DCN 331

ACTIVITY: N00204

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 redesignations, realignments/closures or other action, provide current and projected data and so annotate.

- Name

Official name	NAVAL AIR STATION PENSACOLA
Acronym(s) used in correspondence	NAS PENSACOLA/NASPNCLA/NASP
Commonly accepted short title(s)	NAS PENSACOLA/NASP

- Complete Mailing Address

  Commanding Officer
  NAS Pensacola
  190 Radford Blvd
  Pensacola FL 32508-5217

- PLAD NAS PENSACOLA FL

- PRIMARY UIC: 00204 (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:
30035	Service Craft, Pensacola
31463	Naval Brig, Pensacola
33319	NAS Pensacola (Transients/Others)
39231	Naval Exchange, NAS Pensacola
42093	Undergraduate Navigation Training, NAS Pensacola
43699	Correctional Custody Unit, Pensacola
47847	NAS DET Helicopter Landing Trainer, NAS Pensacola
48635	NAS Pensacola Family Service Center
49318	Security Department, NAS Pensacola

Enclosure (7)

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

68119	Counseling and Assistance Center, NAS Pensacola
35508	College Degree Completion Program, University of West Florida, Pensacola (Students)
35691	Post Graduate, University of West Florida, Pensacola (Students)
42480	Advanced Education Program, University of West Florida, Pensacola (Students)
43994	Enlisted Education Advancement Program, Pensacola Junior College (Students)
44342	College Degree Program, Troy State University, Pensacola (Students)
45477	T-34 Flight Training, Pensacola (Students)
46177	Medical Department Out of Service Training, University of West Florida, Pensacola (Students)
48435	Enlisted Education Advancement Program, University of West Florida, Pensacola (Students)
48513	Enlisted Education Advancement Program, Alabama State University, Montgomery AL (Students)
49034	Enlisted Education Advancement Program, Troy State University, Pensacola (Students)

2. PLANT ACCOUNT HOLDER:

- Yes ___X___ No _____ (check one)

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

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.

JKC CNATRA N61

- 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___ JKC CNATRA N61 (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
OLF BRONSON	ESCAMBIA COUNTY, FL	N00204
OLF CHOCTAW	SANTA ROSA COUNTY, FL	N00204
NAVY SHOPPING MALL	ESCAMBIA COUNTY, FL	N00204
CORRY STATION	ESCAMBIA COUNTY, FL	N63082

JKC CNATRA N61

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

5. DETACHMENTS: If your activity has detachments at other locations, please list them in the table below.

Delete. These are not Detachments as defined by this Data Call. [illegible] NB3

Name	UIC	Location	Host name	Host UIC
OLF CHOCTAW	N/A		ELGIN AFB	
FIRE STATION 4	N00204	CORRY STATION	NTTC	63082
FIRE STATION 5	N00204	SAUFLEY FIELD	NETPMSA	68322

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.

DELETE. CONSOLIDATION WAS UNDER ITRO, NOT BRAC. [illegible] 8 FEB 94

~~BRAC-91 resulted in consolidation of all services' Photography Schools into one DOD Photography School, which is currently located at NAS Pensacola.~~

BRAC-93 impacted NAS Pensacola, as an installation, by closure of Naval Aviation Depot Pensacola, Fleet and Industrial Supply Center Pensacola, and Defense Distribution Depot Pensacola. In addition, the Data Processing Installation Department of Naval Computer and Telecommunications Station Pensacola is scheduled for realignment to Defense Information Systems Agency effective 1 March 1994. BRAC-93 also requires the move of Naval Aviation Technical Training Command and NAMTRAGRU from NAS Memphis to NAS Pensacola.

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).

<u>Current Missions</u>

- Provide host installation base operations support for DOD, DON, other Federal agencies, and non-Federal tenant activities.

- Provide intergovernmental liaison of legal matters:

  - AICUZ local zoning ordnance.
  - Land zoning matters.
  - Base projects in state-owned submerged land areas.
  - Hazardous waste superfund site cleanup and other environmental issues.
  - Labor relations.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

- As Sub-Area Coordinator for Chief of Naval Education and Training conducts SOPA Admin (Legal Affairs).

- Operate Morale, Welfare and Recreation facilities and programs to accommodate a majority of the military active duty and retired personnel in the Pensacola complex. Facilities and programs include the gymnasium/fitness complex, outdoor playing fields, 45-hole golf course, jogging trail, swimming pools, beaches, tennis courts, Child Development Center, Family Home Care, Youth Center, Before/After School Program, and the library.

- Coordinate return of deserters to parent command.

- Implement the urinalysis/drug detection program for NAS Pensacola complex in support of zero tolerance of drugs.

- Provide local supply support for NAS Pensacola and tenants.

- Provide food service support to enlisted service members and officer candidate students assigned to NAS Pensacola and tenants.

- Operate a centralized distribution facility for control of hazardous material for NAS Pensacola and tenants.

- Audit liaison for activity.

- Provide SAR services for Northwest Florida and South Alabama.

- Navy On-scene Commander (NOSCDR) for the area bounded on the east by State Highway 85, on the south by a line extending 12 nautical miles offshore into the Gulf of Mexico, on the west by the Alabama/Florida state line, and on the north to Interstate 10.

- Provide crisis intervention services and information.

- Provide retail merchandise and services to authorized Navy Exchange patrons to generate profit to support MWR programs.

- Maintain base-wide E-Mail system for NAS Pensacola department, TRAWING SIX, TRARON FOUR, TRARON TEN, and TRARON EIGHT SIX.

- Provide small deck landing qualification to student (helicopter) pilots and small deck landing currency requirements for fleet helicopter pilots; units of the U.S. Army, Marine Corps, U.S. Air Force, U.S. Coast Guard; and civilian pilots in the AEGIS contract pilot program.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

- Operate airfield and provide services to support operations of activity, tenants, and transiting aircraft.

- Store, maintain, and issue assigned ordnance and munitions; operate small arms firing range in support of NASC training.

- Provide training to community on crime prevention and awareness.

- Administers a comprehensive NAVOSH Program for 10,600 military and civilian personnel assigned to NAS Pensacola and 84 tenant activities through prevention of injuries and occupational illness resulting from employment, recreation, and residence.

- Provide bomb and drug dog services to support military installations within the Pensacola, FL/Mobile, AL area.

- Provide Physical Security/Harbor Security Patrol for 17 miles of shoreline for NAS Pensacola, Navy Shopping Mall, Navy Housing areas, tenant commands, and outlying landing fields

- Provide Family Service quality of life programs for all military personnel, dependents, and retirees in the Pensacola complex. Programs include relocation and transition assistance, family advocacy, spouse employment, financial counseling, suicide prevention, and crisis management.

- Ensure environmental compliance with local, state, and Federal laws and regulations.

- Provide religious services and education; pastoral counseling and visitation; and, an effective religious program for the spiritual needs of active duty personnel and a large retired community.

- Operate deep water port facilities, provide piloting service, mooring space, and hotel services for U.S. Navy vessels and other visiting ships including conventional aircraft carrier.

- Assist in conducting diving and salvage operations for downed aircraft in area waters.

- Provide oil spill control and recovery operations.

- Provide command managed equal opportunity program to ensure equal treatment and opportunity for all military personnel.

- Provide drug and alcohol counseling and assistance services to military commands in a geographical area extending east to Panama City, Florida; west to Pascagoula, Mississippi; and north to Montgomery, Alabama.

- Provide quarters for unaccompanied officers and enlisted personnel, and transient DOD civilians.

- Provide staff civil engineering for planning, programming and budgeting resources for Real Property Maintenance and facilities management support for NAS Pensacola, and more than 50 tenant commands and activities.

- Serves as Subregional Planning Agent for Disaster Preparedness and provides guidance for setting Hurricane Conditions for nine military bases in the Gulf Coast Area.

- Responsible for the local military response to any disaster or impending disaster.

Projected Missions for FY 2001

In addition to the items above:

- Provide regional supply support to include bulk fuel storage, Personal Property, SERVMART (consumables issue stores), and small purchase.

- Expanded facilities to support over 5,000 military personnel involved in the move of OCS, Newport RI and NATTC Memphis to NAS Pensacola.

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

- Direct and host 30-minute weekly live television talk show with region-wide active duty and civilian Navy employees as guests.

