA CALL:
All Navy/Marine Corps Host Activities

INDEX

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ENVIRONMENTAL DATA CALL

Responses to the following questions provide data that will allow an assessment of the potential environmental impact associated with the closure or realignment of a Navy shore activity. This criterion consists of:

- Endangered/Threatened Species and Biological Habitat
- Wetlands
- Cultural Resources
- Environmental Facilities
- Air Pollution
- Environmental Compliance
- Installation Restoration
- Land/Air/Water Use

As part of the answers to these questions, a *source citation* (e.g., 1993 base loading, 1993 base-wide Endangered Species Survey, 1993 letter from USFWS, 1993 Base Master Plan, 1993 Permit Application, 1993 PA/SI, etc.) must be included. It is probable that, at some point in the future, you will be asked to provide additional information detailing specifics of individual characteristics. In anticipation of this request, supporting documentation (e.g., maps, reports, letters, etc.) regarding answers to these questions should be retained. Information needed to answer these questions is available from the cognizant EFD Planning and Real Estate Divisions, and Environment, Safety, and Health Divisions; and from the activity Public Works Department, and activity Health Monitoring and Safety Offices.

For purposes of the questions associated with land use at your base is *defined* as *land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); *and water* (navigation channels and waters along a base shoreline) *under the control of the Navy.*

Provide a list of the tenant activities with UICs that are covered in this response.

MCAS TENANTS/UICS

MALS-39	M01158
HMT-303	M01303
HMLA-169	M01173
HMLA-267	M01267
HMLA-367	M01367
HMLA-369	M01369

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1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U. S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

SPECIES (PLANT OR ANIMAL)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
example: Haliaeetus leucocephalus - bald eagle	*threatened*	*Federal*	*25*	*0*
Least Bell's Vireo	Endangered	Federal	0	36

Of the 36 acres of important habitat, 16 acres are prime and 20 acres are marginal.

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	YES
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	NO

Several MILCON projects have been significantly altered to avoid impacts to Least Bell's Vireo habitat per USFWS. These impacts have been both direct (i.e. actual construction) and indirect (noise impacts). Due to possible mitigation requirements, further restrictions on land use have occurred.

1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

Please see MCB CAMPEN data call number 33, question 1c and MCAS CAMPEN data call number one.

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U. S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

SPECIES (PLANT OR ANIMAL)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
example: Haliaeetus leucocephalus - bald eagle	*threatened*	*Federal*	*25*	*0*
Least Bell's Vireo	Endangered	*	*	*

Source Citation: Please see MCB CAMPEN data call number 33 , question 1a.

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	YES
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	NO

Several MILCON projects have been significantly altered to avoid impacts to Least Bell's Vireo habitat per USFWS. These impacts have been both direct (i.e. actual construction) and indirect (noise impacts). Due to possible mitigation requirements, further restrictions on land use have occurred.

1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

Please see MCB CAMPEN data call number 33, question 1c and MCAS CAMPEN data call number one.

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	NO

No species have been relocated but there has been significant mitigation involved with impacts to the Least Bell's Vireo. MCB has successfully fought the designation of this area as a critical habitat.

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?	NO
When was the survey conducted or when will it be conducted?____/____/1996	1996
What percent of the base has been surveyed?	NONE
What is the total acreage of jurisdictional wetlands present on your base?	50

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	NO

No species have been relocated but there has been significant mitigation involved with impacts to the Least Bell's Vireo. MCB has successfully fought the designation of this area as a critical habitat.

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?	NO
When was the survey conducted or when will it be conducted?____/____/____	NA
What percent of the base has been surveyed?	NA
What is the total acreage of jurisdictional wetlands present on your base?	NA

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

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Please see MCB CAMPEN data call number 33, question 2b and MCAS CAMPEN data call number one.

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? YES. If YES, summarize the results of such modifications or constraints.

The MCB CAMPEN flood control project to dredge the channel of the Margarita River and build a flood control levee had to be adjusted to meet ACOE guidelines. The scope of the project was significantly reduced to meet ACOE requirements.

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	NO

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	NO

* BRAC II/III construction plans will expand the air station boundaries to the east which is constrained by the O'Niel Ranch House, a National Historical Register landmark. The scope of mitigation or limitations is unknown at this time.

The specific projects which may be impacted as a result of the movement of Air Station boundaries and the presence of the O'Neil Ranch House. The nature of the impact follows:

P-026T PARKING APRON EXPANSION is impacted as a result of the presence of the O'Neil Ranch House. This project includes the relocation of the refueling hot pits and corresponding parking apron expansion.

R

The nature of the impact is likely to be one of two scenarios:

a. The State Historic Preservation Office (SHPO) accepts the proposed encroachment of the MACAS parking apron with appropriate minor mitigation. P-026T currently includes $500K to provide a screen wall and to provide air conditioning in the Ranch House.

b. The SHPO does not accept the proposed encroachment of the Air Station operations toward the Ranch House. In this case, alternates must be pursued. The alternative included relocating the hot pits across the runways from the current plan or decreasing the number of pits to a size acceptable to SHPO.

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	NO

Please see MCB CAMPEN data call number 33, question 2b and MCAS CAMPEN data call number one.

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? YES. If YES, summarize the results of such modifications or constraints.

The MCB CAMPEN flood control project to dredge the channel of the Margarita River and build a flood control levee had to be adjusted to meet ACOE guidelines. The scope of the project was significantly reduced to meet ACOE requirements.

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	NO

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	NO

* BRAC II/III construction plans will expand the air station boundaries to the east which is constrained by the O'Niel Ranch House, a National Historical Register landmark. The scope of mitigation or limitations is unknown at this time.

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	NO

4. ENVIRONMENTAL FACILITIES

Notes: If your facility is permitted for less than maximum capacity, state the maximum capacity and explain below the associated table why it is not permitted for maximum capacity. Under "Permit Status" state when the permit expires, and whether the facility is operating under a waiver. For permit violations, limit the list to the last 5 years.

4a.

Does your base have an operating landfill?	**NO**

[1] Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

NA.

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?	**NO**

List any permit violations and projects to correct deficiencies or improve the facility.

4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP) ?	**NO**

List permit violations and discuss any projects to correct deficiencies.

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

MCAS CAMPEN's water is processed through the MCB CAMPEN WWTP. Please see their data call number 33, question 4e.

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?	**NO**

List any permit violations and projects to correct deficiencies or improve the facility.

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system.

No.

4h.

Does your base operate drinking Water Treatment Plants (WTP)?	**NO**

List permit violations and projects/actions to correct deficiencies or improve the facility.

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable.

MCB CAMPEN provides the air station's water supply. The aquifer for this potable water is located directly beneath the air station; the Santa Margarita Aquifer. Three wells are located aboard the air station but are managed by MCB CAMPEN.

4j.

Does the presence of contaminants or lack of supply of water constrain base operations. Explain.	NO*

* However, water quality is not considered high.

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	YES*
If NO, why not and provide explanation of plan to achieve permitted status.	

* Current permit: General Industrial Activities Stormwater Permit #9 375005767.

4l.

Does your base have bilge water discharge problem?	NO

R

4l.

Does your base have bilge water discharge problem?	NO
Do you have a bilge water treatment facility?	NO

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY1997 result in additional capacity? Explain.

Please see MCB CAMPEN data call number 33, question 4n. for expansion capabilities. BRACON will require an expanded HAZMAT building and new satellite facilities.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

The current HAZMAT facilities and personnel cannot support any air station expansion.

YES. MCAS Pendleton is under the New Source Review Requirements with regards to Air Quality emission considerations.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCAs) in which the base is located? San Diego Air Pollution Control District.
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCAs? NO. List site, location and name of AQCA.

5b. For each parcel in a separate AQCA fill in the following table. Identify with and "X" whether the status of each regulated pollutant is: attainment/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

R

Site: * AQCA: *

* MCB CAMPEN handles all attainment status for the air station. Please see their data call number 33, question 5b.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use 4m.

Do you have a bilge water treatment facility?	NO

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY1997 result in additional capacity? Explain.

Please see MCB CAMPEN data call number 33, question 4n. for expansion capabilities. BRACON will require an expanded HAZMAT building and new satellite facilities.

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Site: * AQCA: *

* MCB CAMPEN handles all attainment status for the air station. Please see their data call number 33, question 5b.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use

known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

Please see MCB CAMPEN data call number 33, question 5c.

5d. For your base, determine the total FY1993 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

Please see MCB CAMPEN data call number 33, question 5d.

5e. Provide estimated increases/decreases in air emissions (Tons/Year of CO, NOx, VOC, PM10) expected within the next six years (1995-2001). Either from previous BRAC realignments and/or previously planned downsizing shown in the Presidents FY1997 budget. Explain.

Please see MCB CAMPEN data call number 33, question 5e.

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

Please see MCB CAMPEN data call number 33, question 5f.

5g. Have any base operations/mission/functions (i.e.: training, R&D), ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct.

No operations have been restricted due to air quality considerations, however, maintenance activities involving solvent dip tanks and aircraft painting have been delayed or restricted due to San Diego County Air Pollution Control District (APCD) permit requirements. These restrictions involve VOC limits and quantities of paints that can be used on an annual basis.

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

Please see MCB CAMPEN data call number 33, question 5h.

known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

Please see MCB CAMPEN data call number 33, question 5c.

5d. For your base, determine the total FY1993 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

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Please see MCB CAMPEN data call number 33, question 5f.

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No.

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

Please see MCB CAMPEN data call number 33, question 5h.

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the two year totals for those FY's.

Program	Survey Completed?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	No (1)	100	250	100	100	250	300
Hazardous Waste	Yes	30	60	50	50	100	100
Safe Drinking Water Act	Yes	0	30	50	0	0	0
PCBs	Yes (3)	0	50K	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	Yes	0	0	0	0	0	0
Lead Based Paint	No	0	50K	0	0	0	0
Radon	Yes (2)	0	0	0	0	0	0
Clean Water Act	Yes	85	2600	400	20	20	20
Solid Waste	Yes	0	0	10	10	10	10
Oil Pollution Act	No	0	0	30	30	30	30
USTs	Yes	200	500	50	50	50	50
Other (Asbestos)	Dec 91 Yes (4)	0	0	0	0	0	0
TOTAL		415	3490	690	260	460	510

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

(1) An air survey will be completed by MCAS in December 1994 which will identify the costs to correct any deficiencies.

(2) Please see MCB CAMPEN data call number 33, question 6a.

(3) PCBs survey has been completed. Deficiencies have been corrected and no further funding is required at this time.

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the two year totals for those FY's.

Program	Survey Completed?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	(1)	(1)	(1)	(1)	(1)	(1)	(1)
Hazardous Waste	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Safe Drinking Water Act	(2)	(2)	(2)	(2)	(2)	(2)	(2)
PCBs	(3)	(3)	(3)	(3)	(3)	(3)	(3)
Other (non-PCB) Toxic Substance Control Act	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Lead Based Paint	No						
Radon	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Clean Water Act	No						
Solid Waste	No						
Oil Pollution Act	No						
USTs	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Other (Asbestos)	Dec 91	(4)	(4)	(4)	(4)	(4)	(4)
TOTAL		(1)	(1)	(1)	(1)	(1)	(1)

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

(1) An air survey will be completed by MCAS in December 1994 which will identify the costs to correct any deficiencies.

(2) Please see MCB CAMPEN data call number 33, question 6a.

(3) PCBs survey has been completed. Deficiencies have been corrected and no further funding is required at this time.

(4) The asbestos survey of December 1991 found no structures containing asbestos and there are no cost associated with clean-up.

6b.
Does your base have structures containing asbestos? No. based on surveys conducted, nothing indicates structures contain asbestos. What % of your base has been surveyed for asbestos? 80% Are additional surveys planned? No. What is the estimated cost to remediate asbestos ($0K). Are asbestos survey costs based on encapsulation, removal or a combination of both? No remediation of asbestos is planned as asbestos was not discovered.

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN								
HA								
PA								
Other O&MN (specify)	11K (1)	11K (1)	23K (1)	165K (2)	170K (3)	200K (4)	220K (5)	245K (6)
Other (specify)		120 K (1)	180 K (8)	30K (9)	30K (9)	40K (9)	40K (9)	50K (9)
TOTAL:	11 K	131 K	203 K	195K	200K	240K	260K	295K

(1) Flood Repair

(2) Permits $30K
Training $35K
Testing/Disposal $100K

(3) Permits $30K
Training $40K
Testing/Disposal $100K

(4) Permits $35K
Training $40K
Testing/Disposal $125K

(5) Permits $50K
Training $45K
Testing/Disposal $125K

(6) Permits $50K

Training $45K
Testing/Disposal $150K

(7) Sampling Analysis Study $85K
Air Mounting Survey $55K
Cross Connection Study $40K

(8) AOP

(9) DFSC

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

Yes, the air station needs to have an archeological survey and more information on the Least Bell's Vireo. There is currently an ongoing BRAC funded study on the Least Bell's Vireo.

(4) The asbestos survey of December 1991 found no structures containing asbestos and there are no cost associated with clean-up.

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Does your base have structures containing asbestos? No. based on surveys conducted, nothing indicates structures contain asbestos. What % of your base has been surveyed for asbestos? 80% Are additional surveys planned? No. What is the estimated cost to remediate asbestos ($0K). Are asbestos survey costs based on encapsulation, removal or a combination of both? No remediation of asbestos is planned as asbestos was not discovered.

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN								
HA								
PA								
Other O&MN (specify)	11 K	11K	23.1K					
Other (specify)		120 K (Flood Repr)	180 K (AOP)					
TOTAL:	11 K	131 K	203 K	(1)	(1)	(1)	(1)	(1)

(1) Please see MCB CAMPEN data call number 33, question 6c.

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

Yes, the air station needs to have an archeological survey and more information on the Least Bell's Vireo. There is currently an ongoing BRAC funded study on the Least Bell's Vireo.

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES
Is your base an NPL site or proposed NPL site?	YES

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

MCB CAMPEN manages the IR program aboard the air station. MCAS site 5 will be the first site cleaned-up under DERA for MCB Camp Pendleton.

Site # or name	Type site [1]	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
Site 5	CERCLA	NO	NO	Could possibly effect.	(1)	Long term monitoring and clean-up.

[1] Type site: CERCLA, 'RCRA corrective action (CA), UST or other (explain)

[2] Status = PA, SI, RI, RD, RA, long term monitoring, etc.

(1) Please see MCB CAMPEN data call number 33, question 7b.

7c. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

No.

7d.

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	NO

State scope and expected length of pump and treat operation.

7e.

Has a RCRA Facilities Assessment been performed for your base?	NO

7f. Does your base operate any "Conforming Storage" facilities for handling **hazardous materials**? If YES, describe facility, capacity, restrictions, and permit conditions.

No. MCAS CAMPEN has a permitted 90 day storage facility.

7g. Does your base operate any "Conforming Storage" facilities for handling **hazardous waste**? If YES, describe facility, capacity, restrictions, and permit conditions.

No. MCAS CAMPEN has a permitted 90 day storage facility.

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

No.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	*

* No radiological surveys have been conducted aboard the air station.

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations?

No.

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

The air station has seven HAZMAT storage buildings that are permitted by San Diego County. These sites are considered "Satellite sites" for each of the tenant units.

8. LAND / AIR / WATER USE

8a. List the acreage of each real estate component controlled or managed by your base (e.g., Main Base - 1,200 acres, Outlying Field - 200 acres, Remote Range - 1,000 acres, remote antenna site - 5 acres, Off-Base Housing Area - 25 acres).

Parcel Descriptor	Acres	Location
Main Base	410.67	33 18.1 N 117 21.3 W

8b. Provide the acreage of the land use categories listed in the table below:

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		289.51
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: 0
		All Others: 114.28
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		0
Total Undeveloped land considered to be without development constraints		6.88
Total Off-base lands held for easements/lease for specific purposes		0
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	0
	Airfield Safety Criteria	0
	Other	0

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes. None.

8d. What is the date of your last AICUZ update? July 1989. Are any waivers of airfield safety criteria in effect on your base? NO. Summarize the conditions of the waivers below.

8e. List the off-base land use *types* (e.g, residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/incompatible with AICUZ guidelines on land use.

MCAS CAMPEN is completely surrounded by MCB CAMPEN. All developed are as within Noise Zones 2 & 3 are compatible with AICUZ guidelines. A study of the Least Bell's Vireo is currently underway in the wetlands immediately to the north and west of the air station to determine the effects of air station noise on the song bird.

8f. List the navigational channels and berthing areas controlled by your base which require maintenance dredging? Include the frequency, volume, current project depth, and costs of the maintenance requirement.

NA.

8g. Summarize planned projects through FY 1997 requiring **new channel or berthing area** dredged depths, include location, volume and depth.

NA.

8h.

Are there available **designated dredge disposal areas** for maintenance dredging material? List location, remaining capacity, and future limitations.	NA
Are there available **designated dredge disposal areas** for new dredge material? List location, remaining capacity, and future limitations.	NA
Are the dredged materials considered contaminated? List known contaminants.	NA

8.i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans**.

None.

8j. Describe any **non-point source pollution problems affecting water quality** ,e.g.: coastal erosion.

None.

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	NO

8l. List any other areas on your base which are indicated as protected or preserved habitat other than threatened/endangered species that have been listed in Section 1. List the species, whether or not treated, and the acres protected/preserved.

None.

9. WRAPUP

9a. Are there **existing or potential environmental showstoppers** that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions?

No.

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

No.

9c. Describe any **other environmental or encroachment restrictions** on base property not covered in the previous 8 sections.

Attempts to designate the Santa Margarita River as a "Wild and Scenic River" would seriously limit development of MCAS CAMPEN.

9d. List **any future/proposed laws/regulations or any proposed laws/regulations** which will constrain base operations or development plans in any way. Explain.

Please see MCB CAMPEN data call number 33, question 9d.

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

D. M. GLYNN
NAME (Please type or print)

Commanding Officer
Title

MCAS Camp Pendleton, CA
Activity

D M Glynn
Signature

9 JUNE 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

MajGen P. D. WILLIAMS
NAME (Please type or print)

Signature

Commander
Title

14 Jun 94
Date

Marine Corps Air Bases, Western Area
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print) _____ Signature _____

Title _____ Date 9/24/94

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

A. G. HENDRICKSON
NAME (Please type or print)

BRAC OFFICER
Title

ADT
Division

ADT
Department

MCAS CAMP PENDLETON, CA
Activity

Signature

9 JUN 94
Date

MCAS CAMP PENDLETON DATA CALL 33 PAGE CHANGES

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

NAME (Please type of print

Signature

Title

11/7/94

Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA CALL: 33

ACTIVITY: MCAS CAMP PENDLETON

PAGE (S): 5, 5a, 8, 8a

BSWG REVIEW OFFICIAL

G.W. MOORE, MAJOR
NAME (Please type or print)

LONG RANGE LAND USE PLANNER
Title

Signature

4 NOV 94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

T. N. HAMILTON
NAME (Please type or print)

Signature

Executive Officer
Title

13 OCT 94
Date

N/A
Division

N/A
Department

MCAS Camp Pendleton
Activity

R

DATA CALL 33 PAGE CHANGES MCAS CAMP PENDLETON

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type of print

Signature

Title

10 Nov 94

Date

R

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA CALL: 33

ACTIVITY: MCAS CAMP PENDLETON

PAGE (S): 3, 4, 9, 10, 11, 11a,

BSWG REVIEW OFFICIAL

G. W. MOORE, MAJOR
NAME (Please type or print)

LONG RANGE LAND USE PLANNER
Title

Signature

9 NOV 94
Date

11

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION: _____

Category ..... Operational Support
Sub-category ..... Operational and Reserve Air Stations
Types ..... Navy and Marine Corps Operational and Reserve Air Stations and Facilities

**********If any responses are classified, attach separate classified annex.**********

1161

Data for Military Value Analysis

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Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission
UC-12B	Daily/192/VIP Transport, Cargo
CH-53D/E	Daily/61/Training
CH-46E	Daily/48/Training
KC-130	Weekly/66/Cargo, Training
T-39	Monthly/16/VIP Transport
SH-60	Monthly/6/Training
UH-1H	Monthly/26/Training
AV-8B	Monthly/23/Training
FA-18C/D	Monthly/13/Training

* Quantity figures reflect aircraft that have used ramp space. Aircraft that use only the pattern and/or fuel pits are not included.

2.a. 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.

None.

2.b. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

NA.

General Military Support

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

No.

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

NA.

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

NA.

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

None.

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

NA.

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

NA.

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

None.

6. Are any new military missions planned for this air station?

No.