- Regional Headquarters for Gulf States area Navy Exchanges, includes West Florida, Mississippi, and Louisiana. Also, Alabama through May 1994. Local Contracting activity for Gulf States Region and Texas Navy Exchanges.

- Manage secure voice (STU-III) accounts for all CNET activities worldwide.

- Manage radio frequencies for NAS Pensacola area.

- Maintain and coordinate updates of AIGs and CADs assigned to NAS Pensacola and CNET staff.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

- Provide waterborne oil recovery operations from Panama City, Florida to Mobile, Alabama.
- Provide small craft services in support of Search and Rescue (SAR) Training; Helicopter Landing Trainer (HLT); Helicopter Hoist Training; Parasail Training; and consolidation (USN?USAF) of Water Survival Training.
- Operation and maintenance of three additional Yard Patrol (YP) crafts associated with providing navigation training for Officer Candidate School students.
- Deputy Under Secretary of Defense, Environmental Security, assigned responsibility as Joint Interservice Regional Support Group Chairperson and Program Manager for West Florida and South Alabama.
- Conduct annual hurricane exercises and mass casualty drills for nine military bases in the Gulf Coast area.
- Support for USA Ranger and AF Special Operations training.
- Fleet Area Control and Surveillance Facility for Northern Gulf of Mexico.
- Regional Airspace DON Coordinator for training areas from Florida to Texas.
- Host to National Museum of Naval Aviation.
- Host to Barrancas National Cemetery.
- Host to Regional DOD Printing Headquarters and facility.
- Host to Major Command Headquarters.
- Host to Regional Navy Exchange Headquarters.
- Host to Regional Navy Public Works Center.
- Host to Regional Navy Hospital.
- Host to Regional Defense Accounting Office - Cleveland.

<u>Projected Unique Missions for FY 2001</u>

- Provide full realm of base operations support relating to future BRAC decisions on the relocating of activities to NAS Pensacola.

NAS PENSACOLA
DC 1 REVISION

Revised page

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

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
COMTRAWING SIX PENSACOLA FL	52814

• Funding Source	UIC
CNATRA CORPUS CHRISTI TX	63110

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 01 January 1994

	Officers		Enlisted		Civilian
	Non-Student	Student	Non-Student	Student	(Appropriated)
Reporting Command	48	13	743	41	475
Tenants (Total)	631	1,017	1,904	666	6,490

Authorized Positions as of 30 September 1994

	Officers		Enlisted		Civilian
	Non-Student	Student	Non-Student	Student	(Appropriated)
Reporting Command	48	13	642 (1&2)	41	~~502~~ 511 (3&4)
Tenants (Total)	~~554~~ 538	1,517 OK (AOB) ~~1514~~	~~1,133~~ 1128	~~318~~ (AOB) 165	~~5,576~~ 5577

9 R CNET N314 2/8/94

R

SH CNET N4331 6/20/94

NOTES:

1. N00204 has identified 12 additional military billets needed in FY94 to support the consolidation of Officers Candidate School, NETC Newport RI with Aviation Officers Candidate School, NASC Pensacola. For FY95, 26 additional military billets will be needed to support the consolidation of USAF and USN Water Survival Training.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

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COMTRAWING SIX PENSACOLA FL	52814

Funding Source	UIC
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9 R CNET N81Y 2/8/94

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DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

2. CNET has submitted necessary paperwork to BUPERS to establish a SAR mission, UIC 42093, at NAS Pensacola in FY94. The military billets requested to support this mission are not included in the above numbers. Requirement for additional 13 officers and 51 enlisted.

3. FY94 controls and tentative FY95 civilian manpower controls received 14 December 93. N00204 to receive 33 additional positions for FY94. These positions are due to BRAC III closure of Fleet and Industrial Supply Center Pensacola and transfer of residual functions to NAS Pensacola, which involves a requirement of 103 civilian E/S. Unofficial sources indicate NAVCOMPT supports only the additional 33 positions including critical positions for DLA fuel operation transferring to NAS Pensacola plus sorely needed ADP support required for systems included in the function transfers. For FY95 a total requirement of 140 civilian positions are required to support the BRAC III relocation of NATTC and NAMTRAGRU Memphis to NAS Pensacola. Latest FY94/95 manage to payroll controls reflects 93 from NATTC Memphis and 35 from NAMTRAGRU Memphis, which accounts for 128 of the 140 required.

4. This total of appropriated civilians does not include non-DOD civilians, contractors, nor nonappropriated fund personnel.

Total of Nonappropriated Fund personnel:	991
Total of Non-DOD civilians:	609
Total of Contractors on board NASP:	915

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 Phone	Fax Number	Home Phone
COMMANDING OFFICER	CAPT W.T.R. BOGLE	DSN 922-2713 (904) 452-2713	DSN 922-3699 (904) 452-3699	(904) 453-4093
EXECUTIVE OFFICER	CDR R. P. OWEN	DSN 922-2715	DSN 922-3699 (904) 452-3699	(904) 457-7039
DUTY OFFICER		DSN 922-2353 (904) 452-2353	DSN 922-3699 (904) 452-3699	N/A

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

BRAC OFFICER	LCDR D.E. EDWARDS	DSN 452-2616 (904) 452-2616	DSN 922-3699 (904) 452-3699	(904) 494-2008

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
CNET	00062 66785	50 1	13 0	113 0
TRARON FOUR TRARON FOUR FMSTRNG STUDENTS (AOB)	0395A 41613 45593	~~25~~ 26 1 34	19 0 0	2 0 0
NATLMUSEUMNAVAV	0432A	0	0	35
TRARON TEN STUDENTS (AOB)	0614A 45593	67 156	31 0	3 0
NAVAEROPMEDINST STUDENTS (AOB)	0751A 30642	35 75	77 0	45 0
NAVAUDOFF PNCLA	30843	0	0	19
NAVFLIGHTDEMRON PNCLA NFDS SPTUNITCECILFLD NFDS SPTUNITPNCLA	30929 46842 46843	~~16~~ 12 0 0	~~122~~ 103 2 2	1 0 0
NMTR W SEC PNCLA	32106	1	0	0
NAVHOSPBRMEDCLINIC	32557	9	42	42
NAVCRUITCOM ORIENT UNIT PNCLA S NORU (AOB)	39088 41466	13 0	43 0	7 0
NAVCRUITEXHTRANSUNIT	42590	0	12	0

CNATRA N1!

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DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Tenant Command Name	UIC	Officer	Enlisted	Civilian
PERSUPP DET PNCLA	43081	1	36	59
NAVFACENGCOMSODIV	44224	4	0	21
NAVCRUITMOBTRNGTM	44424	0	17	0
PQMM SPEC PNCLA	45986	0	1	0
NAS DET HLT PNCLA RESERVIST (ADT)	47847 ~~46473~~	~~0~~ 1 2	~~5~~ 24 35	0 0
NAVAIRSYSCOM DET PMA PNCLA	46775	1	0	0
PERSUPPACT DET FMS PNCLA	47220	0	2	0
NETSAFA DET PNCLA STUDENTS-SAUDI (AOB)	47565	3 61	0 0	3 0
NAVCOMTPMO PNCLA	48766	0	0	12
DEFPRINTSVCSA	48922	0	0	10
NATMSACTCAU PNCLA	49152	1	1	11
NAVY CAMPUS PNCLA	49309	0	1	5
DDPF PNCLA	49360 SB3515	3 0	0 0	0 122
COMTRAWING SIX S TRAWING SIX (AOB)	52814 45593	~~25~~ 21 16	24 0	4 0
TRARON EIGHT SIX S TRAWING SIX (AOB)	52902 45593	~~54~~ 41 67	22 0	3 0
NAVAIRWARCENTRASYSDIVISEO	61339	0	0	1
NAVAVSCOLCOM PNCLA S AVNSCHCOMPNCLA (AOB) NAVSCOLCOMPNCLA 0 S NASCPNCL OP-05 (AOB) EAC SCOL PNCLA OFFINDOCPROG PNCLA NAVSCOLCNDUTCOM INTMILTRN NAVSCC	62229 30500 42099 42129 44338 44339 45467 45608	86 793 ~~5~~ 8 250 0 3 0 1	128 0 ~~8~~ 5 0 59 3 19 1	~~45~~ 46 0 0 0 0 0 0 0
DEFPRINTSVCOFF PNCLA	62651	0	0	33
NAVCRUITEXHCTR	63011	0	12	0

Add CNETN-44 10 Feb 96 per CNET N-122

CNATRA N1

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DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Tenant Command Name	UIC	Officer	Enlisted	Civilian
DPHSCH NAS PNCLA (BUDGET)	63096	0	0	0
USN STAFF	43548	5	45	0
USN STUDENTS (AOB)	35686	0	77	0
USA STAFF	46L04	0	14	0
USA STUDENTS (AOB)	1E819	0	32	0
USAF STAFF	ED3VFLF6	0	16	0
USAF STUDENTS (AOB)	EDOJFPM5	0	30	0
USMC STAFF	TJF	0	5	0
USMC STUDENT (AOB)	G78	0	16	0
PWC PNCLA	65114	10	0	848
NAVLANTMETOC DET PNCLA	65779	1	17	2
NAVAVNDEPOT PNCLA	65889	12	22	2,637
NAVAEROMEDRSCHLAB PNCLA	66452	21	20	50
CBU 402	66610	1	~~47~~ 45	0
MATSG PNCLA	M67389	46	43	1
STUDENTS (AOB)		65	0	0
AWTG FLT TRNG				
NAVCRIMINVSERVRA	67556	0	0	12
NAVCOMTELSTA PNCLA	68142	4	5	356
NTTC PNCLA	33281	3	14	24
NCTS NON-NIF	47634	0	3	7
NETPMSA (HRO AND PHOTOLAB)	68322	0	0	205
NAVLEGSVCOFF CENTRAL	68366	8	6	7
NAVDENCEN PNCLA	68441	15	36	12
BRDENCLINIC SHERMAN	45937	0	0	0
DMEDS NDC PNCLA	46894	0	4	0
DMED FH 15 NDC	47538	0	1	0
DAO-CL PNCLA DFAS	HQ0115	0	0	374
	68566	0	0	0
PERSUPPACT PNCLA	68609	8	13	12
FISC PNCLA	68860	6	10	237
NETSAFA	68870	3	1	71
DRMO PNCLA	SY2364	0	0	31
USA AEROMEDICAL CTR	W2MQ07	1	12	0
DIRJOAP TSC PNCLA	HQ0046	1	7	20

CNATRA N1:

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DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Tenant Command Name	UIC	Officer	Enlisted	Civilian
COGARD LO PNCLA	99-66217	1	1	0
COGARD STA PNCLA	Z36239	0	26	0
USCGC POINT LOBOS	Z13266	1	5	0
COGARD ANT PNCLA	Z41935	0	10	0
DEFENSE INVESTIGATIVE SERVICE	HS41PF	0	0	4

- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
NOT APPLICABLE				

- 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
DECA COMSY PNCLA	49225 DCSR19	HWY 98 PNCLA	0 0	12 0	0 69
NAVTECHTRACEN CORRY	63082	BLUE ANGEL RECREATION PARK (OLF BRONSON)	0	1	1

- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian NON-DOD
BARRANCAS NAT'L CEMETARY	UNK (ISA)	NASP	0	0	10
GULF ISLANDS NAT'L SEASHORE	IN-10 (LOA)	NASP	0	0	11

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian NON-DOD
NAT'L WEATHER SVC	WP9222 (ISA)	NASP	0	0	8
FEDERAL AVIATION ADMINISTRATION	UNK (LOA)	NASP	0	0	1
AMCROSS	UNK (ISA)	NASP	0	0	9
COMBINED FEDERAL CAMPAIGN	UNK (ISA)	NASP	0	0	6
CONSUMER CREDIT COUNSELING OF WEST FLORIDA	UNK (ISA)	NASP	0	0	2
CIVILIAN RETIRED AFFAIRS OFF	UNK (ISA)	NASP	0	0	4
DEPT OF HRS, DIV OF BLIND	UNK (ISA)	NASP	0	0	11
EMBRY-RIDDLE AERONAUTICAL UNIV	UNK (ISA)	NASP	0	0	2
FIRST NAVY BANK	UNK (MOA)	NASP	0	0	35
MCDONALD'S REST.	UNK NEX CONTRACT	NASP	0	0	42
NAVAVNMUSEUM FOUNDATION	UNK (ISA)	NASP	0	0	42 (PLUS 264 VOLUN-TEERS)
NAVMARCOR RELIEF SOCIETY	UNK (MOA)	NASP	0	0	15
OMEGA TRAVEL AGENCY	UNK MWR CONTRACT	NASP	0	0	2
PEN AIR FEDERAL CREDIT UNION	UNK (MOA)	NASP	0	0	70

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian NON-DOD
PENSACOLA JR COLLEGE	UNK (ISA)	NASP	0	0	4
PRIVATE INDUST OF ESCAMBIA COUNTY, INC	UNK (ISA)	NASP	0	0	45
SATO	UNK MWR CONTRACT	NASP	0	0	9
TROY STATE UNIV	UNK (ISA)	NASP	0	0	5
UNIV OF WEST FLORIDA	UNK (ISA)	NASP	0	0	2
UNIV OF ARIZONA	UNK NAVY CONTRACT	NASP	0	0	6
U.S. POST OFFICE	UNK (LOA)	NASP	0	0	4

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.)
NETPMSA 68322	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA.
DANTES 35697	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA.
DITSOPNCLA HQ0108	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA.
NAVRESCEN 61949	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
NAVAIRWAR FARECENTRA SYSDIV 61339	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA.
PWC PNCLA 65114	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION ONLY BY ISA.
FEDERAL PRISON CAMP	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION ONLY BY ISA.
NTTC CORRY 63082	CORRY STATION PENSACOLA FL	FIRE PROTECTION AND BACHELOR OFFICER QTRS SUPPORT BY ISA.
NTTCELECWARTR NGDEPT 68055	CORRY STATION PENSACOLA FL	FIRE PROTECTION ONLY BY ISA.
PWC PNCLA 65114	CORRY STATION PENSACOLA FL	FIRE PROTECTION ONLY BY ISA.
PNCLA DET 344TH MIL INTEL BN 111THBRG USA W13GUN	CORRY STATION PENSACOLA FL	PROVIDE STORAGE OF ORDNANCE (I.E., AMMUNITION, WEAPONS), FIRE PROTECTION, AND BACHELOR OFFICER QTRS BY ISA.
NSGA DET PNCLA 46828	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS FOR OFFICIAL GUESTS BY ISA.
Co K MARSPTBN	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
313TH TECHTRA SQDN AIRTRNG CMD FY1333	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
DEFENSE INVESTIGATIVE SERVICE	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION ONLY BY ISA.
NAVAL DENTAL CLINIC	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR QTRS BY ISA.
NETPMSA 68322	SAUFLEY FLD PENSACOLA FL	FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA.
NETPMSA SAUFLEY 68332	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS FOR OFFICIAL GUESTS OF HRO BY ISA.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
NAVELECSYS SECENGCEN DET 62852	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAVELECSYS ENGCEN DET	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAVHOSP BRMEDCLINIC	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAVCRIMINV SERVRA	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAVRES SECGRU PNCLA 510	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAVSECGRU FIELD REP 45563	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAT'L SECURITY AGENCY/CSS TECHREP	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION ONLY BY ISA.
NAVAIRWARCEN TRASYSDIV ISEO	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
PERSUPPDET 43082	CORRY STATION PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
NAVHOSP PNCLA 00203	HWY 98 PENSACOLA FL	PROVIDE FIRE PROTECTION AND BACHELOR OFFICER QTRS BY ISA.
USAIC W33BQ9	FT BENNING GA	BASE OPERATIONS SUPPORT UPON MOBILIZATION OF 361ST CALVARY BRIGADE AND THE 842ND SIGNAL CO., U.S. ARMY RESERVE UNITS IN PNCLA BY ISA.
6TH MCD M93930	ATLANTA GA	BACHELOR QTRS AND DINING FACILITIES FOR MARCORPS OFFICER CANDIDATE APPLICANTS WHILE AT NAS PENSACOLA BY ISA.
3800 ABW/LG FB3300	MAXWELL AFB ALABAMA	NAVAL BRIG FACILITIES FOR SHORT-TERM CONFINEMENT OF MALE PRISONERS BY ISA.