7.a. List all ground combat or special operations units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.1 Ground Combat or Special Operations Units

Ground Unit	Training Function / Facilities Used
11th MEU (SOC)	Airfield Assault, on-Combatant Evacuation Operations Training/Various Air Station Facilities
13th MEU (SOC)	Airfield Assault, Non-Combatant Evacuation Operations Training/Various Air Station Facilities
15th MEU (SOC)	Airfield Assault, Non-Combatant Evacuation Operations Training/Various Air Station Facilities

7.b. List all other operational units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

None.

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
JTF-6	Training Support Base/Ramp and Hot Fuel Pits

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

Table 8.1 Forces Supported

Forces	Location/ Distance	Type of Support	Frequency
San Diego based Amphibious Ready Groups	Coastal CAMPEN within 60NM	Note (1)	Note (1)
US Navy (SEALS)	SOCAL	SEAL Team Paraops	Monthly
USN/USMC	SOCAL	MEFEXs & CAXs	Qrtly

Note (1) A detachment of AH-1W/UH-1N helicopters is always part of the west coast based Amphibious Ready Group (ARG) that is working-up for deployment. The ARG will typically train at MCAS/MCB CAMPEN two to three times during its work-up cycle.

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

MCAS CAMPEN and its tenants play a role in several specific and non-specific disaster, SAR, and evacuation plans. One tenant squadron is usually supporting a MEDEVAC alert for civilian and military emergencies aboard MCB Twenty-Nine Palms, CA. During the summer fire season squadrons stand ready to fly helicopter water bucket fire fighting missions should the situation warrant. Additionally, the air station and its tenants are called upon to assist local communities as directed. Recent support has gone out to the city of Los Angeles during the May 1992 civil unrest, the North Ridge earthquake, and the north San Diego County floods of January 1993.

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

The air station provides direct meteorological support to the following military agencies:

Air Station Tenants	I MEF
1stMARDIV	1st FSSG
MCB CAMPEN	Units deployed to MCAS CAMPEN

TAF Global Weather gathering system

The air station provides meteorological support to the following civilian agencies:

(1) Riverside and San Diego County fire departments.

(2) Civilian agencies with MCB CAMPEN approved requests.

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

No.

10.b. If applicable, give the type and number of aircraft based at your air station that conduct these operations (10.a.)and the total number of sorties flown during FY 1993 in support of these operations.

NA.

10.c. If applicable, list the facilities, special equipment (e.g., radar surveillance systems) and personnel at your air station that directly support these operations.

NA.

11. Are any new civilian or other non-DoD missions planned for this air station? If so, describe.

No.

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

MCAS CAMPEN tenants are not required to keep records on flight hours or sorties spent in specific training areas. All flight hours are "best guess" estimates. The air station does not keep records on special use air space use and is unable to answer questions concerning other service usage or the environmental concerns of any particular special use airspace.

Airspace Designator: R2503/R2533

a. Type of airspace: Restricted Area

b. Dimensions: 15 NM X 10 NM X 2000 ft./17 NM X 7 NM X 15,000 ft.

c. Distance from main airfield: MCAS CAMPEN is located within the restricted areas.

d. Time enroute from main airfield: 1 to 15 minutes.

e. Controlling agency: "Long Rifle"

f. Scheduling agency: MCB Camp Pendleton

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: 9,960 hrs. Sortie numbers are not available.
- By other services: Unknown.

m. Percent of sorties cancelled due to weather. Records not kept.

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

MCAS CAMPEN tenants are not required to keep records on flight hours or sorties spent in specific training areas. All flight hours are "best guess" estimates. The air station does not keep records on special use air space use and is unable to answer questions concerning other service usage or the environmental concerns of any particular special use airspace.

Airspace Designator:R2503/R2533

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c.Distance from main airfield: MCAS CAMPEN is located within the restricted areas.

d.Time enroute from main airfield: 1 to 15 minutes.

e.Controlling agency: "Long Rifle"

f. Scheduling agency: MCB Camp Pendleton

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: 9,960 hrs. Sortie numbers are not available.
- By other services: Unknown.

m. Percent of sorties cancelled due to weather. Records not kept.

n.Number of available hours in FY 1993: 365 days/year

n. Number of available hours in FY 1993: 365 days/year

o. Number of scheduled hours in FY 1993:
- By Navy/USMC: Data Unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 9,960.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Please see MCB CAMPEN data call number 39.

o. Number of scheduled hours in FY 1993:
- By Navy/USMC: Data Unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 9,960.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Please see MCB CAMPEN data call number 39.

R

Airspace Designator: R2501

a. Type of airspace: Restricted area.

b. Dimensions: 35 NM X 35 NM X UNLTD.

c. Distance from main airfield: 90 NM.

d. Time enroute from main airfield: 1.0 hrs

e. Controlling agency: "Bearmat"

f. Scheduling agency: MCB 29 Palms, CA

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? No.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data on sorties is not kept.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather. Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data Unavailable.

p. Number of hours used
- By Navy/USMC: 1,650
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator:R2501

a.Type of airspace: Restricted area.

b.Dimensions: 35 NM X 35 NM X UNLTD.

c.Distance from main airfield: 90 NM.

d.Time enroute from main airfield: 1.0 hrs

e.Controlling agency: "Bearmat"

f. Scheduling agency: MCB 29 Palms, CA

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? No.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data on sorties is not kept.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather. Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data Unavailable.

p.Number of hours used
- By Navy/USMC: 1,650.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

Airspace Designator: W-291

a. Type of airspace: Warning area.

b. Dimensions: 100 NM X 200 NM X 80,000 FT.

c. Distance from main airfield: 60 NM.

d. Time enroute from main airfield: 30 minutes.

e. Controlling agency: "Beaver Control"

f. Scheduling agency: FACSFAC, San Diego, CA.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: One.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable

m. Percent of sorties cancelled due to weather. Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 81 hrs
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator:W-291

a.Type of airspace: Warning area.

b.Dimensions: 100 NM X 200 NM X 80,000 FT.

c.Distance from main airfield: 60 NM.

d.Time enroute from main airfield: 30 minutes.

e.Controlling agency: "Beaver Control"

f. Scheduling agency: FACSFAC, San Diego, CA.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: One.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable

m. Percent of sorties cancelled due to weather. Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 81 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

Airspace Designator: R2507N/S

a. Type of airspace: Restricted Area.

b. Dimensions: 37NM X 16 NM X 40,000 ft.

c. Distance from main airfield: 95 NM

d. Time enroute from main airfield: 60 minutes.

e. Controlling agency: Yuma Range Control.

f. Scheduling agency: Yuma Range Control.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993:
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather. Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 783 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator:R2507N/S

a.Type of airspace: Restricted Area.

b.Dimensions: 37NM X 16 NM X 40,000 ft.

c.Distance from main airfield: 95 NM

d.Time enroute from main airfield: 60 minutes.

e.Controlling agency: Yuma Range Control.

f. Scheduling agency: Yuma Range Control.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993:
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather. Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 783 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator: R2301W

a. Type of airspace: Restricted area.

b. Dimensions: 50 NM X 25 NM X 80,000 ft.

c. Distance from main airfield: 160 NM.

d. Time enroute from main airfield: 2 hrs, requires refueling in MCAS Yuma.

e. Controlling agency: Yuma Range Control.

f. Scheduling agency: Yuma Range Control.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993:
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 1,125.
- By other services: Data unavailable.

q. Types of training permitted: TERF, ACM, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator:R2301W

a.Type of airspace: Restricted area.

b.Dimensions: 50 NM X 25 NM X 80,000 ft.

c.Distance from main airfield: 160 NM.

d.Time enroute from main airfield: 2 hrs, requires refueling in MCAS Yuma.

e.Controlling agency: Yuma Range Control.

f. Scheduling agency: Yuma Range Control.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993:
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 1,125.
- By other services: Data unavailable.

q. Types of training permitted: TERF, ACM, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

Airspace Designator: R-2301E

a. Type of airspace: Restricted area.

b. Dimensions: 45 NM X 38 NM X 80,000 ft.

c. Distance from main airfield: 160NM

d. Time enroute from main airfield: 2 hrs. Typically requires refuel at MCAS Yuma.

e. Controlling agency: Yuma Range Control.

f. Scheduling agency: Yuma Range Control.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data not available.
- By other services: Data not available.

m. Percent of sorties cancelled due to weather: Data not available.

n. Number of available hours in FY 1993: Data not available.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data not available.
- By other services: Data not available.

p. Number of hours used
- By Navy/USMC: 150 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator:R-2301E

a.Type of airspace: Restricted area.

b.Dimensions: 45 NM X 38 NM X 80,000 ft.

c.Distance from main airfield: 160NM

d.Time enroute from main airfield: 2 hrs. Typically requires refuel at MCAS Yuma.

e.Controlling agency: Yuma Range Control.

f. Scheduling agency: Yuma Range Control.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data not available.
- By other services: Data not available.

m. Percent of sorties cancelled due to weather: Data not available.

n.Number of available hours in FY 1993: Data not available.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data not available.
- By other services: Data not available.

p. Number of hours used
- By Navy/USMC: 150 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

a

Airspace Designator: R-2306/7/8

a. Type of airspace: Restricted area.

b. Dimensions: 40 NM X 30 NM X Varies up to 80,000 ft.

c. Distance from main airfield: 152 NM.

d. Time enroute from main airfield: 1.4 hrs.

e. Controlling agency: "Cibola Control"

f. Scheduling agency: Yuma Proving Grounds.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 90 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator:R-2306/7/8

a.Type of airspace: Restricted area.

b.Dimensions: 40 NM X 30 NM X Varies up to 80,000 ft.

c.Distance from main airfield: 152 NM.

d.Time enroute from main airfield: 1.4 hrs.

e.Controlling agency: "Cibola Control"

f. Scheduling agency: Yuma Proving Grounds.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 90 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

Airspace Designator: R-2505

a. Type of airspace: Restricted area.

b. Dimensions: 38 NM X 22 NM X UNLTD.

c. Distance from main airfield: 160 NM.

d. Time enroute from main airfield: 1.7 hrs.

e. Controlling agency: NWC China Lake.

f. Scheduling agency: NWC China Lake.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 130 hrs.
- By other services: Data unavailable

q. Types of training permitted: Ordnance, TERF, NVG, Electronic Warfare.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator: R-2505

a.Type of airspace: Restricted area.

b.Dimensions: 38 NM X 22 NM X UNLTD.

c.Distance from main airfield: 160 NM.

d.Time enroute from main airfield: 1.7 hrs.

e.Controlling agency: NWC China Lake.

f. Scheduling agency: NWC China Lake.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 130 hrs.
- By other services: Data unavailable

q.Types of training permitted: Ordnance, TERF, NVG, Electronic Warfare.

r.Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator: R-2510

a. Type of airspace: Restricted area.

b. Dimensions: 15 NM X 15 NM X 20,000 ft.

c. Distance from main airfield: 85 NM.

d. Time enroute from main airfield: 0.9 hrs.

e. Controlling agency: NAS El Centro.

f. Scheduling agency: NAS El Centro.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace. None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 150 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator: R-2510

a.Type of airspace: Restricted area.

b.Dimensions: 15 NM X 15 NM X 20,000 ft.

c.Distance from main airfield: 85 NM.

d.Time enroute from main airfield: 0.9 hrs.

e.Controlling agency: NAS El Centro.

f. Scheduling agency: NAS El Centro.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace. None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 150 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

Airspace Designator: R-2512

a. Type of airspace: Restricted area.

b. Dimensions: 13 NM X 6 NM X 23,000 ft.

c. Distance from main airfield: 110 NM.

d. Time enroute from main airfield: 1 hr.

e. Controlling agency: NAS El Centro.

f. Scheduling agency: NAS El Centro.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? No.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 80 hrs.
- By other services: Data not available.

q. Types of training permitted: Ordnance, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator: R-2512

a.Type of airspace: Restricted area.

b.Dimensions: 13 NM X 6 NM X 23,000 ft.

c.Distance from main airfield: 110 NM.

d.Time enroute from main airfield: 1 hr.

e.Controlling agency: NAS El Centro.

f. Scheduling agency: NAS El Centro.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? No.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 80 hrs.
- By other services: Data not available.

q. Types of training permitted: Ordnance, NVG.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

Airspace Designator: R-4806

a. Type of airspace: Restricted area.

b. Dimensions: 40 NM X 28 NM X UNLTD.

c. Distance from main airfield: 220 NM.

d. Time enroute from main airfield: 2 hrs.

e. Controlling agency: Nellis Range Control.

f. Scheduling agency: Nellis Air Force Base.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Number of hours used
- By Navy/USMC: 230 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, NVG, ACM.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

Airspace Designator: <u>San Onofre MOA</u>

a. Type of airspace: MOA.

b. Dimensions: 68 sq mi, 2000-8000 feet MSL (Low); 4000-8000 feet MSL (High).

c. Distance from main airfield: 3NM.

d. Time enroute from main airfield: 5 min.

e. Controlling agency: Southern California TRACON.

f. Scheduling agency: CG, MCB, Camp Pendleton.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Yes, during MCAS CamPen operating hours and other times as coordinated.

i. Is the airspace under communications coverage? Yes. (UHF, VHF, FM)

j. Number of low level airways (below 18,000 ft) that bisect airspace: ONE (V-23).

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: 0.
- By other services: 0.

m. Percent of sorties cancelled due to weather: 0%

n. Number of available hours in FY 1993: 0 (Approved for use on 18 Aug 94).

o. Number of scheduled hours in FY 1993
- By Navy/USMC: 0.
- By other services: 0.

p. Number of hours used
- By Navy/USMC: 0.
- By other services: 0.

q. Types of training permitted: Supports aviation element of amphibious assault training.

r. Is the training within this airspace affected by environmental issues? If so, how? No.

R

Airspace Designator: <u>Sundance MOA</u>

a. Type of airspace: MOA.

b. Dimensions: 50 sq mi, 500 feet AGL to 10,000 feet MSL.

c. Distance from main airfield: 85 NmW.

d. Time enroute from main airfield: 1 hour.

e. Controlling agency: Los Angeles Center.

f. Scheduling agency: Los Angeles Center/Range Scheduling, 29 Palms, CA.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Digital Radar Data Link to FAA Radar Site.

i. Is the airspace under communications coverage? Yes. VHF FM 49.85, UHF 323.5, VHF AM 135.525.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: 36.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data Unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: 1025.
- By other services: Data Unavailable.

p. Number of hours used
- By Navy/USMC: 11.
- By other services: Data Unavailable.

q. Types of training permitted: Overfight.

r. Is the training within this airspace affected by environmental issues? If so, how? No.

R

Designator: <u>Bristol MOA</u>

a. Type of airspace: MOA.

b. Dimensions: 400 sq mi, 5,000-22,000 feet MSL.

c. Distance from main airfield: 102 NM

d. Time enroute from main airfield: 1 hour.

e. Controlling agency: Los Angeles Center.

f. Scheduling agency: Los Angeles Center/Range Scheduling, 29 Palms, CA.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? Digital Radar Data Link to FAA Radar Site.

i. Is the airspace under communications coverage? Yes. VHF FM 49.85, UHF 323.5, VHF AM 135.525.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: 78.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n. Number of available hours in FY 1993: Data Unavailable.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: 1810.
- By other services: Data Unavailable.

p. Number of hours used
- By Navy/USMC: 346.
- By other services: Data Unavailable.

q. Types of training permitted: Overfight/Refueling.

r. Is the training within this airspace affected by environmental issues? If so, how? No.

R

Designator: <u>Kane MOA</u>

a. Type of airspace: MOA/ATCAA.

b. Dimensions: 1,038 sq nautical miles, 10,000-40,000 feet MSL.

c. Distance from main airfield: 60 NM.

d. Time enroute from main airfield: 50 MIN.

e. Controlling agency: FAA Los Angeles Center.

f. Scheduling agency: MCAS Yuma.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? No.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: One, (V137).

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: 125.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Records not kept.

n. Number of available hours in FY 1993: 365 days/year.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: 87.
- By other services: Data Unavailable.

p. Number of hours used
- By Navy/USMC: 48.
- By other services: Data Unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

(1) Air Combat Maneuvers
(2) Air Refueling

R

(3) Post Maintenance Check Flights
(4) Section/Division Tactics
(5) All Weather Flight Training
(6) Tactical Air Maneuvers
(7) Air-to-Air
(8) Formation Training
(9) Familiarization Flight

r. Is the training within this airspace affected by environmental issues? No.

R

Designator: <u>Abel MOA</u>

a. Type of airspace: MOA/ATCAA.

b. Dimensions: 610 sq mi, 7,000-40,000 feet MSL.

c. Distance from main airfield: 90 NM.

d. Time enroute from main airfield: 1 hour.

e. Controlling agency: FAA Los Angeles Center.

f. Scheduling agency: MCAS Yuma.

g. Are canned/stereo airways needed to access air space? No.

h. Is the airspace under radar coverage? yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l. Number of sorties flown in FY 1993
- By Navy/USMC: 8,191.
- By other services: 100.

m. Percent of sorties cancelled due to weather: 2%.

n. Number of available hours in FY 1993: 8,760.

o. Number of scheduled hours in FY 1993
- By Navy/USMC: 2,922.
- By other services: Data Unavailable.

p. Number of hours used
- By Navy/USMC: 2,387.
- By other services: Data Unavailable.

q. Types of training permitted: Ordnance, TERF, NVG.

(1) Air Combat Maneuvers
(2) Air Intercepts
(3) All Weather Flight Training
(4) Tactical Air Maneuvers

r. Is the training within this airspace affected by environmental issues? No.

Airspace Designator: R-4806

a.Type of airspace: Restricted area.

b.Dimensions: 40 NM X 28 NM X UNLTD.

c.Distance from main airfield: 220 NM.

d.Time enroute from main airfield: 2 hrs.

e.Controlling agency: Nellis Range Control.

f. Scheduling agency: Nellis Air Force Base.

g.Are canned/stereo airways needed to access air space? No.

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace: None.

k.Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

l.Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

m. Percent of sorties cancelled due to weather: Data unavailable.

n.Number of available hours in FY 1993: Data unavailable.

o.Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p.Number of hours used
- By Navy/USMC: 230 hrs.
- By other services: Data unavailable.

q. Types of training permitted: Ordnance, NVG, ACM.

r. Is the training within this airspace affected by environmental issues? If so, how? Unknown.

R

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

MCAS CAMPEN tenants are not required to keep records on flight hours or sorties spent on specific training ranges. All flight hours are "best guess" estimates. The air station does not keep records on special use air space/range use and is unable to answer questions concerning other service usage or the environmental concerns of any particular range.

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

MCAS CAMPEN tenants are not required to keep records on flight hours or sorties spent on specific training ranges. All flight hours are "best guess" estimates. The air station does not keep records on special use air space/range use and is unable to answer questions concerning other service usage or the environmental concerns of any particular range.

R

Range Name: Zulu and Whiskey Impact Areas (R-2503/2533)

a. Location: San Diego County, CA.

b. Distance from main airfield: MCB CAMPEN.

c. Time enroute from main airfield: 5 minutes.

d. Controlling agency: "Long Rifle."

e. Scheduling agency: MCB CAMPEN.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: 365 days per year.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, and Hellfire.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: Zulu and Whiskey Impact Areas (R-2503/2533)

a. Location: San Diego County, CA.

b. Distance from main airfield: MCB CAMPEN.

c. Time enroute from main airfield: 5/10 minutes.

d. Controlling agency: "Long Rifle."

e. Scheduling agency: MCB CAMPEN.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: 365 days per year.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: Data for impact areas unavailable.
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, and Hellfire.

q. Is the training within this airspace impeded by environmental issues? See MCB CAMPEN data call number 39.

Range Name: R-2501 (MCB 29 Palms, CA)*

a. Location: San Bernardino County, CA.

b. Distance from main airfield: 90 NM.

c. Time enroute from main airfield: 1 hr.

d. Controlling agency: "Bearmat."

e. Scheduling agency: MCB 29 Palms.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? No.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 1,650**
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, Hellfire, and anti-radiation missiles.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: R-2501 (MCB 29 Palms, CA) *

a. Location: San Bernadino County, CA.

b. Distance from main airfield: 90 NM.

c. Time enroute from main airfield: 1 hr.

d. Controlling agency: "Bearmat."

e. Scheduling agency: MCB 29 Palms.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? No.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 1,650 hrs. **
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, Hellfire, and anti-radiation missiles.

q. Is the training within this airspace impeded by environmental issues? Unknown.

* MCB 29 Palms contains numerous air-to-ground training ranges, therefore the restricted area has been considered in its entirety.

R

* MCB 29 Palms contains numerous air-to-ground training ranges, therefore the restricted area has been considered in its entirety.

** MAG-39 estimates that its squadrons flew 1,650 hrs aboard the base in FY 1993. Those hours include both ordnance and non-ordnance training flights.