DATA CALL 1: GENERAL INSTALLATION INFORMATION, cont
ACTIVITY: N00204

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
NAS PAX RIVER N00421	PATUXENT RIVER MD	PROVIDE SPECIALIZED SERVICES AS REQUESTED IN SUPPORT OF OTL TOMAHAWKS TESTS BY ISA.
U.S. CUSTOMS 2042GE	JACKSONVILLE FL	PROVIDE CALIBRATION OF PRECISION INSTRUMENTS AND SPECIAL SERVICES AS REQUESTED BY ISA.
NAV MAT'L TRANSOFF 63408	NORFOLK VA	ADMIN/LOGISTIC SUPPORT FOR CFS AIR CARGO INC CONTRACTOR BY ISA.
NW FLORIDA SAFETY COUNCIL	PENSACOLA FL	PROVIDE CLASSROOM SPACE AND A DESIGNATED OUTSIDE AREA IN CONDUCTING MOTORCYCLE DRIVER TRNG, AT NO COST TO THE NAVY, BY ISA.
ST JOHNS COUNTY SCHOOL BOARD	ST AUGUSTINE FL	PROVIDE BASE OPERATIONS SUPPORT TO SOUTHEAST INSTITUTE OF CULINARY ARTS IN RETURN FOR CONDUCTING A 3-YR APPRENTICESHIP PROGRAM FOR NAVY MS'S, AT NO COST TO THE NAVY, BY ISA.
NATMSACT	CORPUS CHRISTI TX	PROVIDE BASE OPERATIONS SUPPORT FOR UNC CONTRACTOR TO PERFORM AIRCRAFT INTERMEDIATE AND ORGANIZATIONAL MAINTENANCE SUPPORT, BY NAVY CONTRACT.
CITY OF PENSACOLA	PENSACOLA FL	PROVIDE FIREFIGHTING SUPPORT THROUGH MUTUAL AID AGREEMENTS, WITHIN CAPABILITIES.
ESCAMBIA COUNTY	PENSACOLA FL	PROVIDE FIREFIGHTING SUPPORT THROUGH MUTUAL AID AGREEMENTS, WITHIN CAPABILITIES.
16TH OPSGRU USAF	ELGIN AFB FL	PROVIDE CONTROL TOWER SAFETY OBSERVER, ACCESS TO OLF CHOCTAW, AND CRASH/RESCUE ASSETS BY LOA.

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.

NOTE: BELOW REQUESTED MAPS WILL BE SUBMITTED BY SEPARATE CORRESPONDENCE WITHIN 30 DAYS.

- 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.)

Command: **NAS Pensacola**

Data Call Number One

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting CNET
Title

2/10/94
Date

CNET
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)

S. F. Loftus
Vice Admiral, U.S. Navy
NAME (Please type or print)

Signature

Deputy Chief of Naval Operations (Logistics)
Title

17 FEB 1994
Date

Encl (3)

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, USN	
NAME (Please type or print)	Signature
COMMANDER	28 JAN 94
Title	Date
TRAINING AIR WING SIX	
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)

W. B. HAYDEN, RADM, USN	
NAME (Please type or print)	Signature
Chief of Naval Air Training	3 FEB 94
Title	Date
Naval Air Training Command	
Activity	

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)	Signature
Title	Date
Activity	

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

W. T. R. BOGLE, CAPT, U.S. NAVY
NAME (Please type or print)

W T R Bogle
Signature

COMMANDING OFFICER
Title

1/28/94
Date

NAVAL AIR STATION PENSACOLA FL
Activity

Command: **NAS Pensacola**

228

Data Call Number One Revision
(Page 9)

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

MAJOR CLAIMANT LEVEL

PAUL E. TOBIN
NAME

Signature

CNET
Title

22 JUN 1994
Date

CNET
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)

R. R. SAREERAM
NAME

Signature

ACTING
Title

28 JUN 1994
Date

URBAN AREA LAND USE REGULATIONS

ESCAMBIA COUNTY, FLORIDA

ORDINANCE NO. 89-27

NAS PENSACOLA
BRAC95
DATA CALL 3

FEATURES AND CAPABILITIES
B. ENCROACHMENT
QUESTION 4.B

HEARD
CNET N-4433
ATTA
6 May 94

ATTACH. (A)

Single-Family Residential and Mobile Homes (ord. 89-27)

ZONE	FS	SS	RS	MAX LOT	LOT WIDTH	BLDG. HEIGHT
R-1	25'	10%(15)*	25'*	30%	80' FBL 50' STREET 20' CUL-DE-SAC	2.5 STORIES OR 35' ABOVE HABITABLE LVL.
R-2	25'	10%(15)*	25'*	30%	70' FBL 50' STREET 20' CUL-DE-SAC	2.5 STORIES OR 35' ABOVE HABITABLE LVL.
R-3	25'	10%(15)*	25'*	30%	50' FBL 40' STREET 20' CUL-DE-SAC	2.5 STORIES OR 35' ABOVE HABITABLE LVL.
R-4	25'	10%(10)*	25'*	1-2 40% 3-4 35% 5-6 30% 7-9 25% 10-13 17% > 13 15%	50' FBL 40' STREET 20' CUL-DE-SAC	N/A
R-5	25'	10%(10)$^{x+}$*	25'*	1-2 45% 3-4 40% 5-6 35% 7-9 30% 10-13 25% > 13 20%	50' FBL 40' STREET 20' CUL-DE-SAC	N/A
R-6	25'	10%(10)$^{x+}$*	25'*	1-2 50% 3-4 45% 5-6 40% 7-9 35% 10-13 30% > 13 25%	N/A	N/A
C-1/2	25'	10%(10)$^{x+}$*	25'*	1-2 45% 3-4 40% 5-6 35% 7-9 30% 10-13 25% > 13 20%	50' FBL 40' STREET 20' CUL-DE-SAC	N/A
R-R	40'	10%(15)**	40'**	30%	100' FBL (MINIMUM: .5 ACRE)	N/A
AG	40'	10%(15)**	40'**	30%	100' ST. (MINIMUM: 1.5 ACRE)	N/A
SDD	25'	10%(15)*	25'*	30%	80' FBL	N/A
PUD	20'	10%(10)$^{x+}$*	20'$^{x+}$*	1-2 40% 3-4 35% 5-6 30% 7-9 25% 10-13 17% > 13 15%	N/A	N/A
AP-A	40'	10%(15)**	40'**	30%	100' FBL	SEE SEC 16, PART IV
AP-B,B1-3,C,C1-3,1-3	25'	10%(15)*	25'*	30%	80' FBL 50' STREET 20' CUL-DE-SAC	SEE SEC 16, PART IV

NOTES:
- * Riverine, marine, estuary set-back - 30' or see Art. VII, Sec. 10.
- ** Riverine, marine, estuary set-back - 40' or see Art. VII, Sec. 10.
- x No side lots required for Townhouse or Zero-lot-line except 10' at unit ends.
- + Set-back increased for each foot in excess of three (3) stories.

$14.55

h. Under no circumstances will the applicant be allowed to utilize the mobile home for any other use other than a guest residence for an immediate member of the family as herein defined.

2) Golf courses, tennis centers, swimming pools with customary attendant facilities and accessory buildings.

3) Country clubs and their customary accessory uses.

4) Private clubs and lodges except those operated primarily as commercial enterprises.

5) Boathouses and boat docks as accessory uses providing the roof of said boathouse does not exceed 20 feet above elevation 0.0 (M.S.L.) for marine waters as established by the National Geodetic Vertical Datum of 1929 and for fresh water not to exceed 20 feet in elevation as measured from the mean elevation of the water-land interface.

6) Schools and educational institutions, public, parochial and private, with their attendant buildings and facilities.

7) Churches with attendant buildings and facilities.

8) Parks and recreational areas (See S-1).

9) Buildings used by federal, state, county or city governments for public purposes.

10) Wastewater treatment facilities.

R-2 Single Family District, (Cumulative) Low Medium Density (0-7 - DU's/acre)

A. Uses Permitted

1) Any use permitted in the preceding district.

B. Special Exceptions

1) Any special exception allowed in the preceding district.