** MAG-39 estimates that its squadrons flew 1,650 hrs aboard the base in FY 1993. Those hours include both ordnance and non-ordnance training flights.

Range Name: SHOBA (W-291)

a. Location: San Clemente Island, CA.

b. Distance from main airfield: 50 NM.

c. Time enroute from main airfield: 30 minutes.

d. Controlling agency: "Beaver Control."

e. Scheduling agency: FACSFAC, San Diego, CA.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: One. However, the airway does not bisect the air-to-ground training range.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 81
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, Hellfire.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: SHOBA (W-291)

a. Location: San Clemente Island, CA.

b. Distance from main airfield: 50 NM.

c. Time enroute from main airfield: 30 minutes.

d. Controlling agency: "Beaver Control."

e. Scheduling agency: FACSFAC, San Diego, CA.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: One. However, the airway does not bisect the air-to-ground training range.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 81
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, Hellfire.

q. Is the training within this airspace impeded by environmental issues? Unknown.

Range Name: Chocolate Mountains Impact Areas (R-2507N/S)

a. Location Imperial and Riverside Counties, CA

b. Distance from main airfield: 95 NM.

c. Time enroute from main airfield: 1 hr.

d. Controlling agency: Yuma Range Control.

e. Scheduling agency: Yuma Range Control.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? No.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993.
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 783
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, and Hellfire.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: Chocolate Mountains Impact Areas (R-2507N/S)

a. Location Imperial and Riverside Counties, CA

b. Distance from main airfield: 95 NM.

c. Time enroute from main airfield: 1 hr.

d. Controlling agency: Yuma Range Control.

e. Scheduling agency: Yuma Range Control.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? No.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993.
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 783 hrs.
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, and Hellfire.

q. Is the training within this airspace impeded by environmental issues? Unknown.

Range Name: Moving Sands/Cactus West (R-2301W)

a. Location: Yuma County, AZ

b. Distance from main airfield: 130 NM.

c. Time enroute from main airfield: 1.5 hrs.

d. Controlling agency: Yuma Range Control.

e. Scheduling agency: Yuma Range Control.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 200 hours
- By other services: Data unavailable.

p. Types of training permitted: Scored range: Inert 2.75" rockets.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: Moving Sands/Cactus West (R-2301W)

a. Location: Yuma County, AZ

b. Distance from main airfield: 130 NM.

c. Time enroute from main airfield: 1.5 hrs.

d. Controlling agency: Yuma Range Control.

e. Scheduling agency: Yuma Range Control.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 200 hrs.
- By other services: Data unavailable.

p. Types of training permitted: Scored range: inert 2.75" rockets.

q. Is the training within this airspace impeded by environmental issues? Unknown.

Range Name: YPG Impact Areas (R-2306/7/8)

a. Location: Yuma and La Paz Counties, AZ

b. Distance from main airfield: 152 NM.

c. Time enroute from main airfield: 1.3 hrs.

d. Controlling agency: "Cibola Range Control."

e. Scheduling agency: Yuma Proving Grounds.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 90
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, Hellfire, and anti-radiation missiles.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: YPG Impact Areas (R-2306/7/8)

a. Location: Yuma and La Paz Counties, AZ

b. Distance from main airfield: 152 NM.

c. Time enroute from main airfield: 1.3 hrs.

d. Controlling agency: "Cibola Range Control."

e. Scheduling agency: Yuma Proving Grounds.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 90
- By other services: Data unavailable.

p. Types of training permitted: Basic conventional ordnance, TOW, Hellfire, and anti-radiation missiles.

q. Is the training within this airspace impeded by environmental issues? Unknown.

R

Range Name: Lum Lobby (R-2510)

a. Location: Imperial County, CA.

b. Distance from main airfield: 85 NM.

c. Time enroute from main airfield: 0.7 hrs.

d. Controlling agency: NAS El Centro.

e. Scheduling agency: NAS El Centro.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 150
- By other services: Data unavailable.

p. Types of training permitted: Scored range for basic conventional ordnance, 2.75" rockets.

q. Is the training within this airspace impeded by environmental issues? No.

Range Name: Lum Lobby (R-2510)

a. Location: Imperial County, CA.

b. Distance from main airfield: 85 NM.

c. Time enroute from main airfield: 0.7 hrs.

d. Controlling agency: NAS El Centro.

e. Scheduling agency: NAS El Centro.

f. Are canned/stereo airways needed to access air space? No.

g. Is the airspace under radar coverage? Yes.

h. Is the airspace under communications coverage? Yes.

i. Number of low level airways (below 18,000 ft) that bisect airspace: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace: None.

k. Number of sorties flown in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

l. Percent of sorties cancelled due to weather: Data unavailable.

m. Number of available hours in FY 1993: Data unavailable.

n. Number of scheduled hours in FY 1993
- By Navy/USMC: Data unavailable.
- By other services: Data unavailable.

o. Number of hours used
- By Navy/USMC: 150
- By other services: Data unavailable.

p. Types of training permitted: Scored range for basic conventional ordnance, 2.75" rockets.

q. Is the training within this airspace impeded by environmental issues? Unknown.

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

Please see MCB CAMPEN data call, number 39 for information concerning R2503 and R2533. The air station is unable to provide data of this type for the other training areas identified in questions 12 and 13.

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? Explain the nature and magnitude of any shortfalls.

The R2503/2533 airspace, (Camp Pendleton) is insufficient for certain training missions, AH-1W Night Targeting System use and ACM training. Use of the laser range finder designator portion of the night targeting system is restricted because of laser safety considerations. The air space required for ACM training is not available aboard Camp Pendleton. It is becoming increasingly difficult to conduct low light level NVG operations aboard the base because of constraints imposed by wild life considerations and increased in the local population.

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables:

Table 16.1 Deployment Cost

WHERE	REASON	ANNUAL TAD COSTS ADVERSE WEATHER	ANNUAL TAD COSTS AIRSPACE NOT AVAILABLE	ANNUAL TAD COSTS NO LOCAL RANGE OTHER
MCAS Yuma, AZ	Larger, more capable ranges.	NA	NA	578 K
MCB 29 Palms, CA	Combined Arms Exercises directed by I MEF.	NA	NA	Unknown
NAS China Lake, CA	EW TRNG	NA	NA	> 10K
NAS Fallon, NV	EW/ACM TRNG	NA	NA	> 10K

Airfields

17. For the main airfield, provide the following data:

Airfield Name:MCAS Camp Pendleton (Munn Field)

a.Location: 33 18.1 N 117 21.3 W.

b.Distance from main field: NA.

c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

No.

d.Does the airfield have parallel or dual offset runways?

No.

e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

NA.

e. Does the airfield have full-length parallel taxiways?

Yes.

f.Does the airfield have high speed taxiways?

No.

g.Does the airfield have a crosswind runway?

No.

h.If conditions force the use of this runway, does the airfield lose flight ops capacity?

NA.

i.How much capacity is lost?

NA.

j.What percent of the time do conditions force the crosswind runway to be used?

NA.

k.Is the airfield equipped to support IFR flight operations?

Yes. Precision approach radar services are provided by a tactical radar and permanently assigned detachment. In FY96 permanent radar facilities will become operational at the air station.

l.Is the airfield owned by the navy or leased?

Owned.

m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

The air field will support all types of aircraft but there is no permanent arresting gear for tactical jet aircraft installed. Heavy cargo aircraft are significantly weight limited due to runway and taxiway weight limitations as well as runway length.

n.Does the air station perimeter road completely encircle the airfield?

Yes.
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved.

l 25%.

p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why.

No, MCAS CAMPEN is completely surrounded by MCB CAMPEN.

q.Is lack of fencing a security discrepancy?

No. Lack of a fence does, however, present difficulties in controlling indigenous animal (coyotes, deer, etc) access to the runways.

r.Other remarks.

None.

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? Attach a copy of the latest FLIP chart annotated with any updates.

Yes, please see MCAS CAMPEN data call number one.

Facilities
1 e Infrastructure and Investment

19. List the project number, description, funding year, and value of the **capital improvements at your base completed (beneficial occupancy) during 1988 to 1994.** Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value
P-254	Armory	86	.57 M
P-335	OMA Hangar (Double)	86	11 M
P-335	Apron	86	1.25 M
P-364	Auto Organizational Shop	86	1.55 M
P-235	Air Operations Building	87	1.89 M
P-338	Ordnance Handling Facility	87	3.0 M
P-357	Applied Instruction Facility	87	.76 M
P-360	Comm/Elec Shop	87	.35 M
P-525	Engine Test Cell	87	2.87 M
P-385	Aircraft Rinse Facility	88	1.4 M
P-348	Haz/Flam Storage	88	.85 M
P-337	Supply Warehouse	88	4.27 M
P-433	Refueler Shop	89	.57 M

P-545	IMA Hangar Mods	89	2.55 M
P-546	OMH Hanger Mods	89	1.56 M
P-554	Van Pads	89	1.56 M
P-564	Station Headquarters	89	1.67 M
P-528	Reserve Hanger	92	7.75 M
P-584	Wt Hndl Shop	92	*3.9 M
P-439	Aircraft Fire and Rescue Addition	92	.65 M
P-605	Flight Simulator Addition	92	1.36 M
P-606	Consolidated Air Traffic Control/Range Control Facility	94	*3.9 M
P-025	Flood Damage Replacement Drainage	94	*3.0 M

* Currently under construction.

None of these capital improvements are BRACON. HQMC funded minor construction projects have not been included.

20.a. List the project number, description, funding year, and value of the **non-BRAC related capital improvements** planned for years 1995 through 1997.

Table 20.1 Planned Capital improvements

Project Number	Description	Fund Year	Value
P-004	Airfield Comm/Elec Infrastructure	96	6.2 M
P-347	Transportation Infrastructure	97	5.8 M
P-562	Runway Overrun	97	1.4 M

20.b. List the project number, description, funding year, and value of the **BRAC related capital improvements planned/programmed** for 1995 through 1999.

Table 20.2 **Planned Capital improvements**

Project Number	Description	Fund Year	Value
P-518S	Aircraft Maintenance Facilities	96	*41.6 M
P-026T	Aircraft Parking Apron	96	*13.9 M
P-027T	Training and Admin Facilities	96	*2.5M
P-028T	BEQ and Physical Fitness Center	96	*9.3 M
P-029T	Warehouse and Special Storage Facility	96	*11.1M
P-031T	Maintenance Facilities	96	*17.7 M

* FY96 funding is proposed.

Personnel Support Facilities

21. Administrative Spaces

21.a. In the following table, indicate the available space (SF), individual workstation (PN), and condition for each facility designated or used for administrative purposes.

Table 21.1 Administrative Support Spaces

BUILDING TYPE	NAVFAC(P-80) Category Code	ADEQUATE		SUBSTANDARD		INADEQUATE		TOTAL	
Admin Office	610-10	SF	PN	SF	PN	SF	PN	SF	PN
ADP Installation	610-20	10,960	73	0	NA	0	NA	10,960	73
Legal Services	610-40	0	NA	0	NA	0	0	NA	NA
Admin Storage	610-77	0	NA	0	NA	0	0	NA	NA
Underground Admin Office	620-10	0	NA	0	NA	0	0	NA	NA
Underground ADP Installation	620-20	0	NA	0	NA	0	0	NA	NA
Underground Admin Storage	620-77	0	NA	0	NA	0	0	NA	NA
Other	620-7x	0	NA	1,640	11	0	0	NA	11

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

NA.

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

All Admin support facilities are fully occupied. There is no potential for expansion without further construction.

23.a. List all specialized training facilities/simulators that are located at or near the air station.

Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
AH-1W WST (2F136)	AH-1W Weapons Systems Trainer/MCAS New River, NC
UH-1N CPT (2C69)	UH-1N Cockpit Procedures Trainer/None
AH-1W ACPT (2F170)	AH-1W Aircrew Procedures Trainer/*

* Out year plans call for the basing of the AH-1W ACPT in WESTPAC and possibly MCAS New River, NC.

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
WISS Range	Accurate Scoring of Basic Conventional Ordnance Delivery	Yuma/Fallon/ El Centro
Moving Target Range	Basic Conventional Ordnance Delivery against moving targets	29 Palms
Laser Range	Laser range Finder/designator Training	Yuma/NWC China Lake/Fallon/ 29 Palms
TACTS Range	Scoring of ACM Training	Yuma/Fallon

24.a. Is there a NADEP located at the air station?
No.

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission?

NA.

25.a. What ship maintenance facilities are located at the air station?

None.

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis?

NA.

Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

No, MALS-39 has not been identified to be part of the Navy's Regional Maintenance Concept.

Special Military Facilities

27. 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.

None.

Non-DON Facility Support Arrangements

28. List all inter-service arrangements (e.g.., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

None.

29. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

Table 29.1 Other Agencies

Activity/Sponsor/ Government Affiliation	Description of Activity Role and Support Level
San Diego Pipeline Company; Out-Gramdt NOy(R)-67877 dtd 30 Mar 64; Exp 30 Mar 2014	10" Petroleum Product Pipeline
MCB CAMPEN Fire Department	MCAS Aircraft Rescue and Fire Fighting Division provides support to MCB CAMPEN for fighting brush fires when requested.

LOCATION

Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

Air station tenants do not routinely conduct operational missions within the local area. Tenants conduct operation missions world wide as directed by the national command authority.

30.b. Does the location of the air station permit any specialized training with other operational units (i.e. Battle Groups or Joint forces)? If so, provide details.

Located 5NM from the Pacific Ocean, the air station provides tenants and transient aircraft with easy access to the W-291 operating areas in support of Battle Group and Amphibious Ready Group operations.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

No, squadrons do not routinely deploy to conduct deck landing qualifications (DLQ) aboard "L" Class ships. The air stations proximity to the ocean provides the tenants with easy access to the operating areas of W-291 where helicopters typically conduct DLQs.

Proximity to other support facilities

31.a. List all primary airfields in the local flying area that are available for training and emergency uses.

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
MCAS El Toro	Instrument Training/Emergency and Weather Divert	Santa Anna, CA/30 NM
NAS Miramar	Instrument Training/Emergency and Weather Divert	San Diego, CA/28 NM
NAS North Island	Instrument Training/Emergency and Weather Divert	San Diego, CA/40 NM
NALF Imperial Beach	Instrument Training/Emergency and Weather Divert	San Diego, CA/47 NM
March AFB	Instrument Training/Emergency and Weather Divert	Riverside, CA/30 NM

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

None. Additionally, MCAS El Toro will close in FY99 as mandated by BRAC III.

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.3 Civilian Facilities

Civilian Facility Name	Actual / Proposed Use	Distance
McClellan-Palomar	Instrument Note (1)	13 NM
Oceanside Municipal	FAM Note (2)	8 NM
French Valley	FAM Note (2)	20 NM
Montgomery Field	Instrument/FAM Note (2)	32 NM
Fallbrook Air Park	FAM Note (2)	5 NM

Note (1) McClellan-Palomar Airport will occasionally accept instrument training from military aircraft when their work-load permits.

Note (2) **PROPOSED ONLY**. Due to the high volume of civilian traffic at these airports, and the southern California area in general; and the extremely sensitive political nature of joint military/civilian aviation training, it is unlikely that joint use of any of these facilities would be approved.

Location

Proximity to Major Transportation Nodes

32. 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.

Table 32.1 Transportation Nodes

Facility	Mobilization Role	Location
MCAS El Toro	Personnel/Equipment	Santa Anna, CA/30 NM
March AFB	Personnel/Equipment	Riverside, CA/30 NM
NAS North Island	Personnel/Equipment	San Diego, CA 40NM
Los Angeles International	Personnel	Los Angeles, CA 66 NM
Lindberg Field	Personnel	San Diego, CA/38 NM
NAS Miramar	Personnel/Equipment	San Diego, CA/28 NM

Features and Capabilities - Weather

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: MCAS Camp Pendleton

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[2] Due to Weather
Jan.	86	14	3.1	3
Feb.	90	10	3.2	3
Mar.	92	08	2.1	3
Apr.	95	05	0.7	2
May	90	10	1.8	2
Jun	85	15	0.9	2
Jul	88	12	0.8	2
Aug.	88	12	0.7	1

Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Only include lost sorties (do not include sorties delayed or rescheduled).

Sep	88	12	1.6	1
Oct.	88	12	3.3	1
Nov.	90	10	3.5	2
Dec.	90	10	2.5	3

* Percentage of sorties canceled due to weather is a best guess estimate based on the observations of HMT-303 because the squadron is aboard base throughout the year. Figures are typical of any air station tenant. December - March cancellations are typically due to winter frontal passages and those for the rest of the year are typically NVG training flights lost because of the evening and early morning "marine layer."

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Day	Sun	Mon	Tues	Wed	Thurs	Fri	Sat

Op Sked	Cl os ed	0800-1600	0800-2200	0800-2200	0800-2200	0800-1700	Closed

* The air station is open one weekend a month in support of the tenant reserve squadron. During one week each month the air station is open until approximately 2400 for three or four days to accommodate night vision goggle (NVG) operations.

33.c. Do local weather conditions have a regular impact on maintenance schedules? If so, describe how the air station accommodates these conditions.

Local weather conditions have minor impact on maintenance schedules during the winter "rainy season" (December - April) when inclement weather will curtail outdoor maintenance and drop below the required weather minima for functional check flights (FCF). Local weather patterns usually clear the area in two or three days and maintenance schedules are rarely delayed more than the duration of the storm. When required for operational necessity, the air station has extended its operating hours or arranged for closed field operations in order to allow tenants to complete FCFs. This is done on a case by case basis. The usually benign southern California weather aids the maintenance effort because the air field is generally at or above FCF minima and more maintenance can be performed outside.

33.d. Do the normal weather conditions at the most frequently used training areas pose a significant problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

No, not a significant problem.

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station (e.g., frequent opportunities for all-weather training)?

The benign local weather offers the tenants maximum opportunities to conduct flight operations but offers little in the way of climatological extremes to train in. MCB CAMPEN offers the only stretch of beach on the west coast where DoD units can conduct amphibious operations. The vertical relief aboard the base provides aircrews with challenging mountainous type training without the high density altitudes associated with actual mountain flying.

Encroachment

34.a. Do current estimates of population growth and development or environmental constraints pose problems

for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable s. ıons of the air station AICUZ plan and note any recent modifications.

No, MCAS Camp Pendleton is entirely contained within MCB CAMPEN. The closest military /civilian border to the air station is 2 1/2 miles from the perimeter and unlikely to induce any AICUZ impacts. However, several local communities (Fallbrook, Oceanside, and Vista) are mounting increasing pressure on the Marine Corps to reduce flight operations at the air station and aboard MCB CAMPEN. The noise sensitive areas are generally located under approach and departure paths to the air station which have been in existence for in excess of 20 years. MCB CAMPEN is currently conducting a base-wide noise study which will look into all sources of noise aboard the base. Please see MCB CAMPEN data call number 39 for more information on this subject.

34.b. Are there any known plans for a significant increase of commercial airline traffic in your area? If so, describe.

No.

35.a. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

Table 35.1 Delays

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	Note (1)	Note (1)	Note (1)
1992	Note (1)	Note (1)	Note (1)
1993	17.27 (2)	22 (2)	2% (2)

Notes:

(1) Per NAVAIR 80T, historical data was not kept.

(2) Data represents the time period from May 1993 through April 1994 which is the only 12 month period that the air station possesses records.

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

NA.

36.a. Is the existing AICUZ study encoded in local zoning ordinances?

No, The air station is completely surrounded by MCB CAMPEN.

36.b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Please see MCB CAMPEN data call number 39, question 44.f.

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/or development.?

Please see MCB CAMPEN data call number 39, question 44.e.

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station (e.g. the local government's comprehensive land-use plan).

MCAS CAMPEN is completely surrounded by MCB CAMPEN, please see their data call number 39, questions 44.e. and 44.f.

36 e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

There is currently no ongoing litigation concerning MCAS CAMPEN airspace or environmental problems. The air station is participating in a passerine study to determine the effects of BRAC II/III realignments on the Least Bell's Vireo, an endangered song bird who nests in the wet lands to the west and north of the air station. Vocal citizenry in the surrounding communities are mounting a campaign to reduce the number of flight operations aboard the air station and base.

Features and Capabilities

Ability for Expansion

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

Air Station Feature	Benefit for Aircraft Squadrons
Location Note (1)	Ease of support of MCB CAMPEN FMF Units. Ease of access to MCB training ranges. Ease of access to W-291 operational areas (ARG and BG support)

Note (1) The close proximity of the air station to FMF units aboard MCB Camp Pendleton and the training ranges aboard the base favor the basing of additional Marine helicopters here. The geographic, topographic, and air space limitations to the growth of the air station make cost effective expansion to accommodate addition types of aircraft beyond BRAC II/III realignments impractical.

38.a. 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. However, the construction of a hard surface Helicopter Outlying Landing Field (HOLF) would increase the training opportunities afforded to the tenants by providing them with an alternate location to perform training maneuvers. The increased loading at the station from the implementation of BRAC II/III will effectively eliminate pattern training maneuvers at the air station. Rough estimates for the construction of a HOLF consisting of a 4000 X 150 foot hard surface runway and 4000 X 150 foot grass strip with appropriate lighting is $14 million. Please see MCAS data call number 16 for additional information.

38.b. 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?

Current station infrastructure supports the current station loading with little room for expansion or surge operations. (See MCAS CAMPEN data Call number 16). Planned MILCON and BRACON will allow the air station to support four additional HMM (CH-46E) squadrons (one squadron will always be gone in support of the deployed MEU) and a four aircraft CH-53E detachment mandated by BRAC II/III. The construction is not designed to provide the station with additional capacity beyond the scope of BRAC II/III.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991	FY-1992	FY-1993
OFFICER	Note (1)	Note (1)	Note (1)
ENLISTED	Note (1)	Note (1)	Note (1)

Note (1) Historical data destroyed during flooding in January 1993.

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

No.

Quality of Life

41. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-base housing?

Please see MCB CAMPEN data call number 39, question 49.

(2) For military family housing in your locale provide the following information:

Please see MCB CAMPEN data call number 39, question 49.a.

41.a.(4) Complete the following table for the military housing waiting list.

Please see MCB CAMPEN data call number 39, question 50.

41.a.(5)
What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

Please see MCB CAMPEN data call number 39, question 51.

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

Please see MCB CAMPEN data call number 39, question 52.

(7) Provide the utilization rate for family housing for FY 1993.

Please see MCB CAMPEN data call number 39, question 53.

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

Please see MCB CAMPEN data call number 39, question 54.

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Please see MCB CAMPEN data call number 39, question 55.

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Please see MCB CAMPEN data call number 39, question 56.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

Please see MCB CAMPEN data call number 39, question 57.

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Please see MCB CAMPEN data call number 39, question 58.

(5) How many geographic bachelors do not live on base?

Please see MCB CAMPEN data call number 39, question 59.

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Please see MCB CAMPEN data call number 39, question 60.

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy

is under 95% (or vacancy over 5%), is there a reason?

Please see MCB CAMPEN data call number 39, question 61.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

Please see MCB CAMPEN data call number 39, question 62.

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Please see MCB CAMPEN data call number 39, question 63.

(5) How many geographic bachelors do not live on base?

Please see MCB CAMPEN data call number 39, question 63.

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

MCAS Camp Pendleton has access to the following facilities on MCB Camp Pendleton: Commissary; Mini-Mart; Package Store; Bank; Family Service Center; and Chapel.

Please see MCB CAMPEN data call number 39, question 65.

43. Is your library part of a regional interlibrary loan program?

Please see MCB CAMPEN data call number 39, question 66.

44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Please see MCB CAMPEN data call number 39, question 67.

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

Please see MCB CAMPEN data call number 39, question 68.

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your

is under 95% (or vacancy over 5%), is there a reason?

Please see MCB CAMPEN data call number 39, question 61.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = (# Geographic Bachelors x average number of days in barracks)

. . . . . **365**

Please see MCB CAMPEN data call number 39, question 62.

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Please see MCB CAMPEN data call number 39, question 63.

(5) How many geographic bachelors do not live on base?

Please see MCB CAMPEN data call number 39, question 63.

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

Please see MCB CAMPEN data call number 39, question 65.

43. Is your library part of a regional interlibrary loan program?

Please see MCB CAMPEN data call number 39, question 66.

44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Please see MCB CAMPEN data call number 39, question 67.

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

Please see MCB CAMPEN data call number 39, question 68.

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your

command are available to accommodate those on the list.

Please see MCB CAMPEN data call number 39, question 69.

d. How many "certified home care providers" are registered at your base?

Please see MCB CAMPEN data call number 39, question 70.

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs).

Please see MCB CAMPEN data call number 39, question 71.

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Please see MCB CAMPEN data call number 39, question 72.

46. Proximity of closest major metropolitan areas (provide at least three):

Please see MCB CAMPEN data call number 39, question 73.

47. Standard Rate VHA Data for Cost of Living

Please see MCB data call 39, question 74.

48.a. Off-base housing rental and purchase

a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Please see MCB CAMPEN data call number 39, question 75.

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

Please see MCB CAMPEN data call number 39, question 76.

48.c. What are the median costs for homes in the area?

Please see MCB CAMPEN data call number 39, question 77.

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Please see MCB CAMPEN data call number 39, question 78.

(e) Describe the principle housing cost drivers in your local area.

Please see MCB CAMPEN data call number 39, question 79.

49. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating (MOS)	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
7563/7565 (Pilot)	213	33
6114 (Mech)	219	35
6324 (AVI Tech)	153	35
6154 (Metal/Hyd)	161	22
6672 (AV Supply)	118	2

50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Please see MCB CAMPEN data call number 39, question 80.a.

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class

who enrolled in college in the fall of 1994.

Please see MCB CAMPEN data call 39, question 81.

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Please see MCB CAMPEN data call number 39, question 82.

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Please see MCB CAMPEN data call number 39, question 83.

52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Please see MCB CAMPEN data call number 39, question 84.

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Please see MCB CAMPEN data call number 39, question 85.

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Please see MCB CAMPEN data call number 39, question 86.

55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Please see MCB CAMPEN data call number 39, question 87.

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

D. M. GLYNN
NAME (Please type or print)

Signature

Commanding Officer
Title

9 June 1994
Date

MCAS Camp Pendleton, CA
Activity

Data Call #38

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

A. G. HENDRICKSON
NAME (Please type or print)

BRAC OFFICER
Title

ADJ
Division

ADJ
Department

MCAS CAMP PENDLETON, CA
Activity

Data Call # 38

Signature

08 June 94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

MajGen P. D. WILLIAMS
NAME (Please type or print)

Signature

Commander
Title

16 Jun 94
Date

Marine Corps Air Bases, Western Area
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)
M.A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

Signature

Title

7/29/94
Date

R

DATA CALL 38 PAGE CHANGES MCAS CAMP PENDLETON

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type of print

Signature

Title

10 Nov 94

Date

BRAC-95 CERTIFICATION

R

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA CALL: 38

ACTIVITY: MCAS CAMP PENDLETON

PAGE (S): 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 a thru f, 19, 20, 21, 22, 23, 24, 25, 26, 27, 52

BSWG REVIEW OFFICIAL

G.W. MOORE MAJOR
NAME (Please type or print)

LONG RANGE LAND USE PLANNER
Title

Signature

9 NOV 94
Date

DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, D.C. 20380-0001

IN REPLY REFER TO:

11000
LFL/F615
27 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, BASE STRUCTURE EVALUATION COMMITTEE (OASN(I&E))

Subj: CLARIFYING DATA RESPONSE

Ref: (a) Col D. Stockwell phone request of 26 OCT 94

Encl: (1) Response to clarifying question received from Col Stockwell, Navy BSAT, of 26 OCT 94

1. The enclosure provides the requested certified information.

2. Points of contact for this information are Mr. Rich Anderson or Major G. W. Moore, Headquarters U. S. Marine Corps (LFL-3), commercial (703) 696-0865.

J. A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA CALL: SUPPLEMENTAL CLARIFYING DATA

ACTIVITY: HQMC DATA BASE INFO FOR MC AIR STATIONS

PAGE (S): 1

BSWG REVIEW OFFICIAL

R. L. ANDERSON
NAME (Please type or print)

GM-14, REAL ESTATE & BRAC SECTION HEAD
Title

Signature

27 OCT 94
Date

SUPPLEMENTAL CLARIFYING DATA REQUEST OF 26 OCT 94

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

Type of print

Signature

Title

10/27/94

Date

11011
LFL/B-426
26 OCT 94

CLARIFICATION QUESTION RECEIVED FROM COL D. STOCKWELL, BSAT OF 26 OCT 94

QUESTION: Provide for each MCAS the nearest live-fire air-to-ground range rated for 500 lb or greater HE and provide distance from MCAS?

MCAS	RANGE	DISTANCE
Cherry Point	Fort Bragg, R 5311C	108 mi
	W122 {water targets}	75 mi
New River	Fort Bragg, R 5311C	118 mi
	W122 {water targets}	85 mi
Beaufort	Fort Bragg, R 5311C	158 mi
Camp Pendleton	MCB Camp Pendleton, Zulu R 2503	4 mi
Miramar	MCB Camp Pendleton, Zulu R 2503	32 mi
Yuma	Chocolate Mountain AGR, R 2507	35 mi
NAF Kaneohe	Pohakuloa Training Area (big Is)	150 mi

11

DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	MCAS, Camp Pendleton, CA
Unit Identification Code (UIC):	02208 67604
Major Claimant:	COMCABWEST

Percentage of Military Families Living On-Base:	27.1%
Number of Vacant Officer Housing Units:	Refer to MCB Camp Pendleton Data Call
Number of Vacant Enlisted Housing Units:	Refer to MCB Camp Pendleton Data Call
FY 1996 Family Housing Budget ($000):	Refer to MCB Camp Pendleton Data Call
Total Number of Officer Housing Units:	Refer to MCB Camp Pendleton Data Call
Total Number of Enlisted Housing Units:	Refer to MCB Camp Pendleton Data Call

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

MARINE CORPS AIR STATION CAMP PENDLETON DATA CALL 63

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

LtCol D. M. BEVIS
NAME (Please type or print)

Signature

Commanding Officer (Acting)
Title

7 July 94
Date

MCAS Camp Pendlton
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

MajGen P. D. WILLIAMS
NAME (Please type or print)

Signature

Commander
Title

11 Jul 94
Date

Marine Corps Air Bases, Western Area
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.A. BRABHAM
LIEUTENANT GENERAL U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS
(Please type or print)

Signature

Title

8/8/94
Date

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	Marine Corps Air Station, Camp Pendleton
UIC:	~~02208~~ 67604
Major Claimant:	Commander, Marine Corps Air Bases, Western Area

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates.
Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained 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 the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained

by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term **"activity"** is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the **"area defined in response to question 1.b., (page 3)"**. Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, **the scope of the "area defined" may be limited to the sum of:**

- **those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,**

- **those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.**

Note 3: Responses to questions referring to **"civilians"** in this data call should reflect **federal civil service appropriated fund employees**.

Note 3a: As directed by BSAT/MC MM-0247-F5 memo, Line 3a. in the question 1.h. Table includes Military spouses.

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund **civil service** 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 personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	36,747.00

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.a. Salary Rate): Total labor authorized by T/O 8423 (with augments) divided by number of employees. As no significant pay raises are expected in FY95/FY96, no salary increases are reflected.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
San Diego	CA	2282	12	94%	10	16
Riverside	CA	73	4	3%	44	49
Orange	CA	61	1	3%	30	35
Other	CA	3	--	0%	70	90
				= 100%		

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

San Diego County.

Source of Data (1.b. 1) & 2) Residence Data): Survey

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
San Diego	San Diego County	40
Oceanside	San Diego County	7
Carlsbad/Vista	San Diego County	19
San Clemente	Orange County	18
San Juan Capistrano	Orange County	33

Source of Data (1.c. Metro Areas): Local Maps.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's **civil service** workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	0	--
20 - 24 Years	0	--
25 - 34 Years	3	18%
35 - 44 Years	6	36%
45 - 54 Years	7	41%
55 - 64 Years	1	5%
65 or Older	0	--
TOTAL	17	100 %

Source of Data (1.d.) Age Data): Based on interview with each employee.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's **civil service** workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	0	--
9th through 11th Grade	0	--
12th Grade or High School Equivalency	4	24%
1-3 Years of College	11	66%
4 Years of College (Bachelors Degree)	1	5%
5 or More Years of College (Graduate Work)	1	5%
TOTAL	**17**	**100 %**

2) Degrees Achieved. Complete the following table for the activity's **civil service** workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	3
Associate Degree	5
Bachelor Degree	1
Masters Degree	1
Doctorate	0

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.e.1) and 2) Education Level Data):

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	0	0
2. Construction (includes facility maintenance and repair)	15-17	6	35%
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	0	0
3b. Aircraft (includes engines and missiles)	3721 et al	0	0
3c. Ships	3731	0	0
3d. Other Transportation (includes ground vehicles)	various	0	0
3e. Other Manufacturing not included in 3a. through 3d.	various	0	0
Sub-Total 3a. through 3e.	20-39	0	0
4. Transportation/Communications/Utilities	40-49		

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Industry	SIC Codes	No. of Civilians	% of Civilians
4a. Railroad Transportation	40	0	0
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	0	0
4c. Water Transportation (includes organizational level maintenance)	44	0	0
4d. Air Transportation (includes organizational level maintenance)	45	2	12%
4e. Other Transportation Services (includes organizational level maintenance)	47	0	0
4f. Communications	48	0	0
4g. Utilities	49	0	0
Sub-Total 4a. through 4g.	40-49	2	12%
5. Services	70-89	0	0
5a. Lodging Services	70	0	0
5b. Personal Services (includes laundry and funeral services)	72	0	0
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	0	0
5d. Automotive Repair and Services	75	0	0
5e. Other Misc. Repair Services	76	2	12%
5f. Motion Pictures	78	0	0
5g. Amusement and Recreation Services	79	0	0
5h. Health Services	80	0	0
5i. Legal Services	81	0	0
5j. Educational Services	82	0	0
5k. Social Services	83	0	0

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
5l. Museums	84	0	0
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	2	12%
5n. Other Misc. Services	89	4	24%
Sub-Total 5a. through 5n.:	70-89	8	47%
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	0	0
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	0	0
6c. Public Finance	93	0	0
6d. Environmental Quality and Housing Programs	95	1	5%
Sub-Total 6a. through 6d.	0	1	5%
TOTAL		17	100 %

Source of Data (1.f.) Classification By Industry Data): Based on interview with each employee.

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g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by civil service employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	7	41%
2. Professional Specialty		
2a. Engineers	0	0
2b. Architects and Surveyors	0	0
2c. Computer, Mathematical & Operations Research	0	0
2d. Life Scientists	0	0
2e. Physical Scientists	0	0
2f. Lawyers and Judges	0	0
2g. Social Scientists & Urban Planners	0	0
2h. Social & Recreation Workers	0	0
2i. Religious Workers	0	0
2j. Teachers, Librarians & Counselors	0	0
2k. Health Diagnosing Practitioners (Doctors)	0	0
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	0	0
2m. Communications	0	0
2n. Visual Arts	0	0

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
Sub-Total 2a. through 2n.:	0	0
3. Technicians and Related Support		
3a. Health Technologists and Technicians	0	0
3b. Other Technologists	2	11%
Sub-Total 3a. and 3b.:	2	11%
4. Administrative Support & Clerical	5	30%
5. Services		
5a. Protective Services (includes guards, firefighters, police)	0	0
5b. Food Preparation & Service	0	0
5c. Dental/Medical Assistants/Aides	0	0
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	0	0
Sub-Total 5a. through 5d.	0	0
6. Agricultural, Forestry & Fishing	0	0
7. Mechanics, Installers and Repairers	3	18%
8. Construction Trades	0	0
9. Production Occupations	0	0
10. Transportation & Material Moving	0	0
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	0	0
TOTAL	17	100 %

Source of Data (1.g.) Classification By Occupation Data): Based on interview with each employee.

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Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate **appropriated fund civil service jobs** at the activity.

1. Executive, Administrative and Management. Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.

2. Professional Specialty. Use sub-headings provided.

3. Technicians and Related Support. Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.

4. Administrative Support & Clerical. Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data key entry operators.

5. Services. Use sub-headings provided.

6. Agricultural, Forestry & Fishing. Self explanatory.

7. Mechanics, Installers and Repairers. Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.

8. Construction Trades. Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.

9. Production Occupations. Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.

10. Transportation & Material Moving. Bus drivers; material moving equipment operators; rail transportation occupations; truck drivers; water transportation occupations.

11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere). Entry level jobs not requiring significant training.

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h. Employment of Military Spouses. Complete the following table to provide estimated information concerning **military spouses** who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	61%
2. Percentage of Military Spouses Who Work Outside of the Home:	60%
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	28%*
3b. Employed "On-Base" - Non-Appropriated Fund:	7%
3c. Employed "Off-Base" - Federal Employment:	3%
3d. Employed "Off-Base" - Other Than Federal Employment	62%

*Includes 15% Military Spouses per BSAT MM-0247-F5 memo of 28 June 1994. (i.e. 15% Military + 13% of Civilian Spouses = 28% of Total)

Source of Data (1.h.) Spouse Employment Data): Survey

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.

B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.

C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	A	A	A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:	A	A	A
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreational Activities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

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2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Source of Data (2.a. 1) & 2) - Local Community Table): MCAS Camp Pendleton, with its population of 2400 military and 17 civilian employees, is located within the geographic boundaries of Marine Corps Base Camp Pendleton which has a population of 34,000 military and 4,200 civilian employees. Camp Pendleton is located proximate to civilian communities with a combined population of over 290,000. The ratings are a subjective assessment of the relatively insignificant increase in the total population of the local community that doubling the population of MCAS Camp Pendleton would effect.

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b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	A	A	A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:	A	A	A
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Source of Data (2.b. 1) & 2) - Regional Table): MCAS Camp Pendleton, with its population of 2400 military and 17 civilian employees, is located within the geographic boundaries of Marine Corps Base Camp Pendleton which has a population of 34,000 military and 4,200 civilian employees. Camp Pendleton is located near numerous major metropolitan areas with a regional population of over 2.6 million. The ratings are a subjective assessment of the relatively insignificant increase in the total population of the region that doubling the population of MCAS Camp Pendleton would effect.

3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units: See Note.

Units for Sale: See Note.

Note: MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (3.a. Off-Base Housing): MARINE CORPS BASE, CAMP PENDLETON, CA Data Call 65 response.

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b. **Education.**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Government Housing Units?*
		Elementary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.									

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

Source of Data (3.b.1) Education Table): MARINE CORPS BASE, CAMP PENDLETON, CA Data Call 65 response.

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

There are no "Section 6" schools located aboard MCAS Camp Pendleton.

Source of Data (3.b.2) On-Base Schools): Not Applicable

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3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (3.b.3) Colleges): MARINE CORPS BASE, CAMP PENDLETON, CA Data Call 65 response.

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (3.b.4) Vo-tech Training): MARINE CORPS BASE, CAMP PENDLETON, CA Data Call 65 response.

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c. **Transportation.**

1) Is the activity served by public transportation?

	Yes	No
Bus:	X	
Rail:		X
Subway:		X
Ferry:		X

Source of Data (3.c.1) Transportation): North County Transit District

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

Oceanside Station - Located approximately 10 miles from MCAS Camp Pendleton.

Source of Data (3.c.2) Transportation): Local Maps

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

Airport	Distance from Main Gate (Approximate)
McClellan-Palomar Airport	25 Miles (Commuter Airlines)
San Diego International Airport	50 Miles (Major Airlines)
John Wayne International Airport	55 Miles (Major Airlines)

Source of Data (3.c.3) Transportation): SANDAG 1994 Regional Transportation Plan & McClellan-Palomar, San Diego, and John Wayne airports.

4) How many carriers are available at this airport?

McClellan-Palomar Airport	2
San Diego International Airport	14
John Wayne International Airport	12

Source of Data (3.c.4) Transportation): Information from each of the above airports.

5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

Interstate 5 (I-5) is located approximately seven miles from MCAS Camp Pendleton.

Source of Data (3.c.5) Transportation): Local Maps.

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

See Note.

b) Do access roads transit residential neighborhoods?

See Note.

c) Are there any easements that preclude expansion of the access road system?

See Note.

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

See Note.

Note: MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (3.c.6) Transportation): MARINE CORPS BASE, CAMP PENDLETON, CA Data Call 65 response.

d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

NO. External fire protection and hazardous materials incident assistance is provided by or through Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (3.d. Fire/Hazmat): Memorandum of Agreement (MOA), between the Commander, Marine Corps Air Bases, Western Area (COMCABWEST) and the Commanding General, Marine Corps Base, Camp Pendleton, CA Data Call 65 response.

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?

See Note.

2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

See Note.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

See Note.

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

See Note.

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5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

See Note.

Note: Police protection is provided by Marine Corps Base, Camp Pendleton. All agreements with local, regional, and federal law enforcement agencies are between MCB, Camp Pendleton Provost Marshall and the respective agency. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (3.e.1) - 5) - Police): Memorandum of Agreement (MOA), between the Commander, Marine Corps Air Bases, Western Area (COMCABWEST) and the Commanding General, Marine Corps Base, Camp Pendleton, CA Data Call 65 response.