R-3 One and Two Family District, (Cumulative) Medium Density (0-10 DU's/acre)

A. Uses Permitted

1) Any use permitted in the preceding district.

2) Single-family attached dwellings including duplexes and townhouses, building clusters and zero lot line. (Townhouse - a single-family dwelling not exceeding three stories in height which is constructed in a series or group of attached units with property lines separating such units. Each townhouse shall be considered a separate building and shall be separated from adjoining townhouses by the use of separate exterior walls meeting the requirements for zero clearance from property lines as required by the type of construction and fire protection requirements, or shall be separated by a party wall; or, when not more than three stories in height, may be separated by a single wall meeting the requirement in F.S. 481.203, Section (7) (a), (7) (b) and (7) (c).

B. Uses Prohibited

1) Any business which displays merchandise to be sold on the premises.

C. Special Exceptions

1) Any special exception allowed in the preceding districts.

2) Cemeteries, Mausoleums and Crematoriums.

3) Enclosed Animal Hospitals and Clinics.

4) Mobile Home Subdivisions/Parks subject to regulations in Article VII, Section 11.

R-6 Residential Neighborhood Commercial District, (Cumulative) High Density (0-25 DU's/acre)

A. Uses Permitted

1) Any use permitted in the preceding district.

2) Retail sales and services (gross floor area of building not to exceed 6,000 square feet). Outside storage allowed in rear yard only, with adequate screening being provided.

a. food and drugstore.
b. personal service shop.
c. clothing and dry goods store
d. home furnishings and hardware appliance.
e. speciality shop.
f. banks and financial institutions.
g. bakeries, whose products are made and sold at retail on the premises.
h. florists shops provided that products are displayed and sold wholly within an enclosed building.
i. health clubs, spa and exercise centers.
j. studio for the arts.
k. martial arts studios.
l. hardware.
m. bicycle sales and mechanical services.

3) Laundromats and dry cleaners (gross floor area not to exceed 4,000 square feet.

4) Restaurants.

5) Automobile service stations (no outside storage, minor repair only).

6) Appliance repair shops (no outside storage or work permitted).

7) Mobile Home Subdivision/Parks.

8) Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this District. Determination on other permitted uses shall be made by the Planning Board with a recommendation to the Board of County Commissioners for Board action to allow or deny the use.

B. Special Exceptions

1) Any special exceptions allowed in the preceding districts.

2) Drive-Thru Restaurants.

---

23) Indoor Movie Theaters.

24) Enclosed Animal Hospitals and Clinics.

25) Campgrounds.

26) Warehousing (adjacent to and part of retail operation).

27) Boat sales and service facilities.

28) Mini warehouses.

29) Bowling alleys, skating rinks and billiard parlors providing such activities and facilities are enclosed within a soundproof building.

30) Recreational and Commercial Marina.

31) Garden shops or nurseries displaying plants, shrubs, trees, etc., outdoors adjacent to the garden shop or nursery.

32) Antique Shops, Pawn Shops and Second-hand Stores.

33) Other uses which are similar or compatible to the uses permitted herein that would promote the intent and purposes of this District. Determination on other permitted uses shall be made by the Planning Board with a recommendation to the Board of County Commissioners for Board action to allow or deny the use.

B. Special Exceptions

1) Any special exception allowed in the preceding residential districts.

2) Automobiles Sales, subject to the following conditions:

a) That the lot or site not exceed one acre in size; and

b) That the property have at least 100' of frontage on a major or minor arterial roadway.

D-2 General Commercial District (Cumulative)

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Mall shopping centers.

3) Amusement and recreational facilities such as, but not limited to, amusements parks, shooting galleries, miniature golf courses,, golf driving ranges, baseball batting ranges and trampoline centers.

4) Carnival-type amusements when located more than 500 feet from any residential District.

5) Distribution warehousing.

6) New and used car, mobile home, motorcycle and bicycle sales and mechanical service.

7) Mechanical garage with body work and painting services.

8) Radio broadcasting and telecasting stations, studios and offices.

1) Single, two and multi-family dwelling units.

S-1 Outdoor Recreational District (Non-Cumulative)

A. Uses Permitted

1) Golf Courses.

2) Country Clubs and their customary accessory uses.

3) Bird and Wildlife Sanctuaries.

4) Public Utilities and Service Structures.

5) Parks and Greenbelt areas.

B. Uses Prohibited

1) Single, Two and Multi-Family dwelling units.

2) Mobile (Residential) Homes.

3) All retail and commercial activities except those customary accessory uses of Golf Courses, Country Clubs and Parks and Greenbelt areas.

R-R Rural Residential District (Non-Cumulative) Low Density (2 DU/AC)

A. Uses Permitted

1) Single-family dwelling units and their customary accessory structures.

2) The growing of crops and plants.

3) The keeping of cows and horses and private stables.

4) Home occupations.

5) Churches and their customary attendant and accessory buildings and parking lots.

6) Schools and their customary accessory and attendant buildings and parking lots.

7) Campground facilities.

8) Horticulture, floraculture and greenhouses.

9) Mariculture and aquaculture.

10) Mobile homes, utilized as single-family residences.

11) Areas for display and sale of fruit, vegetables and similar agricultural products.

12) Public utility and service structures including but not limited to water and sewer facilities.

13) Silviculture.

B. Special Exceptions

1) Public riding stables.

2) Kennels, Animal

SDD Special Development District (Non-Cumulative) Low Density (3 DU's/acre and Special Development PUD)

A. Uses Permitted

1) Single family dwelling units and their customary accessory structures (including single family detached, duplex and triplex structures and mobile homes).

2) Home occupations.

3) Horticulture, floriculture and greenhouses.

4) Mariculture and aquaculture.

5) Areas for display and sale of fruit, vegetables and similar agricultural products.

6) The growing of crops and plants.

7) The keeping of horses and private stables.

8) Silviculture.

9) Major public utility and service structures.

B. Special Exceptions

1) Churches and their customary attendant and accessory buildings and parking lots.

2) Schools and their customary accessory and attendant buildings and parking lots.

3) Public riding stables

4) Keeping of domestic animals; pastural feeding permitted, confinement feeding prohibited.

5) PUD/SDD.

Planned Unit Development-SDD-Special Development District

1) Permitted Uses. All residential and commercial uses as specified below; (unless otherwise specified, there are no minimum requirements for lot coverage, lot size and width, and setbacks).

Residential Uses:

a. Single Family Dwelling

b. Two Family Dwelling

c. Multi-Family Dwellings including Townhomes.

Commercial Uses:

d. Restaurants (including on-premise consumption of alcohol).

e. Appliance repair shops (no outside storage or work permitted).

f. Strip shopping centers.

g. Taverns, cocktail bars and nightclubs.

home. A replacement mobile home must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

B. Railroads and Rapid Transit, on grade. Passenger terminals are not permitted.

C. Highways and street rights-of Way.

D. Public utilities, except above ground transmission lines. No structures (except airfield lighting), buildings, or above ground utility communication lines shall be permitted within height constraints.

E. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings, within height constraints.

F. Silviculture, within height constraints.

Airport Environ Area B3 (0-3 DU's/acre)

1. Uses Permitted.

A. Single Family dwellings and their customary accessory structures and uses.

B. Mobile (residential) Homes. Replacement and new mobile homes must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

G. Public utilities (except above ground transmission lines).

H. Community and Regional Parks. Spectator stands are not permitted.

I. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

J. Water based recreation. Clubhouses are not permitted.

K. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings.

L. Forestry activities.

2. Special Exceptions.

A. Churches with attendant buildings and facilities. Schools or day care facilities which operate on a five day a week basis are not permitted.

B. Industrial and manufacturing uses of the following types:

1) Lumber and wood product.
2) Furniture and fixtures.
3) Paper and allied product.
4) Printing and publishing.
5) Distribution warehousing.

C. Governmental services. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

D. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 50 people are not permitted.

E. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings. Livestock farms are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Industrial and manufacturing uses of the following types:

1) Food and similar products.
2) Textile mill products.
3) Stone, clay and glass products.
4) Primary metal industries.
5) Fabricated metal industries.

C. Commercial and retail sales.

1) General merchandise.
2) Food.
3) Wearing apparel and accessories.
4) Furniture and home furnishings.