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f. **Utilities.**

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

No. Water, refuse, and utilities are provided by or through Marine Corps Base, Camp Pendleton.

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

For the past five summers MCAS Camp Pendleton has been subject to water conservation measures, but not water rationing. Conservation measures have not affected the operation of the air station.

Water service, as well as electrical power and sewer service, was interrupted from approximately 16 Jan 93 to 1 Mar 93 due to catastrophic flooding when the Santa Margarita River breached a flood control levee. Operations were severely disrupted, primarily due to damage to facilities and the presence of flood debris. The interruption of utility services was caused by the flood damage at the air station and not by the requirements of the air station exceeding the capacity of services available.

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

For the past five summers MCAS Camp Pendleton has been subject to frequent <u>brown outs</u> of nonessential services due to electrical power requirements exceeding the capacity of the Hay/barn substation, located aboard Marine Corps Base, Camp Pendleton. These disruptions of service may be less frequent in the future due to recent increases in Hay/barn substation capacity. <u>Outages</u> have been planned outages to accommodate repairs/construction and have had minimal effect on air station operations. Please refer to the Marine Corps Base, Camp Pendleton Data Call 65 response.

Electrical service was interrupted from approximately 16 Jan 93 to 1 Mar 93 due to local flooding. Please see 3.f.2.

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Source of Data (3.f. 1) - 3) Utilities): Memorandum of Agreement (MOA), between the Commander, Marine Corps Air Bases, Western Area (COMCABWEST) and the Commanding General, Marine Corps Base, Camp Pendleton, CA Data Call 65 response.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

4. Business Profile. List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.		

Source of Data (4. Business Profile): Marine Corps Base, Camp Pendleton, CA Data Call 65 response.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

5. **Other Socio-Economic Impacts.** For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

See Note.

b. Introduction of New Businesses/Technologies:

See Note.

c. Natural Disasters:

See Note and Section 1.f.(2). and 1.f.(3). of this data call.

d. Overall Economic Trends:

Note: MCAS Camp Pendleton is located within the geographic boundaries of Marine Corps Base, Camp Pendleton. Please refer to Marine Corps Base, Camp Pendleton Data Call 65 response.

Source of Data (5. Other Socio/Econ): Marine Corps Base, Camp Pendleton, CA Data Call 65 response.

6. **Other.** Identify any contributions of your activity to the local community not discussed elsewhere in this response.

None.

Source of Data (6. Other): NA

Data Call 65 for MCAS Pendleton

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

MajGen P. D. WILLIAMS
NAME (Please type or print)

Signature

Commander
Title

21 JUL 1994
Date

Marine Corps Air Bases, Western Area
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.A. BRABHAM
LIEUTENANT GENERAL U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS
NAME (Please type or print)

Signature

Title

8/12/94
Date

MCAS Camp Pendleton Data Call 65 with BRAC/MC Modification dtd 28 June 1994

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. R. ZIMMERMAN, Col. USMC
NAME (Please type or print)

Commanding Officer
Title

Marine Corps Air Station Camp Pendleton
Activity

R. R. Zimmerman
Signature

18 July 1994
Date

MCAS Camp Pendleton Data Call 65 with BRAC/MC Modification dtd 28 June 1994

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

Dennis M. Bevis, LtCol. USMC
NAME (Please type or print)

Signature

Executive Officer, MCAS Camp Pendleton
Title

18 July 1994
Date

Command Section
Division

Department

MCAS Camp Pendleton
Activity

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. ACTIVITY: Follow example as provided in the table below (*delete the examples when providing your input*). If any of the questions have multiple responses, please provide all. If any of the information requested is subject to change between now and the end of Fiscal Year (FY) 1995 due to known redesignation, realignments/closures or other action, provide current and projected data and so annotate.

- Name

Official name	*Marine Corps Air Station, Camp Pendleton, CA*
Acronym(s) used in correspondence	*MCAS, Camp Pendleton*
Commonly accepted short title(s)	*MCAS CPEN*

- Complete Mailing Address

Commanding Officer
Marine Corps Air Station
Box 555151
Camp Pendleton, CA 92055-5151

- PLAD

MCAS CAMP PENDLETON CA

- PRIMARY UIC: 67604 (Plant Account UIC for Plant Account Holders)

Enter this number as the Activity identifier at the top of each Data Call response page.

- ALL OTHER UIC(s): _____ PURPOSE: _____

2. PLANT ACCOUNT HOLDER:

- Yes ____ No __X__ (check one)

NOTE: Plant account holder is Commander, Marine Corps Air Bases Western Area, Marine Corps Air Station, El Toro, P.O. Box 95001, Santa Ana, CA

3. ACTIVITY TYPE: Choose most appropriate type that describes your activity and completely answer all questions.

• HOST COMMAND: A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

• Yes X No ____ (check one)

• TENANT COMMAND: A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

• Yes ____ No X (check one)

• Primary Host (current) UIC: _____

• Primary Host (as of 01 Oct 1995) UIC: _____

• Primary Host (as of 01 Oct 2001) UIC: _____

• INDEPENDENT ACTIVITY: For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

• Yes ____ No X (check one)

4. SPECIAL AREAS: List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

Name	Location	UIC
N/A	N/A	N/A

5. DETACHMENTS: If your activity has detachments at other locations, please list them in the table below.

Data Call 1: General Installation Information, continued Activity: 67604

Name	UIC	Location	Host name	Host UIC
N/A	N/A	N/A	N/A	N/A

6. BRAC IMPACT: Were you affected by previous Base Closure and Realignment decisions (BRAC-88, -91, and/or -93)? If so, please provide a brief narrative.

BRAC 88

No impact on MCAS Camp Pendleton.

BRAC 91

MCAS Camp Pendleton was identified as a receiver site for three CH-46 squadrons as specified in the approved Facilities Support Requirement of 6 November 1992.

The present BRAC 91 construction program totals $36,000,000 of organizational maintenance; intermediate maintenance; aircraft parking; aircraft refueling, utilities and transportation infrastructure; and other facilities improvements necessary to accommodate these units.

BRAC 93

MCAS Camp Pendleton has tentatively been identified as a receiver site for an additional CH-46 Squadron. Although no approved Facilities Support Requirement exists that reflects the BRAC 93 decision, preliminary planning for an additional $60,000,000 in facilities improvements necessary to accommodate that unit and provide additional support facilities not funded by BRAC 91 is ongoing.

NOTE: Although not a direct effect of BRACs 88, 91, or 93, this Air Station no longer hosts OV-10 aircraft or units. The OV-10 was phased out of the Marine Corps active inventory in 1993.

7. MISSION: Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91,-93 action(s).

Current Missions

- Maintain and operate aviation facilities and infrastructure to support tenant units of the 3rd and 4th Marine Aircraft Wing, First Marine Expeditionary Force components, transient aircraft including those of other U.S. services and of other countries, and other units and activities.

- Coordinate facilities maintenance for tenants.

- Support Naval Aviation Maintenance Training Detachment (NAMTRADET) training.

- Support flight simulator training.

- Exercise responsible stewardship of entrusted resources. Ensure compliance with environmental and hazardous waste laws.

- Provide air traffic control services within jurisdiction airspace.

- Provide passenger terminal services.

- Provide Crash, Fire and Rescue services, including flightline fire extinguisher support.

- Provide weather service support to Marine Corps Air Station tenants and transient aircrews and Marine Corps Base activities and tenants.

- Plan, program and coordinate construction of adequate airfield facilities for assigned tenants.

- Provide aviation services for tenant and transient aircraft, including aviation fuel, less maintenance and material support.

- Provide ordnance support for tenant and transient aircraft; and Marine Corps Base activities to include ordering storage, transport and handling of explosive cargo.

- Provide messing, billeting, and Morale , Welfare and Recreation services for tenants and other personnel in conjunction with Marine Corps Base, Camp Pendleton 23, 24 and 25 Area Commander responsibilities.

- Coordinate airfield and flightline security through Marine Corps Base Provost Marshal for aircraft and assigned facilities.

- Provide armory support services for tenant units.

- Operate a terminal radar air traffic control facility (Class IIIB, NAVAIR OD-8DT-114) for control of air traffic in airspace assigned to Marine Corps Air Station, Camp Pendleton, to include local airspace arrival/departure services and ground controlled precision and surveillance approaches.

- Provide radar air control services in Marine Corps Base, Camp Pendleton's Special Use Airspace (P-606, Operational FY96).

- Provide communications, navigations and maintenance support within jurisdiction airspace.

Projected Missions for FY 2001

- Provide Crash Fire Rescue services to an Outlying Field (OLF) currently being planned for construction during FY95. This OLF is necessary to reduce the training air traffic density at Marine Corps Air Station, Camp Pendleton, partially due to squadron relocations as a result of BRAC 91 and 93 decisions.

8. UNIQUE MISSIONS: Describe any missions which are unique or relatively unique to the activity. Include information on projected changes. Indicate if your command has any National Command Authority or classified mission responsibilities.

Current Unique Missions

- Single site AH-1 and UH-1 training in support of HMT-303. Also, includes location of the Fleet Replacement Enlisted Skills Training (FREST).

- Provide weather support to ALERT squadrons at Marine Corps Air Station, Tustin during fire fighting missions.

- Provide weather support to Marine Corps Base, Camp Pendleton Fire Department during "Fire" season.

- No National Command Authority on classified mission responsibilities.

Projected Unique Missions for FY 2001

- Joint Air Traffic Control/Range Control Radar will include shared surveillance radar, equipment, and personnel, and will be a test-site for future Department of Defense (DoD) sites with similar missions. It will also be the tested for the new generation DoD Common Console.

REGIONAL SUPPORT

ACTIVITY NAME	LOCATION	SUPPORT FUNCTION
U. S. Naval Hospital	Camp Pendleton, CA	Provide medical evacuation support.
Station Operations and Maintenance Squadron	MCAS, El Toro, CA	Provide support for search and rescue helicopters.

other support includes:

- Operational, ordnance and facility support for Marine Aircraft Group 39 to include Marine Aviation and Logistics Squadron 39; Marine Light Attack Helicopter Squadrons 169, 267, 367, 369, and Marine Helicopter Training Squadron 303; and Marine Aircraft Group 46 Det A to include Marine Attack Helicopter Squadron 775.

- Warehouse for Marine Aircraft Group 39 aviation supply.

- Facilities Support for AH-1W and UH-1N Flight Simulators, Naval Aviation Maintenance Training Detachment 1030, Fleet Replacement Enlisted Skill Training, and Marine Wing Support Squadron 372.

- Tactical Radar Support in cooperation with MATCS-38 Det C to include local airspace arrival/departure services and ground controlled precision and surveillance approaches.

- Weather Service to all tenant units, transient aircraft, and all Marine Corps Base, Camp Pendleton units to include First Marine Expeditionary Force and subordinate units. Data input via the Automated Weather Network to NAVOCEANCOMDET, Carswell AFB (Tinker AFB), for use by military and civilian organizations worldwide. Submit hourly and special weather data on a monthly basis to the Climatological Records Center in Asheville, NC for use in climatological studies.

- Marshalling and staging for First Marine Expeditionary Force, 3rd Marine Aircraft Wing, United States Air Force, National Guard aerial, delivery and assault exercises (C-130/C-141 paradrops).

- Fixed wing operational services for C-141, C-130, C-9, C-20, C-21, E-2, C-12, and other aircraft in support of First Marine Expeditionary Force and subordinate commands, Marine Corps Base, Camp Pendleton; elements of the 2nd, 3rd, and 4th Marine Aircraft Wings, and the Naval Regional Medical Center.

- Exercise support for major Joint and United States Marine Corps exercises.

- Crash, Fire and Rescue support for on site air station operations, remote deployment sites for helicopter and AV-8 aircraft, and U. S. Navy/USMC vertical replenishment evolutions.

- Mutual aid agreement between Crash Fire Rescue and the MCB, Camp Pendleton Fire Department.

- Support for airfield assault training by First Marine Expeditionary Force and United States Army units.

- Support training of U. S. Navy Seal Team Parachute Operations.

- Provide an operating base for reconnaissance, airborne command and control, medevac, liaison and logistics aircraft involved in natural disaster relief support in conjunction with the Federal Emergency Management Agency.

NOTE: Marine Corps Air Station, Camp Pendleton is completely surrounded by Marine Corps Base, Camp Pendleton. Although the Air Station is not a base tenant, the base provides many functions that would normally be performed in-house by a stand alone air station. Examples of the functions Marine Corps Base, Camp Pendleton provides for Marine Corps Air Station, Camp Pendleton include, but are not limited to:

Officer/Enlisted Billeting Facilities

Married Housing Facilities

Morale, Welfare, and Recreation Services

- Commissary

- Post Exchange

- Movie Theaters

- Gas Stations

- Athletic Facilities

- Others

Family Support Services

Postal Services

Facilities maintenance

Logistics Support

Transportation Management Services

Environmental Resource Management

Hazardous Material Disposal

Disbursing

Police

Fire

Medical

Others

Thus, Marine Corps Air Station, Camp Pendleton mission listings will not reflect many missions normally associated with a stand-alone air station.

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC): Identify your ISIC. If your ISIC is not your funding source, please identify that source in addition to the operational ISIC.

• Operational name	UIC
COMCABWEST El Toro	M67428

• Funding Source	UIC
COMCABWEST El Toro	M67428

10. PERSONNEL NUMBERS: Host activities are responsible for totalling the personnel numbers for all of their tenant commands, even if the tenant command has been asked to separately report the data. The tenant totals here should match the total tally for the tenant listing provided subsequently in this Data Call (see Tenant Activity list). (Civilian count shall include Appropriated Fund personnel only.)

On Board Count as of 1 January 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	15	220	13
• Tenants (total)	318	2026	22

NOTE: Portions of tenants do not work directly on MCAS, but support operations on MCAS (e.g. MAG-39 HQ situated in 22 Area of MCB).

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	15	220	13
• Tenants (total)	318	2026	22

NOTE: 8362U Reporting Command T/O currently staffed at HQMC provides for 317 enlisted, 27 officers and 56 civilians. It is unknown when this T/O will be approved. According to the 6 November 1992 Facilities Support Requirement 2 CH-46 squadrons from Kaneohe Bay will relocate to MCAS, Camp Pendleton during summer 1994. This includes 26 officers and 137 enlisted Marines and 12 aircraft per squadron. This would be part of the relocations of 3 to 4 squadrons as a result of BRAC 91 and 93.

11. KEY POINTS OF CONTACT (POC): Provide the work, FAX, and home telephone numbers for the Commanding Officer or OIC, and the Duty Officer. Include area code(s). You may provide other key POCs if so desired in addition to those above.

Title/Name	Office	Fax	Home
• CO/OIC			
Col D. M. Glynn	(619) 725-3788	(619) 725-8158	(619) 731-6483
• Duty Officer	(619) 725-3517	(619) 725-8158	[N/A]
• Executive Officer			
LtCol D. M. Bevis	(619) 725-3788	(619) 725-8158	(619) 726-5326

12. TENANT ACTIVITY LIST: This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or

reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, on board as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

- Tenants residing on main complex (shore commands)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
MAG-39 Camp Pendleton	M09304	287	1806	0
MATCS-38 Det C		4	83	0
MAG-46 Det A	M09749	26	136	1
Range Control/Airspace Mgmt		1	1	8
NAESU				7
PMTC				1
Flight Simulator				5

Note: According to the 6 November 1992 Facilities Support Requirement 2 CH-46 squadrons from Kaneohe Bay will relocate to MCAS, Camp Pendleton during summer 1994. This includes 26 officers and 137 enlisted Marines and 12 aircraft per squadron. This would be part of the relocations of 3 to 4 squadrons as a result of BRAC 91 and 93.

- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
N/A	N/A	N/A	N/A	N/A

- Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
N/A	N/A	N/A	N/A	N/A	N/A

- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian

N/A	N/A	N/A	N/A	N/A	N/A

13. REGIONAL SUPPORT: Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
N/A	*N/A*	*N/A*

14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

- Local Area Map. This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

- Installation Map / Activity Map / Base Map / General Development Map / Site Map. Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

- Aerial photo(s). Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

- Air Installations Compatible Use Zones (AICUZ) Map. (Provide 12 copies.)

11000
LFL/F-061

18 Feb 1994

DEPUTY CHIEF OF STAFF FOR INSTALLATIONS AND LOGISTICS COMMENTS on MCB Camp Pendleton and MCAS Camp Pendleton Activity Responses

Subj: DATA CALL ONE

1. MCAS Camp Pendleton is a separate Class 1 and Class 2 Plant Account holder totally within the confines of MCB Camp Pendleton. Services and functions are in practice interrelated to the point where MCAS Camp Pendleton could be considered both a tenant of MCB Camp Pendleton and a host to those units that are located totally within its boundaries. MCAS Camp Pendleton is not reported as a separate Marine Corps Installation on the FY 93 or FY 95 Base Structure Reports to the Office of the Secretary of Defense.

2. These comments are provided as amplification to page 10 of the MCB Camp Pendleton response and to pages 7 through 10 of the MCAS Camp Pendleton response.

3. Point of contact in this department is Major G. W. Moore at (703) 696-0865.

R. A. Tidwell

R. A. TIDWELL
DEPUTY
INSTALLATIONS AND LOGISTICS

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

MAJGEN P. D. WILLIAMS
NAME (Please type or print)

COMMANDER
Title

COMCABWEST
Activity

Signature

11 MAR '94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Title

Activity

Signature

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Title

Signature

16 MAR 1994
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

D. M. GLYNN
NAME (Please type or print)

Colonel, USMC
Title

MCAS, CamPen, CA
Division

Department

Activity

Signature

08 FEB 1994
Date

ENCLOSURE (2)

11

30. Ordnance stowage and support 44

BRAC 1995 CAPACITY ANALYSIS DATA CALL: Operational/Reserve Air Station/Facility

AIR STATION/FACILITY - UIC M67604

STATION CAPACITY

1a. For the **main airfield and each auxiliary airfield,** answer the following questions:

Airfield Name MCAS Camp Pendleton, Ca (Munn Field)

For each runway, give its designation, length, width, load capacity, lighting configurations, and arresting gear types. For each runway list any approach obstructions or any restrictions on flight patterns.

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
3/21	6000	200	See enclosure (1)		X			None

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

Note: (a)Lighting upgrade to "Full" due in FY-95.

(b) Approach restrictions: Rwy 3- mountainous terrain within 1 NM of runway. Rwy 21- Mountainous terrain surrounds runway. Antenna within 1 NM of runway restricted instrument approach minimums to 1020 feet.

(c) Pattern Restrictions: Overflight of "Ranch House" (historic site), near the approach end of runway 21, restricted during landing approach.

(d) Small arms range restrict downwind pattern.

(e) Combat Aircraft Arming Area (CALA) restricts pattern to "right grass". Must overfly by 500 feet.

(f) Expeditionary longfield arresting gear (M-21) is used to accommodate infrequent tactical jet deployment.

R

1b. Provide the **composition** (concrete, asphalt, other) and **load bearing capacity** of your aprons, ramps and taxiway.

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
A	84,875	Asphalt	See Enclosure (1)	See Enclosure (1)
B	67320	"	"	"
C	24,250	"	"	"
D	64,800	Concrete	"	"
P	659,600	Concrete/Asphalt	"	"

1c. Do you have **high speed taxiways**? Discuss number and impact on airfield operations.

No.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

NA

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

(a) Approach Obstructions: Rwy 3- Mountainous terrain within 1 NM of runway. Rwy 21- Mountainous terrain surrounds runway.

(b) Microwave Antenna restricts Minimum Descent Altitude to 1020 feet MSL (943 feet AGL) for non-precision approaches. Minimum descent for precision radar approaches is 414 feet MSL (337 feet AGL). Precision radar approaches are provided by a tactical radar detachment permanently assigned to MCAS Camp Pendleton. In FY 1996 permanent radar facilities will become operational at the air station.

(c) Weapons ranges restrict deviation north of runway centerline during approach.

(d) Pattern Restrictions: Overflight of Ranch House (historic site), near the approach end of runway 21, restricted during landing approach.

(e) Small arms ranges restrict downwind pattern.

1b. Provide the **composition** (concrete, asphalt, other) and **load bearing capacity** of your aprons, ramps and taxiway.

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
A	84,875	Asphalt	See Enclosure (1)	See Enclosure (1)
B	67320	"	"	"
C	24,250	"	"	"
D	64,800	Concrete	"	"
P	659,600	Concrete/Asphalt	"	"

1c. Do you have **high speed taxiways?** Discuss number and impact on airfield operations.