D. Finance, insurance and real estate services.

E. Personal services.

F. Professional services.

Airport Environ Area C2 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Neighborhood parks. The park must be oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Livestock farming.

Airport Environ Area C1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

Airport Environ Area C (0-3 DU's/acre)

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Auditoriums, concert halls.

C. Outdoor sports arenas, spectator sports.

D. Livestock farms.

Airport Environ Area 1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

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ORDINANCE NO. 89-27

AN ORDINANCE ESTABLISHING LAND USE REGULATIONS FOR ESCAMBIA COUNTY, FLORIDA, PROVIDING A SHORT TITLE, CITING ENACTMENT, AUTHORITY AND JURISDICTION; PROVIDING FOR DEFINITIONS; PROVIDING DISTRICTS, BOUNDARIES AND A LAND USE MAP SERIES; PROVIDING FOR NONCONFORMING USES; PROVIDING REQUIREMENTS FOR ISSUANCE OF LAND USE CERTIFICATES; PROVIDING FOR CONFORMANCE TO REGULATIONS; PROVIDING FOR REGULATION OF SEPTIC TANKS; PROVIDING FOR REGULATION OF FENCES AND WALLS; PROVIDING FOR REGULATION OF OFFSTREET PARKING, SIGNS AND MOBILE HOMES; PROVIDING FOR PLANNED UNIT DEVELOPMENT PROJECTS; PROVIDING FOR HEIGHT AND AREA EXCEPTIONS; PROVIDING FOR MARINE/ESTUARINE/RIVERINE SETBACKS; PROVIDING FOR REGULATION OF LAND USES AROUND AIRPORTS; PROVIDING FOR MARINA SITING REQUIREMENTS; PROVIDING REVIEW CRITERIA FOR ENVIRONMENTAL SENSITIVE AREAS; PROVIDING FOR A ZONING BOARD OF ADJUSTMENT; PROVIDING FOR A PLANNING BOARD; PROVIDING FOR SPECIAL EXCEPTIONS, VARIANCES AND APPEALS; PROVIDING FOR ENFORCEMENT AND PENALTY; PROVIDING FOR MANDATORY REVIEW OF THE ORDINANCE; PROVIDING FOR AUTHORITY OF THE BOARD OF COUNTY COMMISSIONERS TO AMEND, SUPPLEMENT, CHANGE, MODIFY OR REPEAL; REPEALING AND REPLACING ESCAMBIA COUNTY ORDINANCE NUMBER 88-11, 88-17, 89-02, 89-09 AND 89-18; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

ARTICLE I

SHORT TITLE

These regulations shall be known as "Urban Area Land Use Regulations, Escambia County, Florida".

ARTICLE II

ENACTMENT AND AUTHORITY

In accordance with Chapters 125, 163, and 333 Florida Statutes, as amended, and the Escambia County Comprehensive Plan, as amended, for the purpose of promoting health, safety, morals and the general welfare of the community, the Board of County Commissioners shall have the power to regulate and restrict the use of land in the unincorporated areas of the County. The Board of County Commissioners is further authorized to regulate and restrict the height, number of stories and size of buildings and other structures on land and water, the percentage of lot that may be occupied, the size of yards, courts and other open spaces, the density of population, the use of buildings, structures and land for trade, industry, residence of other specific use and other matters to be regulated to safeguard the safety, health and welfare of the people. Further, it is hereby found that incompatible land uses have the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use. Incompatible land use reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus, tending to destroy or impair the utility of Pensacola Regional, NAS Pensacola, Ferguson and Coastal Airports and OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8 and Corry Hospital Heliport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of incompatible land use around airports is a nuisance and injurious to the region

served by the Pensacola Regional, Ferguson and Coastal Airports and NAS Pensacola, OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8, and Corry Hospital Heliport.

2. That it is necessary in the interest of the public health, public safety, and general welfare that land uses be controlled so as to prevent incompatible land uses around airports. Airport operations produce noise which when certain levels are exceeded is not compatible with residential uses and certain commercial and industrial uses which are not properly soundproofed. It is further declared that both the prevention and creation or establishment of incompatible land uses, structures and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

ARTICLE III

JURISDICTION

The area subject to these Regulations shall be that portion of the unincorporated area of Escambia County under the jurisdiction of the Board of County Commissioners, south of the Tallahassee Base Line with the exclusion of the areas under Land Use Regulations, University of West Florida Vicinity, the Santa Rosa Island Authority Development Code and the Zoning Regulations of Perdido Key, Escambia County, Florida, established by Special Acts of the Legislature. Article VI, Section 16, Airport Land Use, shall be applicable to all Airport Environs and Noise Zones on the official "Escambia County Land Use Map Series." In addition all of the property as designated on the "Height Limitation Maps" shall be regulated pursuant to the provisions of this Ordinance for height limitations only. All property outside of the designated Airport Environs Zones or Noise Zones as set forth on the official "Escambia County Land Use Map Series" will be regulated as to land uses by the "Urban Area Land Use Regulations Ordinance."

ARTICLE IV

PURPOSE AND INTENT

The purpose and intent of these Regulations is to implement the Escambia County Comprehensive Plan and enabling legislation in order to:

1) Protect and promote the stability of the unincorporated portion of Escambia County;

2) Encourage the most appropriate use of land and water throughout the unincorporated urban areas of Escambia County;

3) Secure safety from fire and other dangers;

4) Promote health and the general welfare;

5) Provide adequate light and air;

6) Prevent the overcrowding of land and water to avoid undue concentration of population.

7) Preserve and facilitate the development and display of the natural beauty and attractiveness of the area; and

8) Facilitate the adequate provision of transportation, water, sewerage, schools, parks and other requirements.

9) Achieve the highest quality of life for residents of the unincorporated urban areas of Escambia County consistent with sound land development, economic, social, environmental and energy conditions.

19) Breakwater. A structure protecting a shore area, harbor, anchorage or basin from waves.

20) Building. Any structure designed or built for the support, enclosure, shelter or protection of persons, animals, chattels or property of any kind.

21) Building Area. The total ground area, taken on a horizontal plane at the mean grade level, of each building and accessory building, but not including uncovered entrance platforms, terraces, and steps.

22) Building Clusters. A group of structures, arranged in a geometric configuration, and sharing the same common areas and amenities such as swimming pools, parking lots, etc.

23) Building Height. The vertical distance measured from the established mean grade at the front building line to the highest point of the roof.

24) Building Inspector. Individual appointed by the Building Official to carry out inspections required by the Standard Building Code, as amended, and related Codes.

25) Building Line. The innermost edge of any required yard or setback.

26) Building Official. The individual responsible for conducting inspections and issuing permits under the Standard Building Code, as amended.

27) Building Permit. A permit to construct a structure on a lot issued by the Building Inspection Department according to the Standard Building Code, as amended.

28) Building Setback. A line parallel to the front lot line, tangent to the nearest part of the principal building, extending from side lot line to side lot line.

29) Bulkhead. A structure or partition constructed at least 10 feet landward of mean high water, designed to retain or prevent sliding of the land at time of construction.

30) Campground. A place where buildings or sites for vehicles or tents are rented for use as temporary living quarters for recreational purposes.

31) Cemetary. Property used for the interring of the dead.

32) Certificate of Occupancy. Official certification that a premise conforms to provisions of these regulations and the Standard Building Code, as amended, and may be used or occupied. Such Certificate is granted for new construction or for the substantial alteration or additions to existing structures. A structure may not be occupied unless such Certificate is issued by the Building Official.

33) Child Care Center. An establishment where, for a fee, more than five children, other than members of the family occupying the premises, are cared for away from their own home by day or night. The term includes day nurseries, but does not include foster homes.

34) Church. A building designed and/or used for public religious worship.

34.1) Church, Attendant Structures and Uses. All structures and uses located on the same parcel of property as the main church building or a contiguous parcel which is utilized primarily for the members of the church. Day care centers or schools operated more than three (3) days a week for instruction of individuals who are not members or guests shall not be considered as attendant structures or uses.

51) Dwelling. A building which is designed or used exclusively for residential purposes, but does not include hotels, motels, or any temporary lodging for transient residence.

52) Dwelling Unit (DU). One or more rooms, designed, occupied or intended of occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the dwelling unit for the exclusive use of a single family maintaining a household.