No.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

NA

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

(a) Approach Obstructions: Rwy 3- Mountainous terrain within 1 NM of runway. Rwy 21- Mountainous terrain surrounds runway.

(b) Microwave Antenna restricts Minimum Descent Altitude to 1020 feet MSL (943 feet AGL) for non-precision approaches. Minimum descent for precision radar approaches is 414 feet MSL (337 feet AGL). Precision radar approaches are provided by a tactical radar detachment permanently assigned to MCAS Camp Pendleton. In FY 1996 permanent radar facilities will become operational at the air station.

(c) Weapons ranges restrict deviation north of runway centerline during approach.

(d) Pattern Restrictions: Overflight of Ranch House (historic site), near the approach end of runway 21, restricted during landing approach.

(e) Small arms ranges restrict downwind pattern.

R

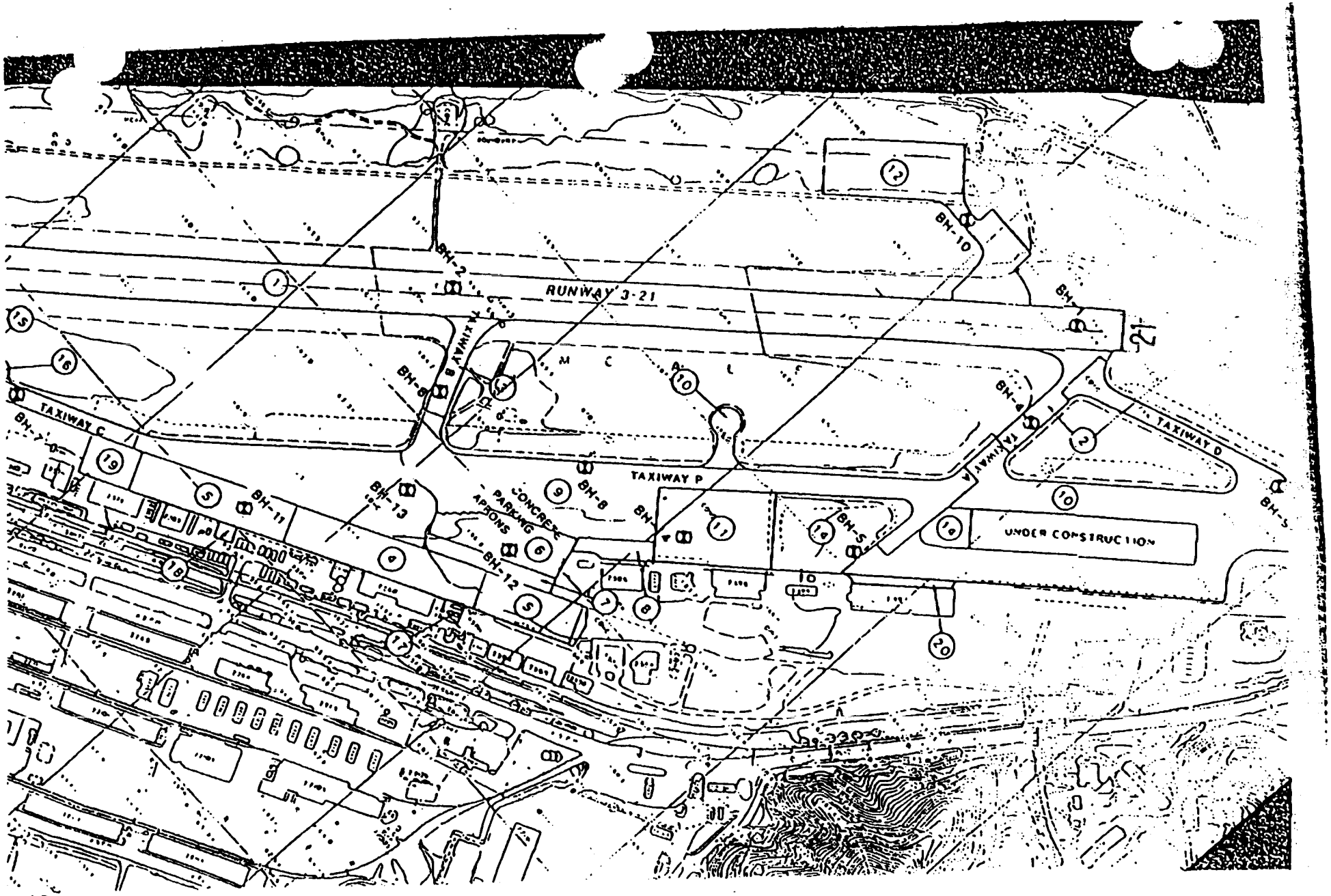
TABLE D-3

ALLOWABLE GROSS AIRCRAFT LOADS (kips)*

(for standard pass level)

Service Designation	Area Designation (Controlling Feature)	AIRCRAFT					
		Single (F-14)	Dual (P-3)	Single Tandem (C-130)	Dual Tandem (C-141)	Twin Delta Tandem (C-5A)	Tricycle (OV-1)
Runway 3-21	R1S	39.6	134.6	132.6	308.0	800.0	18.0
	R2P	35.5	145.0	140.9	350.0	800.0	18.0
	R3P	40.3	145.0	153.9	350.0	800.0	18.0
Taxiway A	T1P	38.9	145.0	148.2	350.0	800.0	18.0
Taxiway B	T2S	51.5	145.0	143.1	328.6	800.0	18.0
Taxiway C	T3P	27.2	135.6	126.3	304.3	800.0	18.0
Taxiway P	T4P	47.4	113.4	120.5	246.7	706.3	18.0
Taxiway D. E. North P	T5P	38.6	98.4	109.3	231.7	672.0	18.0
Apron	A1P	47.2	113.3	120.6	247.6	710.2	18.0
Apron	A2P	26.3	70.4	80.3	175.3	511.0	18.0
Apron	A3P	52.0	126.4	135.4	282.5	800.0	18.0
Apron	A4P	51.5	125.1	133.8	278.4	797.3	18.0
Apron	A5P	28.9	69.6	74.9	154.3	446.4	18.0
Apron	A6P	28.6	68.7	73.8	151.7	439.1	18.0
Apron	A8P	41.5	101.7	109.8	227.9	655.3	18.0
Arming Pad	(T6S)	65.0	145.0	175.0	350.0	800.0	18.0
Compass Rose	C1P	41.0	107.1	120.7	260.3	757.6	18.0
MINIMUM OF LISTED		26.3	68.7	73.8	151.7	439.1	18.0

Note: * 1 kip = 1,000 pounds


RUNWAY 3-21
TAXIWAY C
TAXIWAY B
TAXIWAY P
TAXIWAY D
TAXIWAY A
CONCRETE PARKING APRONS
UNDER CONSTRUCTION
BH-2
BH-4
BH-5
BH-6
BH-7
BH-8
BH-10
BH-11
BH-12
BH-13

ENCLOSURE (1)

Marine Corps Standard Evaluation Aircraft Types," including addition of light fixed-wing aircraft, and a reduction in the number of total passes for the primary 5 aircraft used in the initial evaluation.

TABLE D-2

MODIFIED EVALUATION AIRCRAFT TYPES

Landing Gear Configuration	Representative Aircraft	Tire Pressure (psi)	Maximum Gear Load (pounds)	Total Passes Over Design Life
Singls	F-14	240	30,000	600,000
Dual	P-3	190	68,000	1,200
Single Tandem	C-130	65	84,000	88,000
Dual Tandem	C-141	180	155,000	1,200
Twin Delta Tandem	C-5A	115	90,000	1,200
Tricycle	OV-1	32	18,000	685,220

Note: Design life passes represents the projected number of aircraft departures at the maximum gear load.

Results of these supplemental analyses are presented on Drawings D-15 through D-32. Results of these analyses were used for the current version of Table 6-2, "Calculated Overlays," in this report.

A summary of the "AIRPAVE" results for allowable gross aircraft loads on the current pavement sections is presented in Table D-3, "Allowable Gross Aircraft Loads." The allowable gross aircraft loads are tabulated for the 6 modified aircraft types listed in Table D-2, above.

(f) CALA, near the approach end of runway 21, restricts "right grass" pattern. Must be overflown at 500 feet.

1f. For the main airfield and each auxiliary and outlying field, discuss any **runway design features** that are specific to particular types of aircraft (i.e., are the airfield facilities designated primarily fixed wing jet, prop, or helo aircraft?)

The runway is designed to take both fixed wing and helicopter aircraft. It is also suitable for jet traffic.

2a. List the **number of flight operations** (take-off, landing, or approach without landing) that the main airfield and all auxiliary fields can support on an hourly basis in both VMC and IMC. Comment on the factors at each field that limit this capacity (e.g., taxiway/runway limitations, airspace, ATC restrictions, environmental restrictions).

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Main	10	90	Single runway configuration, Limited Taxiways, Limited radar communication (Ground control, local control, GCA all use a common VHF FREQ). Airspace proximity to adjacent Class B Airspace limits number of IMC departures. Noise abatement and no fly zones within airport traffic area affect traffic flow.
Auxiliary _____	NA	NA	NA
Auxiliary _____	NA	NA	NA
Auxiliary _____	NA	NA	NA

2b.. Provide the average number of **(historical) flight operations** per month conducted at this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and how derived). A flight operation is defined as a take-off, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	10260	301	NA	NA	NA	NA	NA	NA
1992	10930	287	NA	NA	NA	NA	NA	NA
1993	*7623	*237	NA	NA	NA	NA	NA	NA

*Note: The monthly average flight operations are the yearly total divided by 12 months. However, in 1993, the air station was only open for nine months of flight operations due to damage incurred during flooding in January 1993, and the adjusted monthly flight operations average is 10,164.

2c. What percent of your flight operations at home field are Fleet Carrier Landing Practices (FCLPs)?

None.

2d. Are you designated as an **authorized divert field** for any non-DoD aircraft? Explain.

No.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices.

No.

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices.

No.

2g. What **percentage of total operations are civilian**?

Less than .5 percent of operations are civilian. These operations are case by case and related

to military unit support for MCB Camp Pendleton.

2h. Describe the major **civilian air traffic structures** (routes, terminal control areas, approaches, etc.) discuss the present and likely future impact of each on air station operations.

The major civilian air traffic structure surrounding MCAS Camp Pendleton is primarily associated with the Oceanside VORTAC (located on Camp Pendleton) and includes Victor Airways 23, 165, 25, 208, 186, and 458.

Approximately 13 NM south is the San Diego Class B Airspace controlled by San Diego TRACON, which services all local civil and military airports fed by the above mentioned airways.

Within the area of responsibility of San Diego TRACON is approach control airspace that is delegated to MCAS Camp Pendleton. This airspace is called "LIMA" and is located directly over and to the Northeast of the Air Station.

Of the five instrument approaches into MCAS Camp Pendleton, only one, the VOR/DME or TACAN 2 RWY 21 utilizes the Oceanside VORTAC. The compulsory altitude restrictions on the Standard Instrument Departures are governed by the Victor Airways established from the Oceanside VORTAC.

The current local air traffic is adequate for the present needs of this air station. Future needs are dependant on any proposed increase of aircraft at the air station beyond current base loading. An increase in tenant aircraft will cause a proportionate increase in IFR operations.

The proximity of Oceanside and Palomar airports to Oceanside VORTAC and Victor 23 (the major North-South airway along the coast) routinely delay IFR departures from Camp Pendleton. The VORTAC is the initial approach fix for approaches into both airports.

An aircraft flying an instrument approach into Palomar or Oceanside airports from Victor 23 (the major North-South airway along the coast) will routinely delay IFR departures from Camp Pendleton for up to 10 minutes. The Victor airway to the Southwest restricts the amount of airspace delegated to MCAS Camp Pendleton and requires additional coordination between the tower, radar air traffic control facility and the FAA for any instrument departures.

The airspace overlying and adjacent to Camp Pendleton is not adequate to support the **existing** tenant organizations and cannot assume a significant additional workload. MCAS Camp Pendleton Airspace is completely constrained by V23-165 to the West, V208-458 to the South, V186 to the East and R2503 operations to the North. Vertical expansion is possible, but vertical expansion would be of little value to users for training, although flight safety in instrument conditions would be considerably enhanced by such an increase

2i. Are there any **air traffic control constraints**/procedures that currently, or may in the future, limit air station operations? If yes, fully explain impact.

Air traffic control procedures are constrained due to the limitations described in paragraph 2h above.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted).

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Main Airfield	Clsd	0800 1600	0800 2200	0800 2200	0800 2200	0800 1700	Clsd
Aux. Airfield _____	NA	NA	NA	NA	NA	NA	NA
Aux. Airfield _____	NA	NA	NA	NA	NA	NA	NA
Aux. Airfield _____	NA	NA	NA	NA	NA	NA	NA

Note: The Air Station is open one weekend a month in support of a reserve squadron. During one week of each month the air station is open until approximately 2400 for three or four days to accomodate night vision goggle (NVG) operations.

3a. Assuming that airfield operations are **not constrained** by operational funding (personnel support, increased overhead costs, etc.), what **additional capacity** (in flight operations per hour) could be gained with the current equipment, physical plant, etc.? Provide details and assumptions for all calculations.

IMC: Many factors determine the numbers of IMC operations per hour any given airport can accommodate (e.g. Radar/Non Radar separation criteria, runway configuration, route flight, communications, adjacent airspace, aircraft categories). Optimum for a 1 runway configuration would be 30 sec intervals between arrival and departures or 120 IFR operations per hour. Airspace constraints and the existing Letter of Agreement with San Diego TRACON limit this air station to an average of 1 departure every 6 minutes, at best, or 10 per hour. The contraints identified in 2h. make additional growth of the station's IFR capacity impossible.

VMC: VMC operations capability are derived by several factors: traffic congestion, traffic

flow, complexity of operations, weather, number of users and comfort level of controller in charge (local), as well as traffic pattern constraints (e.g. Historical Site-(noise abatement), Combat Aircraft Loading Area (flight restrictions). Tenant squadrons training cannot be conducted 24 hours a day because most training operations are day requirements. Only 23 percent of the daily operations are conducted at night. Additionally, the contraints identified in 1e. make expansion of the air station's current capacity inpractical and unsafe.

3b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

The only feasible way to increase VMC operational capacity on site would be add another parallel runway with 1000 feet between center lines. This is not possible at MCAS Camp Pendleton. BRACON will add no additional flight operations capacity. An auxilliary Helicopter Outlying Landing Field (HOLF) would be necessary to accomodate expected training operations and increased transient refueling requirements. No auxilliary field is projected in conjunction with BRACON.

Even assuming that additional equipment is available, realization of additional capacity will be limited to physical expansion limitations. The Air Station has been built up to it's borders in practically every direction. Currently, the station is so busy that simultaneous operations are conducted using the runway and the grass area adjacent to the runway. Space for additional runways is simply not available. Expanding the existing borders of the air station is largely impractical due to the proximity of terrain, weapons range, endangered species, major road arteries, Margarita River flood plane, a historical site (Ranch House), and existing MCB facilities.

3c. What **additional projects** could be added to provide **additional operating capacity**? At what estimated cost? Provide details and assumptions for all calculations.

Additional operational capability could be gained by extending the runway 1000 feet to the northwest and increasing the weight-bearing capacity. The air station is currently limited to light-loaded cargo aircraft. A longer runway with increased weight-bearing capacity would allow a greater mount-out capability from MCAS Camp Pendleton.

Construction of a hard surface Helicopter Outlying Landing Field (HOLF) would increase the training opportunities afforded to the tenants by providing them with an alternate location to perform training maneuvers. The increased loading at the station from the implementation of BRAC II/III will effectively eliminate pattern training maneuvers at the air station. Rough estimates for the construction of a HOLF consisting of a 4000 x 150 foot hard surface runway and 4000 x 150 grass strip with appropriate lighting is $14 million.

3d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g. airspace size/availability, AICUZ restrictions,

environmental restrictions, land areas). Provide details of calculations.

Under present conditions, there is no additional capacity available. Four HMLA squadrons rotate hanger facilities and ramp space which was designed for three squadrons (one squadron is always deployed). There are no transient facilities for non-resident squadrons to send detachments to MCAS Camp Pendleton (as in the case of MCAS Yuma). With the completion of construction of a new reserve hangar, one hangar becomes available for a short time, until occupied by an inbound CH-46 squadron (BRAC Realignment) in FY-95.

Of the 49.5 acres of semi-improved land suitable for improvement, 30 acres are limited by airfield runway and explosives safety arc/clear zone requirements. All of the 58 acres of unimproved land is constrained by environmental restrictions. It is composed of endangered species habitat (Least Bell's Vireo) and wetlands. Development of habitat acreage is possible but will require extensive habitat mitigation, at great expense and time delay. Of the 58 acres, 15 acres are further constrained by airfield clearance requirements. (See 3b).

The limited availability of usable land significantly inhibits further growth at the Air Station. Adjacent land from Marine Corps Base to the south would require redevelopment from its existing improved condition, to be suitable for Air Station requirements. Other areas surrounding the air station are constrained by the Santa Margarita River to the West and North. The Marine Corps Base Ranch House is on the East. The Ranch House is the I MEF Commanding General's residence and is a historical structure.

The airspace overlying and adjacent to Camp Pendleton is not adequate to support the **existing** tenant organizations and cannot assume and additional workload. A 0% increase is realistic. MCAS Camp Pendleton Airspace is completely constrained by V23-165 to the West. Vertical expansion is possible, but vertical expansion would be of little value to user for training, although flight safety in instrument conditions would be considerably enhanced by such an increase.

4. List all **NAVAIDS** with published approaches that support the main airfield and/or your auxiliary airfields. Note any additions/upgrades to be added between now and FY1997.

NAVAID		DESCRIPTION/LOCATION
Oceanside VORTAC	OCN	Chan 100 n 33 deg. 14.44' w117 deg 25.01'
Camp Pen TACAN	NFG	Chan 55 n 33 deg 18.07' w117 deg 21.07'

BASING

5a. List all **active duty USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), that will be permanently stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
HMT-303	20/12	AH-1W/ UH-1N	20/ 10	20/ 12	12/ 12	20/ 12	20/ 12
HMLA-169 Note (1)	18/9	0	0	0	0	0	0
HMLA-267	18/9	AH-1W/ UH-1N	12/ 12	18/ 9	18/ 9	18/ 9	18/ 9
HMLA-367	18/9	AH-1W/ UH-1N	12/ 12	18/ 9	18/ 9	18/ 9	18/ 9
HMLA-369	18/9	AH-1W/ UH-1N	12/ 12	12/ 12	18/ 9	18/ 9	18/ 9
HMM-166 Note (2)	12	CH-46E	N/A	N/A	0	0	0
HMM-265	12	CH-46E	N/A	12	12	12	12
HMM-268	12	CH-46E	N/A	N/A	12	12	12
HMM-364	12	CH-46E	N/A	12	12	12	12

Notes:

(1) One HMLA squadron will either PCS to WESTPAC or one HMLA will always be deployed in support of UDP. HMLA-169 represents that unit in this chart.

(2) One HMM squadron will always be gone in support of the deployed MEU (SOC). HMM-166 represents that unit in this chart.

5b. Summarize average **visiting squadron/det loading** on air station operations(i.e. airwing/wing weapons deployment).

There are significant numbers of single aircraft visits, however, there are minimal squadron/detachment deployments. Those squadron/detachment deployments that do occur

are generally very disruptive to tenant unit operations due to traffic pattern overloading, constrained aircraft parking, and refueling delays.

5c. If a major percent of flight operations at your air station is from other than permanently stationed squadron/detachments, provide explanation.

A significant number of aircraft use MCAS Camp Pendleton for a refuel point (single takeoff and landing per aircraft). There is minimal landing pattern work by non-tenant aircraft.

6a. List all **reserve Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), which will be stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
HMLA-775(-)	12/6	AH-1W/UH-1N	12/ 6	12/ 6	12/ 6	12/ 6	12/ 6

6b. For each **reserve squadron** at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section (i.e. not enough qualified reservists in the area).

Squadron: HMLA-775(-) *	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	28	3	**	**	28	3	**	**	24	3	19	3
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	4	2	**	**	4	2	**	**	5	3	2	2
Enlisted	109	27	**	**	109	27	**	**	74 103	22	77 96	20

Remarks:* HMLA-775(-) personnel numbers include MAG-46, Det A personnel who provide I&I support. Effective 01 Aug 1994 all billets will be consolidated into HMLA-775(-).

** Records were destroyed in a flood which occurred in Jan 1993.

7. List all **Station aircraft** by number, type, model, and series (T/M/S), which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

None.

8. List all **DoD and non-DoD aircraft** not previously listed, by custodian, including number, type, model, and series (T/M/S) of aircraft, which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

None.