53) Dwelling - Single Family (Detached). A dwelling designed for and/or occupied by one family.

54) Dwelling - Two-Family (Duplex). A dwelling which has two kitchens and is designed for and/or occupied by two families.

55) Dwelling - Multiple. A dwelling designed for and/or occupied by three or more families.

56) Easement. An interest in land owned by another which entitles the holder to a specific use or enjoyment.

57) Elevations. All Mean Sea Level (M.S.L.) elevations in these Land Use Regulations shall be measured from certified bench marks throughout the area.

58) Emission. The act of passing into the atmosphere an air contaminant or gas stream which contains or may contain an air contaminant, or the material so passed into the atmosphere.

59) Enforcing Officer. The administrative officer designated to administer these Regulations and issue Land Use Certificates.

60) Engineer. A person registered and currently licensed to practice Professional Engineering in the State of Florida.

61) Family. One or more persons occupying a dwelling unit and living as a single housekeeping unit, as distinguished from persons occupying a lodging house or hotel, as herein defined.

62) Family, Immediate. Grandparents, parents, grandchildren, children and/or siblings, related by blood or marriage to the owner of the principal building.

63) Filling Station. See Automobile Service Station.

64) Finding. A determination or conclusion based on the evidence presented and prepared in support of a decision by the Board of Adjustment (BOA).

65) Floor Area. Total floor area of all stories including halls, stairways, elevator shafts, and other related uses, measured to outside faces of exterior walls of a building exclusive of vent shafts, courts, carports, garages, breezeways and patio.

66) Footprint. The surface area enclosed or covered by the footing, foundation or outermost projection of any floor of a building, whichever area is greater.

67) Foster Care Facility. Home for maximum of five persons (including the Foster Parent's own children) which is licensed by the State of Florida. Home must meet Fire/Safety Codes and pass Sanitation Inspections.

68) Fraternities. See Club.

69) Garage Apartments. An accessory building containing living facilities and space for at least one automobile.

70) Garage, Private Residential. An accessory building or portion of the principal residential building including carport used for the storage of automobiles of the occupants of the principal building.

85) Junk Yard. An area where waste, used or second-hand materials, equipment and/or machinery is bought, sold, exchanged, bagged, maintained, stored, baled, packed, disassembled, or handled, including but not limited to, wrecked or inoperable automobiles, scrap iron and other metals, paper, rags, rubber tires, bottles, and used building materials, plumbing fixtures, electrical fixtures, and lumber. Junk yards shall include specifically, but not by way of limitations, automobile wrecking yards, building materials wrecking, and/or storage yards and used appliance wrecking and/or storage yards.

86) Kennel, Animal. Any structure or premises in which animals are kept, boarded, bred or trained for commercial gain.

87) Kindergarten. A building or portion thereof used for the instruction of pre-school aged children. This term shall include day nurseries.

88) Land Area. The total land area within the property lines of a lot.

89) Land Use Certificate. Certificate issued by the Enforcing Officer indicating that a proposed use of land is in conformity with these Regulations, a prerequisite to issuance of a Building Permit.

90) Land Use Map. The map or maps, which are a part of these Regulations and delineate the boundaries of zoned districts.

91) Laundry, Self-Service. A business that provides coin-operated washing, drying, dry cleaning, and/or ironing machines for hire, used by customers on the premises.

92) Livestock. A tame animal such as a cow, horse, sheep, pig, goat or chicken, but not necessarily limited to these animals, Dogs and cats are not included.

93) Lodging House. See Boarding House.

94) Lot. The least fractional part of subdivided lands having limited fixed boundaries which has a letter or number by which it may be identified.

94.1) Corner Lot. A lot abutting upon two or more streets at a street intersection or upon two parts of the same street forming an interior angle of less than 135 degrees.

94.2) Double Frontage Lot. A lot having frontage on two nonintersecting streets, as distinguished from a corner lot.

94.3) Interior Lot. Lot other than a corner lot.

94.4) Nonconforming Lot. A lot which fails to meet requirements of the Land Use District in which it is located with regards to lot area, width or other characteristics.

95) Lot Depth. The average horizontal distance between the front and rear property lines.

96) Lot Line. The boundary dividing a lot from a right-of-way or adjoining tracts of land.

97) Lot of Record. A lot which exists as shown or described on a plat or deed in the official records of Escambia County on or before the adoption of these Regulations by the Board of County Commissioners.

98) Lot Width. The horizontal distance measured along the building setback line, between the two side property lines.

113) Mobile Home Subdivision. A subdivision of mobile homes where two or more individual lots are owned by owners and where a portion of the subdivision or the amenities exclusively serving the subdivision are retained by the subdivision developer/owner or Homeowners Association.

114) Motel. A building or group of buildings designed to provide sleeping accommodations for transient automobile travelers. Includes Auto Courts, Tourist Courts, Motor Lodges or Motor Inns.

115) Motor Vehicle. A self-propelled free moving vehicle, usually with four or more wheels, primarily for conveyance on a street or roadway.

116) Non-Conforming Use. Any use of a building or land lawfully existing at the time of passage of these Regulations or amendments thereto, which does not conform to the land use regulations of the district in which it is located.

117) Noxious Matter. Material which is capable of causing injury to living organisms by chemical reactions.

118) Nursery School. See Child Care Center.

119) Nursing, Convalescent, or Rest Home. A home for two or more aged, convalescent, chronically ill or incurable persons, not of the same family, where food, shelter and care are provided. Not including hospitals, clinic or medical institutions.

120) Open Space. Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated or reserved for public or private use or enjoyment or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

121) Out-Building. A structure erected for the purpose of sheltering domestic animals and/or for the storage of crops or equipment.

122) Outdoor Recreational District. An area used exclusively for outdoor recreational purposes (See Section 12, S-1 Outdoor Recreational District.

123) Owner. The owner of the fee simple title of record, a vendee under a contract by agreement for deed, or a lessee under a written lease whose term is more than ten years.

124) Package Store. An establishment selling liquor for off-premise consumption.

125) Parcel. A lot or contiguous group of lots, in single ownership or under single control considered a unit for purposes of development. See Plot or Site.

126) Park. A tract of land, designated and used by the public for active and passive recreation.

127) Parking Lot. A parcel used for the storage or parking of motor vehicles, either for compensation or to provide an accessory service to a commercial or residential use.

128) Parking Space. A space for the parking of a motor vehicle within a public or private parking area.

129) Pastoral Feeding. Pastured feeding of domestic animals, where the pasture provides the major portion of feed consumed and the pasture is maintained during the period of time that such pasture is occupied by domestic animals.

130) Permissible Use. Any use authorized in a particular zoning district, a permitted use or special exception use.

148) Restrictive Covenents. Private regulations recorded with the Final Plat, which limit or otherwise govern the use, intensity and development patterns of the land within a subdivision or other parcel of land for a specified time.

149) Revetment. A facing built to protect a scarp, embankment or shore structure against erosion by wave action or currents, constructed of, for example, concrete or stone.

150) Right-of-Way. The areas of a highway, road, street or way reserved for public use, whether established by prescription, dedication, gift, purchase, eminent domain or any other legal means.

151) Rigid Shore Protection Structure. Shore hardening structures, such as seawalls, bulkheads, revetments, rubble mound structures; groins; aggregates of materials other than beach sand used for shoreline protection against erosion and wave and hydrodynamic forces.

152) Rooming House. See Boardinghouse.

153) Satellite Television Receiving Dishes (ground mounted). A device commonly parabolic in shape, mounted at a fixed point on the ground for the purpose of capturing television signals transmitted via satellite communication facilities and serving the same or similar function as the common television antenna. Said devices are here in defined as accessory structures.

154) School. An institution primarily for academic instruction, public, parochial or private, including day care facilities, which provides an organized course of instruction for its attendees.

155) Seawall. A structure separating land and water areas, primarily designed to prevent erosion and other damage due to wave action (See also Bulkhead).

156) Service Station. See Automobile Service Station.

157) Setback. The distance between the street right-of-way and the front building line of the principal building.

158) Shopping Center. A group of commercial establishments planned, constructed and managed as an entity with customer and employee parking provided on-site, provision for goods delivery separated from customer access, and designed to serve a community or neighborhood.