9a. List other **operational command or support units** (i.e. air wing staffs, MWSG, MWSS, MACG, MASS, etc.) stationed at this installation. For each Unit, give the unit identification number/UIC, mission, and facilities required (currently being used) to support the unit (i.e. equipment parking - 2500 SF; maintenance shop-200 SF; etc.).

Unit: MALS-39 UIC: M01158

Mission: AIMD Support MAG-39

Facilities Currently in Use:

Hangar 2378: 60,146 SF/Open & Covered Storage: 20,000 SF

9b. Due to BRAC or other realignments, what increases/decreases in operational command or support units will occur at your installation. Provide expected gains/losses by year through 2001.

None.

10a. List all **other USN/USNR, USMC/USMCR, and other DoD or non-DoD active and SELRES units** not listed previously, that are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

None.

10b. For each of these other **reserve Navy/Marine Corps** units at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NA

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated.

HMLA-775(-)	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	0	0	0
NFO	NA	NA	NA
Other Officers	0	0	0
Enlisted	0	0	0

TRAINING SUPPORT

12a. Estimate the number of **flight operations** (take-off, landing, touch and go, and approach without landing) per year at your installation that are needed **to maintain required operational readiness** by each squadron/unit assigned to the installation. Provide comments on the basis for these values.

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
HMT-303	AH-1W/UH-1N	38,000	10 OPS/SORTIE
'MLA-169	AH-1W/UH-1N	18,000	4 OPS/SORTIE
HMLA-267	AH-1W/UH-1N	18,000	4 OPS/SORTIE
HMLA-367	AH-1W/UH-1N	18,000	4 OPS/SORTIE
HMLA-369	AH-1W/UH-1N	18,000	4 OPS/SORTIE
HMLA-775 (-)	AH-1W/UH-1N	2,334	

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are **required for** each user to maintain **required operational readiness**. Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] Include RON/domestic deployment training

All hours are estimated. MCAS tenants do not and are not required to keep this data.

SUA	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
R2503	MCB CPEN	ORD, TERF, NVG	MCB CPEN (M33060)	MAG-39	ORD, TERF, NVG	5,200
R2533	MCB CPEN	ORD, TERF, NFG	MCB CPEN (M33060)	MAG-39	ORD, TERF, NVG	4,760
R2501	MCB PALMS NM	ORD, TERF, NFG	MCB 29 PALMS (M35101)	MAG-39	ORD, TERF, NVG	1,650
7291	SAN CLEMENTE ISLAND	ORD, TERF, NVG	FACSFAC SAN DIEGO (N09528)	MAG-39	ORD, TERF, EW	81
R2507N/S	SE CA 95NM	ORD, TERF, NVG	YUMA RNG CNTRL (M02231)	MAG-39	ORD, TERF, NVG	783
R2301W	SW AZ 160NM	TERF, ACM, NVG	YUMA RNG CNTRL (M02231)	MAG-39	TERF, ACM, NVG	1,125
R2301E	SW AZ 80NM	ORD, TERF, NVG	YUMA RNG CNTRL (M02231)	MAG-39	ORD, TERF, NVG	150
R2306/7/8	YPG, AZ 152NM	ORD, TERF, NWG	YPG RNG CNTRL (MP-R)	MAG-39	ORD, TERF, NVG	90

[1] include RON/domestic deployment training

R2505	NWC CHINA LAKE 160NM	ORD, NVG, EW	NWC CHINA LAKE (N60530) (N47312)	MAG-39	ORD, NVG, EW	130
R2510	EL CENTRO CA 85NM	ORD, NVG, TERF	NAS EL CONTRO (N60042)	MAG-39	ORD, NVG, TERF	150
R2512	SAN CLEMENTE CA 110NM	ORD, NVG	NAS EL CENTRO (N60042)	MAG-39	ORD, NVG	80
R24806	INDIAN SPRINGS NV 220NM	ORD, NVG, ACM	NELLIS AFB (554RANS)	MAG-39	ORD, NVG, ACM	230

TERF - Terrain Flight ORD - Ordnance Delivery
ACM - Air Combat Manuvering NVG - Night Vision Goggle Operations

Remarks: None.

12c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

All hours are estimated. MCAS tenants do not and are not required to keep this data. Tenants do not keep data on hours scheduled verses hours utilized. Data provided derived from "best guess" timate by individual units.

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]	Operating Limitations [2]
					# Hours	# Hours	
R2503	MCB CPEN	ORD, TERF, NVG	MCB CPEN (M33060)	1991		5200	1
				1992		5200	1
				1993		5200	1
R2533	MCB CPEN	ORD, TERF, NVG	MCB CPEN (M33060)	1991		4760	1
				1992		4760	1
				1993		4760	1
R2501	MCB 29 PALMS 90NM	ORD, TERF, NVG	MCB 29 PALMS (M35101)	1991		1650	NONE

				1992		1650	NONE
				1993		1650	NONE
W291	SAN CLEMENTE ISLAND 50NM	ORD, TERF, EW	FACSFAC SAN DIEGO (N09528)	1991		81	NONE
				1992		81	NONE
				1993		81	NONE
R2507 N/S	CHOCOLATE MTS 95NM	ORD, TERF, NVG	YUMA RNG CNTRL (M02231)	1991		780	NONE
				1992		780	NONE
				1993		783	NONE
R2301W	EAST OF YUMA 160NM	TERF, ACM, NVG	YUMA RNG CNTRL (M02231)	1991		1100	NONE
				1992		1100	NONE
				1993		1125	NONE
.2301E	EAST YUMA AZ 100NM	ORD, TERF, NVG	YUMA RNG CNTRL (M02231)	1991		150	NONE
				1992		150	NONE
				1993		150	NONE
R2306/7/8	YQG, AZ 152NM	ORD, TERF, NVG	YPG RNG CNTRL (MP-R)	1991		90	NONE
				1992		90	NONE
				1993		90	NONE
R2505	NWC CHINA LAKE 160NM	ORD, NVG, EW	NWC CHINA LAKE (N60530) (N47312)	1991		130	NONE
				1992		130	NONE
				1993		130	NONE

R2510	NAS EL CENTRO 85NM	ORD, NVG, TERF	NAS EL CENTRO (N60042)	1991		150	NONE
				1992		150	NONE
				1993		150	NONE
R2512	NAS EL CENTRO 110NM	ORD, NVG,	NAS EL CENTRO (N60042)	1991		80	NONE
				1992		80	NONE
				1993		80	NONE
R4806	INDIAN SPRINGS AUX 220NM	ORD, NVG, ACM	NELLIS AFB (554RANS)	1991		230	NONE
				1992		230	NONE
				1993		230	NONE

(1) R2503/2533'S Small size impose limits on some operations. AH-1W Night targeting system (laser range finder) use is difficult to coordinate and severely constrained due to "eye safe"requirements.

12d. Assuming that the flight training facility is **not constrained by operational funding** (personnel pport, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

MCAS Camp Pendleton can't provide accurate data on this subject. Recommend that the SUA controlling agencies be contacted directly.

12e. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

MCAS Camp Pendleton can't provide accurate data on this subject. Recommend that the SUA controlling agencies be contacted directly.

12f. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

MCAS Camp Pendleton can't provide accurate data on this subject. Recommend that the SUA controlling agencies be contacted directly.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

MCAS Camp Pendleton can't provide accurate data on this subject. Recommend that the SUA controlling agencies be contacted directly.

2h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

Please see MCB CPEN Data Call 24 and sections 2h, and 3a of this Data Call.

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness?

[1] Include RON/domestic deployment training

All hours are estimated. MCAS tenants do not and are not required to keep this data.

Ground Training Facility	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
Rifle Range	MCB CPEN	Requal	MCB CPEN (M33060)	MAG-39	Requal	9000
Pistol Range	MCB CPEN	Requal	MCB CPEN (M33060)	MAG-39	Requal	2250
Pool	MCB CPEN	Swim Qual	MCB CPEN (M33060)	MAG-39	Swim Qual	1000
NBCD	MCB CPEN	NBC Requal	MCB PEN (M33060)	MAG-39	NBC Requal	200
9D5 1	MCAS EL TORO (50)	Aviation Water Survival	MCAS EL TORO (35241)	MAG-39	Aviation Water Survival Requal	240

Remarks:
(1) Water Survival Training including Helo Dunker

13b. For each **ground/water training facility/range/training area** listed above, complete the following table:

ll hours are estimated. MCAS tenants do not and are not required to keep this data. Tenants do not keep data on hours sculed verses hours used. Data derived from "best guess" estimates by individual units.

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized
					# Hours	1# Hours
Rifle Range	MCB CPEN 15NM	M-16 Requal	MCB CPEN (M33060)	1991		9000
				1992		9000
				1993		9000
Pistol Range	MCB CPEN 15NM	M-9 Requal	MCB CPEN (M33060)	1991		2250
				1992		2250
				1993		2250
Pool	MCB CPEN 10NM	Swim Qual	MCB CPEN (M33060)	1991		1000
				1992		1000
				1993		1000
NBCD	MCB CPEN 8NM	NBCD Quals	MCB CPEN (M33060)	1991		200
				1992		200
				1993		200
9D5	MCAS EL TORO 55NM	Av Water Survival	MCAS EL TORO (N35241)	1991		240
				1992		240
				1993		240

More ground/water facility data next page.

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).

13c. Assuming that the ground training facility/range/training areas are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. what **additional capacity** (beyond scheduled) could be gained? Provide details and assumptions for all lculations.

Please see MCB CPEN Data Call Number 24.

13d. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional capacity** would be realized? Provide cost and details of all additional capacity calculations.

Please see MCB CPEN Data Call Number 24.

13e. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

Please see MCB CPEN Data Call Number 24.

13f. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., zoning restrictions, lack of available space, etc.).

Please see MCB CPEN Data Call Number 24.

14a. By facility Category Code Number (CCN), provide the usage requirements for each course of instruction required for all formal schools on your installation. Do not include requirements for aintaining unit readiness, GMT, sexual harassment, etc. Include all applicable 171-XX and 179-xx CCN's.

CCN: 17120/17135

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
17135	Inst Grad School	Aviation	250	5	1250	290	5	1450
17135	NVG LAB	Aviation	75	10	450	75	10	450
17135	BCWD	Aviation	75	2	150	90	2	180
17135	Form Lecture	Aviation	75	1	75	90	1	90
17135	TERF Lecture	Aviation	75	1	75	90	1	90
17135	AH-1W SIM	Aviation	250	10	2500	250	15	2880
17135	AH/UH Self Passed	Aviation	135	62*	8370	145	628	8990

17120	210C	AH1 COM/NAV	46	74	3404	110	74	8140
17120	210G	THCDS	47	96	4512	110	96	10560
17120	3726	UH1N PWRPLN	103	96	9888	C	A N	X
17120	058S	H1 A/F	42	56	2352	122	56	6832
17120	053D	H1 HYD	45	56	2520	122	56	6832
17120	4637	T-400 MAINT	20	101	2020	29	101	2929
17120	210F	AH1WP/PRTRS	85	147	12495	C A	N X	
17120	4566	H1AFCS/SCAS	12	80	960	30	80	2400
17120	116T	WIREBNDRLRPR	37	40	1480	110	40	4400
17120	122M	H1 E I	11	80	880	0	80	2400
17120	210B	AH1ELECSCAS	40	200	8000	110	200	22000
17120	282S	GPU GUNPOD	43	56	2408	C A	N X	
17120	065P	H1 NARCADS	8	74	592	30	74	2220
17120	335X	M197 FEEDER	39	40	1560	82	40	3280
17120	2754	GTU1A/GTK4	46	56	2184	50	56	2800
17120	048N	GAU2B/A	39	56	2184	50	56	2800
17120	210A	AH1W ARM	39	74	2886	50	74	3700
17120	138J	AH1TRTAVI	5	106	530	7	106	742
17120	185H	H1BOMBRACK	36	79	2844	32	79	2528
17120	2576	H1PILOTFAM	51	32	1632	57	32	1824
17120	1833	AH1PLTFAM	90	40	3600	99	40	3960
17120	220T	UH1CREWCHF	18	440	7920	21	440	9240
17120	380K	AH1P/PRTRS	N/A	N/A	N/A	165	300	49500
17120	397X	NICADBATT	N/A	N/A	N/A	30	24	720
17120	420P	H1P/PMOJT	N/A	N/A	N/A	243	230	55890
17120	220N	CREWCHFFLY	N/A	N/A	N/A	39	302	11778
17120	420C	H1COMBMAINT	N/A	N/A	N/A	243	32	7776

A = Students per year
B = Number of hours each student spends in this training facility for the type of training received
C = A X B

* Average of Hours required to complete the various UH/AH-1 syllibi.

14b. By Category Code Number (CCN), complete the following table for all **training facilities** aboard the installation. Include all 171-xx, 179-xx CCN's.

For example: In the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 17120/17135

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
17135	5	25	60,000
17120 (FREST DATA)			
C1023354/210C	46	9	3404
C1983351/210G	47	9	4512
C6003355/3726	103	9	9888
C6003360/058S	42	9	2352
C6003361/053D	45	9	2520
C6013137/4637	20	9	2020
C60113351210F	85	9	12495
C6023342/4566	12	9	960
C6-23357/116T	37	10	1480
C6023358/122M	11	9	880
C6023360/210B	40	9	8000
C6463124/282S/	43	9	2408
C6463346/065P	8	9	592
C6463352/335X	39	9	1560
C6463355/2754	46	9	2576
C6463357/048N	39	9	2184
C6463361/210A	39	9	2886

C6463362/138J	5	9	530
C6463522/2576	36	9	2844
C2C3352/2576	51	12	1632
C2C3356/1833	90	12	3600
C2C3341/220T	18	9	7920

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Define how the student HRS/YR value in the preceding table was derived.

CCN 17135 Assumptions:

* 190 Training days/year (subtract weekends, holidays, and squadron deployments)
* 8 hr. training day
* 5 Class Rooms: (2) 5 student Self paced text learning center rooms
  (2) 5 student briefing rooms
  (1) 25 student class room

CCN 17120 Assumtions:

* Based on the mandated square foot per student guidance and course length as defined by the ciriculum guide.

14c. Assuming that the ground school training facility **is not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

CCN 17135 - Comparison of the requirements verses design capacity indicate a large excess capacity exists. However, the data is skewed by the single 25 student class room. The two five student rooms used for self passed texts currenttly experience an 80% utilization rate. Increase in HMLA PAA will drive the utilization rate of these facilities to 90+%. The design capacity data fails to consider the heavy use of the 25 man class room for GMT and other mandated training.

CCN 17120 - The Frest is currently operating at or near capacity as comparison of the data in 14a & 14b will show.

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome.

Upon completion of PB1995 MILCON and FY97 BRACON there will be no room for further major construction aboard the air station and expansion of the air station's boundaries for construction is not cost effective. The station is bounded on the south by Vandegrift

C6463362/138J	5	9	530
C6463522/2576	36	9	2844
C2C3352/2576	51	12	1632
C2C3356/1833	90	12	3600
C2C3341/220T	18	9	7920

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Define how the student HRS/YR value in the preceding table was derived.

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* 5 Class Rooms: (2) 5 student Self paced text learning center rooms
  (2) 5 student briefing rooms
  (1) 25 student class room

CCN 17120 Assumtions:

* Based on the mandated square foot per student guidance and course length as defined by the ciriculum guide.

14c. Assuming that the ground school training facility **is not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

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Boulevard and the 22 Area Warehouse Complex. Vandegrift is Marine Corps Base Camp Pendleton's major transportation artery and the 22 Area Warehouse complex is the base's major storage are. To the west and north, the air station is bounded by the Santa Margarita River, one of southern California's last undisturbed wet lands and home to the Least Bell's Vireo, an endangered passerine. The O'Neil Ranch House borders the air stations western edge. The Ranch House is listed on the National Historical Register and is the residence of the I MEF Commanding General.

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate **facilities** in terms of square feet and number of students.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
M67604	171-20	Applied Inst. AH-1/UH-1	29,162	135	0	0	0	0	29,162	
M67604	171-35	Flight Simulator AH-1/UH-1	19,320	135	0	0	0	0	19,320	

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

NA

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

NA

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to

Boulevard and the 22 Area Warehouse Complex. Vandegrift is Marine Corps Base Camp Pendleton's major transportation artery and the 22 Area Warehouse complex is the base's major storage are. To the west and north, the air station is bounded by the Santa Margarita River, one of southern California's last undisturbed wet lands and home to the Least Bell's Vireo, an endangered passerine. The O'Neil Ranch House borders the air stations western edge. The Ranch House is listed on the National Historical Register and is the residence of the I MEF Commanding General.

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Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
M67604	171-20	Applied Inst. AH-1/UH-1	29,162	135	0	0	0	0	29,162	135
M67604	171-35	Flight Simulator AH-1/UH-1	19,320	135	0	0	0	0	19,320	135

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

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NA

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

NA

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to

conduct intermediate maintenance.

NA

15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

NA

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

NA

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

NA

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

NA

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

NA

FACILITIES

16a. Using the types (and mix) of aircraft currently stationed at your installation, project the additional number of these aircraft (maintain approximate current mix/ratio of A/C) that <u>could be based</u> and parked on your **current parking aprons.**
Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
AH-1W	62	0	3	62	65
UH-1N	56	0	3	56	59

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, parking angle, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces. Indicate if taxiway aprons are used in the projection.

NOTE: The following assumptions were used to derive the above numbers:

a. No taxiway parking is available

b. The aircraft were not parked in a "folded" or "slashed" position because of towing requirements for skid helicopters

c. Appropriate safety clearances were maintained between aircraft.

16b. List current **usage of parking apron area** in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5 ,6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001.

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
NA	1,889,653	40,000				10,000	
Column totals	1,889,653	40,000				10,000	1
Grand total	1,939,653						

[1] Grand total

Notes:
(1) There is only a single apron at MCAS Camp Pendleton.
(2) Reserve and Transient parking is estimated.
(3) There is no apron access area at CPen.

16c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional parking capacity** would be realized? Provide cost and details of all additional capacity calculations.

The timely completion of PB 1995 MILCON and FY97 BRACON will allow the air station to support three additional HMM (CH-46E) squadrons (a fourth squadron will always be deployed) and a four aircraft CH-53E detachment (assigned to "on deck" CH-46 sqdn for MEU(SOC)) mandated by BRAC II/III. The construction is not designed to provide the station with addition capacity beyond the scope of BRAC II/III. In actuality the ability of the air station to handle visiting aircraft will be more limited after Brac II/III is completed.

16d. What additional projects could be added to provide parking space? At what estimated cost? Provide details and assumptions for all calculations.

The construction of new facilities would enhance the air station's capabilities in this area, but the limiting factors of 16e are germane.

16e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

Upon completion of PB 1995 MILCON and FY97 BRACON there will be no room for further major construction aboard the air station and expansion of the station's boundaries for construction is not cost effective. The station is bounded on the south by Vandegrift Boulevard and the 22 Area Warehouse complex. Vandegrift is Marine Corps Base Camp Pendleton's major transportation artery and the 22 Area Warehouse complex is the base's major storage area. To the west and north, the air station is bounded by the Santa Margarita River, one of southern California's last undisturbed wet lands and home to the Least Bell's Vireo, an endangered passerine bird. The O'Neil Ranch House borders the air station's eastern edge. The Ranch House is listed on the National Historical Register and is the Residence of the I MEF Commanding General.

17a. List the **hangars** at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimens-ions	Limit-ing Height	Current Usage	In SF			
						Adequate	Sub-standard	Inadequate	Total
2360	0	64	65X258	30	*	27,252	23,980	0	51,232
2386	I	80	65X171	30	HMLA	17,160	15,600	0	32,760
2396	I	87	65X225	30	HMT	17,280	19,953	0	37,233
2397E	I	88	65X226	30	HMLA	17,280	20,009	0	37,289
2397W	I	88	65X214	30	HMLA	17,280	20,009	0	37,289
23144	I	94	65X230	30	HMA(R)	17,280	20,500	0	37,780
2378	I	74	80X208	30	MALS	43,106	17,040	0	60,146

* Hangar 2360 was vacated May 1994 when HMLA-775 moved to its new hangar, 23144. Hangar 2360 will become the home of an HMM squadron in FY95 as mandated by BRAC II.

** Substandard due to flood damage to hanger doors. Repair funds programed for FY95.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

17b. For each **hangar** provide **space allocation** information listed in table below. Indicate if OPS/ADMIN space is in a non-contiguous building, Provide subtotal for each hangar.

Hangar #/ID/Type	SQD/Mod# Assignment [1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C [2,3] Line parking spaces		
					#/ Module	SF	Elec. Pwr.
2360	*	10,980	16,272	23,980			N
2386	HMLA-369	8,580	8,580	15,600			N
2396	HMT-303	8,640	8,640	20,009			N
2397E	HMLA-267	8,640	8,640	20,009			N
2397W	HMLA-169	8,640	8,640	20,009			N
2378	MALS-39	18,670	24,436	17,040			N
TOTAL		64,150	75,208	116,640			

All hangers are single module with contiguous admin shop space.

* Hangar 2360 was vacated on 15 May 1994 and awaits the FY95 arrival of a realignment HMM squadron.

[1] Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)
[2] Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces
[3] Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

17c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional hangar capacity** would be realized? Provide cost and details of all additional capacity calculations.

The timely completion of PB 1995 MILCON and FY 97 BRACON will allow the air station to support three additional HMM (CH-46E) squadrons (a fourth squadron will always be deployed in support of the deployed MEU) and a four aircraft CH-53E detachment mandated by Brac II/III. The construction is not designed to provide the station with addition capacity beyond the scope of BRAC II/III. All CH-46 and UH-1/AH-1 squadrons will continue to "hot turn" available hangars as the outbound UDP unit turns its hangar over to the inbound UDP unit

17d. What additional projects could be added to provide more hangar space? At what estimated cost? Provide details and assumptions for all calculations.

The construction of new facilities would enhance the air station's capabilities in this area but the limiting factors of 17e are germane.

17e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, lack of expansion space, etc.).

Upon completion of PB 1995 MILCON and FY 97 BRACON there will be no room for further major construction aboard the air station and expansion of the station's boundaries for construction is not cost effective. The station is bounded on the south by Vandegrift Blvd and the 22 Area Warehouse complex. Vandegrift is MCB Camp Pendleton's major transportation artery and the 22 Area Warehouse complex is the base's major storage area. To the west and north the air station is bounded by the Santa Margarita River, one of southern California's last undisturbed wet lands and home to the Least Bell's Vireo, and endangered passerine bird. The O'Neil Ranch House borders the air stations eastern edge. The Ranch House is listed on the National Historical Register and is the Residence of the I MEF Commanding General.

17f. List all **squadrons/detachments** normally homeported at this air station that were deployed and **not assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Deployed Location
HMLA-367	(12) AH-1W/(6) UH-1N	MCAS FUTENMA, OKINAWA

1. One HMLA squadron is always deployed to Okinawa. The HMLAs rotate at six month intervals. Should the Okinawa HMLA return to CONUS (and not be replaced by a MCAS squadron) it would not have assigned hangar or maintenance spaces. The same situation will exist for assigned CH-46 units after BRAC II/III construction is complete and units are realigned to MCAS CPEN.

17g. List all **squadrons/detachments** normally homeported at this air station that were deployed and **were assigned** hangar/maintenance spaces at receipt of this data call.

None

17h. Using the types (and mix) of **aircraft** currently stationed at your installation, project the maximum additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be housed and maintained in **your current hangars**. Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Stationed/ Parked in Hangers	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
AH-1W (1,2)	62/21	0	6	21	27
UH-1N (1,2)	56/19	0	5	19	24

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

1. Aircraft on board/Hangar Spaces

2. Aircraft placed safely with no access panels or work stands opened,

j. Do you have any of the following **special use facilities** at the Air Station?

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure	0	0	0	0	0	NA
211-02	Nose Hangar	0	0	0	0	0	NA
211-03	Corrosion Control Hangar	0	0	0	0	0	NA
211-75	Parachute/Survival Equipment Shop	3248	0	0	3248	N/A	92
211-81	Engine Test Cell	5015	0	2617	7632	2	89
211-88	Power Check Pad with Sound Suppression	0	0	0	0	0	NA
211-89	Power Check Pad without Sound Suppression	0	0	0	0	0	NA
211-96	Maintenance, Aircraft Spares Storage	0	0	0	0	0	NA

116-10	Airfield Washrack Pavement	0	2939	0	2939	3	77
116-15	Aircraft Rinse Facility	0	888	0	888	1	89
214-30	Refueling Vehicle Shop	2520	0	0	2520	NA	89
218-60	Aircraft Ground Support Equipment	8580	0	0	8580	NA	88
NA	Other	0	0	0	0	0	NA

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

1. Inadequate Test Cell was built for the OV-10A/D engine. The OV-10A/D is no longer in the Marine Corps Inventory. The facility is currently used for misc. storage. The facility can not economically be made adequate for other engine types and no plans exist to convert the facility to another use.

19a. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported with your present **AIMD/MALS facility.**

Aircraft Type	Current # of Aircraft	Additional # of Aircraft	Total
AH-1W	62	12	74 (1)
UH-1N/HH-1N	56	0	56 (1)

Provide the **basis** (including source data) **of your calculations** in detail. Include limiting factors.

(1) PAA changes will reduce the total number of UH/HH-1s on station and increase the number of AH-1s on station by FY96. With the change in PAA, no excess capacity exists.

19b. Describe any aviation maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

Routing maintenance backlogs result from several contributing factors:

(1) Warehouse Storage Capacity. MALS-39 supply can't stock every part such as the main drive shafts, bleed air valves, and AH-1W EECU. When the part must be procured from off-station a backlog is created. Due to limited space, the Supply Department stocks only high value/high usage parts.

(2) On-Site/Off-Site Formal School Training. Personnel schools, ground training, maintaining qualifications, and additional duties to all contribute to backlogs due to non-availability of personnel.

(3) Aircraft Inspection/Repairs. Some maintenance inspections and repair (i.e., AH-1W blades) contribute to backlogs since they can only be completed by factory tech reps or are done at certain off-station locations.

19c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional maintenance capacity** would be realized? Provide cost and details of all additional capacity calculations.

The timely completion of PB 1995 MILCON and FY97 BRACON will allow the air station to support four additional HMM (CH-46E) squadrons (one squadron will always be gone in supprot of the deployed MEU) and a four aircraft CH-53E detachment mandated by BRAC II/III. The construction is not designed to provide the station with addition capacity beyond the scope of BRAC II/III.

19d. What additional projects could be added to provide additional maintenance capacity? At what estimated cost? Provide details and assumptions for all calculations.

The construction of new facilities would enhance the air stations capabilities in this area, but the limiting factors of 19.e are germane.

19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

Upon completion of PB 1995 MILCON and FY 97 BRACON there will be no room for further major construction aboard the air station and expansion of the station's boundaries for construction is not cost effective. The station is bounded on the south by Vandegrift Blvd and the 22 Area Warehouse complex. Vandegrift is MCB Camp Pendleton's major transportation artery and the 22 Area Warehouse complex is the base's major storage area. To the west and north the air station is bounded by the Santa Margarita River, one of southern California's last undisturbed wet lands and home to the Least Bell's Vireo, an endangered passerine bird. The O'Neil Ranch House borders the air stations eastern edge. The Ranch House is listed on the National Historical Register and is the Residence of the I MEF Commanding General.

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities.

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	0		0	0	NA
121-10	Direct Fueling	OL/GM	0	140	0	140	4
124-30	Fuel Storage	GA	0	80000	0	80000	1
421-xx	Ammunition Storage	CF/TONS	1440/CF	0	0	1440	CF

425-xx	Open Ammunition Storage	SF	0	0	0	0	NA
113-20	Parking Aprons	SF	0	0	0	0	NA
113-40	Access Aprons	SF	0	0	0	0	NA
116-56	Combat Aircraft Ordnance Loading Area	SF	0	0	0	0	NA
	Other		0	0	0	0	NA

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

20b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

The timely completion of PB 1995 MILCON and FY 97 BRACON will allow the air station to support four additional HMM (CH-46E) squadrons (one squadron will always be gone is support of the deployed MEU) and a four aircraft CH-53E detachment mandated by BRAC II/III. The construction is not designed to ovide the station with additional capacity beyond the scope of BRAC II/III.

20c. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

The construction of new facilities would enhance the air stations capabilities in this area but the limiting factors of 20d are germane.

20d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., environmental restrictions, land areas, etc.).

Upon completion of PB 1995 MILCON and FY 97 BRACON there will be no room for major construction aboard the air station and expansion of the station's boundaries for construction is not feasible. The station is bounded on the south by Vandegrift blvd and the 22 Area Warehouse complex. Vandegrift is MCB Camp Pendleton's major transportation artery and the 22 Area Warehouse complex is the base's major storage area. To the west and north the air station is bounded by the Santa Margarita River, one of southern California's last undisturbed wet lands and home to the Least Bell's Vireo, and endangered passerine bird. The O'Neil Ranch House borders the air station's eastern edge. The Ranch House is listed on the National Historical Register and is the Residence of the I MEF Commanding General.

21a. Indicate the **aviation support equipment storage** requirements for **FY1994** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equipment/Supplies stored
MALS-39	8,000	12,000	AH/UH-1 Support Equipment
HMT-303	300	2,000	Tugs, Tractors, Wheels
HMLA-169 (1)	0	0	(NA Deployed UDP)
HMLA-267	300	2,000	Tugs, Tractors, Wheels
HMLA-367	300	2,000	Tugs, Tractors, Wheels
HMLA-369	300	2,000	Tugs, Tractors, Wheels

21b. Indicate the **aviation support equipment storage** requirements for **FY2001** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equipment/Supplies stored
MALS 39	8,000	30,000	AH-1/UH-1/CH-46 Support Equipment
HMT 303	300	2,000	Tugs,Tractors, Wheels
HMLA 169 (1)	0	0	(NA Deployed)
HMLA 267	300	2,000	Tugs, Tractors, Wheels
HMLA 367	300	2,000	Tugs, Tractors, Wheels
HMLA 369	300	2,000	Tugs, Tractors, Wheels
HMM 166(2)	0	0	(NA DEPLOYED)
HMM 265	300	2,000	Tugs, Tractors
HMM 268	300	2,000	Tugs, Tractors
HMMM 364	300	2,000	Tugs, Tractors

NOTE: 1 - One HMLA Squadron will PCS to Okinawa or be deployed in support of WESTPAC UDP.

2 - One HMM squadron will always be deployed in support of MEU (SOC) deployments.

21c. Utilizing the **general supply storage** category codes listed in the following table, provide the amount of space available, under your plant account, presently classified as adequate, substandard, and inadequate.

CCN	Facility Type	Ave Age	Unit Measure	Ade-quate	Sub-stand-ard	In-ade-quate	Total	Com-ments
441-xx	General Supply Storage-Covered	5 YR	SF	67,942	0	0	67,942	1
451-xx	General Supply Storage - Open	NA	0	0	0	0	0	NA

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

COMMENTS: 1 - One (1) warehouse at 59,000 SF. The remainder of the storage is in various sheds and hazardous material storage areas.

21d. List **off base storage areas** utilized due to lack of sufficient storage facilities on station to support aviation support unit equipment/supplies storage needs.

None.

22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
Production Facilities	220-xx	0	0	0	0
RDT & E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	67,942	0	0	67,942
Hospital, Medical, Dental	500-xx	0	0	0	0
Administrative Facilities	600-xx	10,960	1,640	0	12,600
Utilities/Grounds Improvements	800-xx	5,000	0	0	5,000
	TOTAL	83,902	1,640	0	85,542

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

23a. Provide the following information on **base infrastructure capacity** and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	0	0	5,630	9,022
Natural Gas (CFH)	0	0	5,433	8,693
Sewage (GPD)	0	0	123,820	208,800
Potable Water (GPD)	0	0	153,535	261,000
Steam (PSI & lbm/Hr)	0	0	0	0
Long Term Parking	1,238	0	2,531	3,164
Short Term Parking	218	0	65	475

All utilities are provided by MCB Camp Pendleton on a reimbursable basis.

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY1999 provide additional capacity? Explain what additional capacity would be gained.

Please see MCB Camp Pendleton Data Call Number 24.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

Please see MCB Camp Pendleton Data Call Number 24.

24. Provide the **maintenance, repair, and equipment expenditure data**. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

23a. Provide the following information on **base infrastructure capacity** and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	56,910	NA	(1)	94,274
Natural Gas (CFH)	489,986	NA	(1)	489,986
Sewage (GPD)	410,760	NA	(1)	410,760
Potable Water (GPD)	(1)	(1)	(1)	(1)
Steam (PSI & lbm/Hr)	NA	NA	NA	NA
Long Term Parking	1,238	0	2,531	3,164
Short Term Parking	218	0	65	475

(1) Please see MCB Camp Pendleton Data Call Number 24.

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY1999 provide additional capacity? Explain what additional capacity would be gained.

Please see MCB Camp Pendleton Data Call Number 24.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

Please see MCB Camp Pendleton Data Call Number 24.

24. Provide the **maintenance, repair, and equipment expenditure data**. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major

repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

CPV: Current Plant Value of Class 2 Real Property is the hypothetical dollar amount to replace a Class 2 facility in kind with today's dollars. Example: the cost today to replace a wood frame barracks with a wood frame barracks.

ACE: Acquisition Cost of Equipment is the total acquisition cost of all "personal property" equipment maintained at your activity which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

UIC M67604

Fiscal Year	MRP ($M)	CPV ($M)	ACE ($M)
FY1985	.719	(1)	(1)
FY1986	.811	(1)	(1)
FY1987	.220	(1)	(1)
FY1988	.235	(1)	(1)
FY1989	1.476	(1)	(1)
FY1990	.346	(1)	(1)
FY1991	1.545	(1)	(1)
FY1992	2.152	(1)	(1)
FY1993	1.563	(1)	(1)
FY1994	1.457	204 (4)	1.47 (3)
FY1995	14.606 (2)	216 (4)	1.47(3)
FY1996	1.697	246 (4)	1.97 (3)
FY1997	.656	276 (4)	2.47(3)

(1) Historical Data is not available.
(2) Large increase in dollar amount due to flood recovery funding
(3) Figures do not include the cost of MAG-39 equipment which is deployable and not considered "personal property."
(4) Includes BRAC II/III projects.

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

All BOQ/BEQs are assigned to Marine Corps Base (MCB) Camp Pendleton's account. Please see MCB Camp Pendleton Data Call 24.

25b. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

All BOQ/BEQs are assigned to MCB Camp Pendleton's account. Please see MCB Camp Pendleton Data Call Number 24.

25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

All BOQ/BEQs are assigned to MCB Camp Pendleton's account. Please see MCB Camp Pendleton Data Call Number 24. Note: A 168 person capacity BEQ has been identified for construction in the MCB CPEN 24 Area in direct support of MCAS CPEN personnel increases resulting from BRAC II/III decisions. This BEQ should be reflected in MCB CPEN Data Call 24.

26a. For military married **family housing** assigned to your plant account provide the following information:

All married family housing is assigned to MCB Camp Pendleton. Please see MCB Camp Pendleton Data Call Number 24.

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

All married family housing is assigned to MCB Camp Pendleton. Please see MCB Camp Pendleton Data Call Number 24.

27. For personnel assigned to your base and tenant activities who live in **government quarters other than yours**, within the commuting area, indicate the plant account holder UIC for their quarters.

M33060 - MCB CPEN

28a. Provide data on the messing facilities assigned to your current plant account.

All messing facilities are assigned to MCB Camp Pendleton's account. Please se MCB Data Call 24.

28b. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

None.

28c. What additional messing requirements, if any, in FY2001 have been identified as a result of BRAC I, II, and III and non-BRAC realignments, which are not included in the

table above.

See MCB Camp Pendleton's Data Call Number 24.

29a. Real Estate Resources. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the table. Specify any entry in "Other" (e.g. submerged lands).

Real Estate Resources

Site Location: M67604 MCAS CAMP PENDLETON

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	23.8	20	0	3.8
Operational	378.16	263.88	114.28	0
Training	.65	.65	0	0
R & D	0	0	0	0
Supply & Storage	6.16	3.08	0	3.08
Admin	1.9	1.9	0	0
Housing	0	0	0	0
Recreation	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/ Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	410.67	289.51	114.28	6.88

1. AICUZ, P-803 Airfield Safety Criteria.

29b. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

The close proxity of the air station to FMF units aboard MCB Camp Pendleton and the training ranges aboard the base favor the basing of additional Marine helicopters here. The geographic, topographic, and airspace limitations to the growth of the air station identified in previous sections of this data call make cost effective expansion to accomodate additional types of aircraft beyond BRAC II/III realignments impractical. The intermediate maintenance footprint growth for each new aircraft type consumes available acreage at a far greater rate than just adding a new hangar.

30. WEAPONS AND MUNITIONS: Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched Threat	CADS/PADS	LOE: Gun Ammo (20mm-16")
Surface Launched Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectile

30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Total Facility Ordnance Stowage Summary

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
Sta Wpns Mags	36	718	163	1735	N/A	1743
Assy Avca	N/A	80(est)	NA	120	NA	80
ASP Las Pulgas	38	615	0	0	0	0
Wrhouse	69	3348	110	5000	NA	7548
RSLs	2	64	3	96	2	64
TOTAL	145	4825	276	6951	NA	9435

1. Physical capacity is met but explosive capacity is not.

30b. For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced

environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transhipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
Station Weapons (CALA Warehouse, Assembly)	Air Threat, Invest. CADS, Rockets	Training, Operational Stock, RSSI	Same as Currently stowed commodities
Area, (1) Igloo, and (8) Aboveground Metal Mags	Bombs, 20mm, Small Arms, Pyro, DEMD, Grenades		
ASP, Las Pulgas	Air Threat, Rockets 20mm, Small Arms, Pyro	MDA	All (with approval)
RSLs	Inert, CADs, 20mm Small Arms, Pyro, Grenades	Training, Operational, Stock	Same as currently stowed commodities

Additional comments: None

30c. Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Facility Rated Status

Facility Number/Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Estab-lished (Y/N)	Waiver(Y/N)	Waiver Expira-tion Date
Station Weapons	1.1, 1.2 (04), 1.3, 1.4	30,000	Y	N	NA
ASP, Las Pulgas	1.1, 1.2 (04), 1.2 (08), 1.3, 1.4	9,479	Y	N	NA
RSLs (8)	1.4	2,000	Y	N	NA

30d. Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

The Station Weapons compound (which includes the CALA, Warehouse, Ordnance Assembly Area, and all magazines) is rated at a Net Explosive Weight (NEW) of 30,000 pounds because a 1,250 foot arc can be maintained around the entire area. Physically, the area is only capable of holding 25,000 pounds of NEW because the compound does not cover enough area to allow 30,000 pounds of explosives to be placed inside its boundaries based on quantity/distance restrictions. Expansion of the boundaries is not possible because it is surrounded on all four sides by the following: A Margarita River flood control levee, the runway, combat arming and loading area, and an endangered species habitat area.

The Memorandum of Agreement (MOA) between COMCABWEST and MCB Camp Pendleton to use limited storage space at Ammunition Supply Point, Las Pulgas is in jeopardy of being lost as MCB storage requirements increase to the point that MCAS requirements can not be accomodated.

The only feasible options to increase the NEW capabilities of Station Weapons would be to:

(a) Earth cover all magazines and allow some encroachment into the habitat.

(b) Move the entire Station Weapons compound off the air station and leave the existing area for MALS-39 to utilize as an assembly area to support the CALA.

(c) Accept the limitations, and restrict the operations of MAG-39 aircraft to fit those limitations. Accepting the limitations would also impact Station Weapon's ability to support I MEF operations.

30e. Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Related Ordnance Support

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	Y O&I	Air threat, Inert, CADs, Rockets, Bombs, 20mm Small Arms, Pyro, Demo, grenades	2000
Testing	Y (acceptance)	"	1000
Manufacturing	N	NA	NA
Outload	N	NA	NA
Technical Support	Y	NA	5620

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

MajGen P. D. WILLIAMS
NAME (Please type or print)

Signature

Commander
Title

4 Jan 94
Date

Marine Corps Air Bases, Western Area
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P. E. ZANFAGNA, Jr.
NAME (Please type or print)

Signature

Acting Deputy Chief of Staff, (Installations and Logistics)
Title

8 July 94
Date

BRAC-95 CERTIFICATION

ACTIVITY COMMANDER

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

D. MILHAEL GLYNN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

2 JUNE 1994
Date

MCAS CPEN
Activity

Data Ce 11-16

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR A. G. HENDRICKSON
NAME (Print or type)

Signature

BRAC OFFICER
Title

01 June 1994
Date

ADJ
Division

MCAS CAMP PENDLETON, CA
Activity
Data Call-16

R

DATA CALL 16 PAGE CHANGES MCAS CAMP PENDLETON

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type of print

Signature

Title

10 Nov 94

Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA CALL: 16

ACTIVITY: MCAS CAMP PENDLETON

PAGE (S): 4, 3B, encl (1)

BSWG REVIEW OFFICIAL

G.W. MOORE MAJOR
NAME (Please type or print)

LONG RANGE LAND USE PLANNER
Title

Signature

9 NOV 94
Date