159) Sight Triangle. A triangular shaped portion of land established at street intersections in which nothing is to be erected, placed, planted or allowed to grow in such a manner as to limit or obstruct the sight distance of motorists entering or leaving the intersection.

160) Silviculture. The development, maintenance and management of forest resources.

161) Site. A plot of land suitable for development, or on which a building or buildings are built.

162) Site Plan. A plan, to scale, showing uses and structures proposed for a parcel of land as required by these Regulations including lot lines, streets, building sites, reserved open space, existing building, major landscape features and topography and proposed utility lines and easements.

163) Sororities. See Clubs.

164) Special Exception. A use that would not be appropriate generally throughout a particular district, but which, if controlled as to number, area, location, or relation to the

townhouse shall be considered a separate building and shall be separated from adjoining townhouses by the use of separate exterior walls meeting the requirements for zero clearance from property lines as required by the type of construction and fire protection requirements, or shall be separated by a party wall; or, when not more than three stories in height, may be separated by a single wall meeting the requirement in F.S. 481.203, Section (7) (a), (7) (b) and (7) (c).205)Trailer. See Mobile Home.

176) Trailer Park. See Mobile Home Park.

177) Truck Stop or Terminal. Buildings and premises designed so as to cater principally to trucks where the functions and services rendered by a mechanical garage may be rendered, but not to include the storage of vehicles for the purpose of using parts of said vehicles for sale or repair.

178) Use, Principal. The main use of land or buildings as distinguished from a subordinate or accessory use.

179) Used Car Lot. Any parcel of land used for the storage, display and sales of used automobiles in running condition.

180) Variance. A modification of the Land Use Regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. A variance is authorized only for height, area, bulk, and size of structure or yard size, and open spaces. Establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the district or classification or in adjoining district or classifications.

181) Visibility Clearance at Intersections. See Sight Triangle.

182) Wetlands. Thoses areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adpated for life in saturated soil conditions. Swamp hammocks, hardwood swamps, riverine cypress, cypress ponds, bayheads and bogs, wet prairies, freshwater marshes, tidal flats, saltmarshes, mangrove swamps, and marine meadows are examples of wetlands, but these classifications are not meant to be the exclusive types of habitats to be condsidered wetlands, but are meant to serve as illustrations only.

183) Wetlands, Adjacent. Wetlands separated from other watercourses or waterbodies by manmade dikes or barriers, natural river berms, beach dunes and the like.

184) Wetlands, Contiguous. Wetlands bordering on neighboring watercourses or water bodies. The term includes wetlands that lack a defined stream channel but serve as wet season waterways.

185) Wetlands, Isolated. Wetlands not adjacent to watercourses or waterbodies. These wetlands occur on flatland where the lack of slope and poor soil drainage cause a portion of the rainwater or the water table to collect in shallow ponds isolated from surface drainage features.

186) Yard. The open space surrounding the principal building on any lot.

186.1) Front Yard. That portion of the yard extending the width of the lot measured between the front lot line and the front building line.

The boundaries of such districts as are shown upon the Land Use Map Series adopted as part of these Regulations or amendments thereto are hereby adopted and approved. Regulations governing the use of land and buildings, the height of buildings, building site areas, the size of yards about buildings and other matters are established and declared to be in effect upon all land included within the boundaries of each district shown upon the Land Use Map Series. Where uncertainty exists as the boundaries of any district shown on a map, the following rules shall apply:

Where district boundaries are indicated as approximately following street center lines, alley lines or lot lines, such lines shall be construed to be district boundaries.

Where a district boundary divides a lot of record , the location of such boundary shall be determined by use of the scale appearing on the map unless said boundary is located by dimensions. Where a district boundary line divides a lot of record into equal sections, the more restrictive zoning classification shall regulate. If a lot of record is divided into unequal sections, the regulations shall be those applicable to the largest section.

Where any street or alley is officially vacated, the regulations applicable to each parcel of abutting property shall apply to that portion of such street or alley added to each parcel by such vacation.

Where a lot or parcel of land has an area or a width less than the minimum required in the land use district and was a separate lot of record as of the date of adoption of this ordinance, the Enforcing Officer may vary area, yard and landscaping requirements up to the limits stated in Setback Requirements up to a maximum of 50 percent without referring the matter to the Zoning Board of Adjustments.

Setback Requirements:

Unless required by other more restrictive district regulations, the minimum setback line on all roads which have been assigned a State Highway Number (including County Maintained State Roads), U.S. Highways, and Interstate Highways shall be at least sixty-five (65) feet from the center line of the right-of-way or fifteen (15) feet inside the property line, whichever is greater. Exempt from this requirement are renovations, but not additions, to existing buildings resulting from road construction when a County road becomes a State road. Unless required by other more restrictive district regulations, the minimum setback line on all other County roads shall be forty-eight (48) feet from the center line of the right-of-way or fifteen (15) feet inside the property line, whichever is greater.

The Enforcing Officer may grant waivers to Setback Requirements in the following cases:

A. Additions to buildings or structures in violation of Setback Requirements in which the addition is not in violation of the Setback Requirements may be waived without execution of a No Cost Agreement for the addition.

B. Additions to building or structures which upon construction would be in violation, but extend no further into the setback area than the existing building upon the execution and filing of a No Cost Agreement. A copy of the No Cost Agreement shall be filed with the Enforcing Officer.

C. The Enforcing Officer may grant waivers for mobile homes in violation of Setback Requirements as long as the mobile home (excluding hitch) is at least fifteen (15) feet on the individuals own property and waivers will specify that the mobile home will be moved at the request of the Board of County Commissioners.

Signs, lights, fences, and temporary power poles may be permitted as temporary structures in the setback area, but shall be removed at the

C. Off-street Parking Requirements

See Article VII, Section 6.

D. Site and Building Requirements

1) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

2) Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

3) Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

4) Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 30 feet, whichever is greater.

5) Side Yard Requirement. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line; however, side yards need not exceed 15 feet on each side. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 30 feet, whichever is greater.

6) Building Height Requirements. No building shall exceed 2 1/2 stories or 35 feet in height above the habitable first floor.

E. Signs

See Article VII, section 7.

F. Landscaping

See Article VII, Section 13.

Section 3 - R-2 Single Family District, (Cumulative) Low-Medium Density (0-7 - DU's/acre)

Intent and Purpose of District:

District R-2 is intended to be single-family residential area with large lots and low population density. Certain structures and uses required to serve educational, religious, utilities, and non-commercial recreational needs of such areas are also permitted within the district.

2) Single-family attached dwellings including duplexes and townhouses, building clusters and zero lot line. (Townhouse - a single-family dwelling not exceeding three stories in height which is constructed in a series or group of attached units with property lines separating such units. Each townhouse shall be considered a separate building and shall be separated from adjoining townhouses by the use of separate exterior walls meeting the requirements for zero clearance from property lines as required by the type of construction and fire protection requirements, or shall be separated by a party wall; or, when not more than three stories in height, may be separated by a single wall meeting the requirement in F.S. 481.203, Section (7) (a), (7) (b) and (7) (c).

3) In home child and adult care centers and foster care facilities shall be permitted only when owners of immediately adjacent property give their written consent.

4) Guest Residences of no more than one guest residence per dwelling unit (DU) per lot.

B. Special Exceptions

1) Any special exception allowed in the preceding district.

2) Mobile homes utilized as guest residences.

C. Off-Street Parking Requirements

See Article VII, Section 6.

D. Site and Building Requirements

1) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total area. Lots that are platted under the provisions of Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

2) Lot Width. Minimum lot width for a single-family dwelling measured at the front building line shall be 50 feet and at the street right-of-way, 40 feet. The minimum lot width for a two-family dwelling shall be 80 feet at the front building line and 50 feet at the street right-of-way line. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

3) Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

4) Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 30 feet, whichever is greater.

5) Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. A minimum side yard of 15 feet shall be required between building clusters and townhouse groups. No side yards shall be required in attached clusters, townhouses, or zero lot line projects except at the ends of the projects where a minimum of 15 feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the

D. Site and Building Requirements

1) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings excluding parking facilities for residents required by Article VII, Section 6, (1) hereof shall be:

Building Height	Maximum Lot Coverage
1 to 2 stories	40%
3 to 4 stories	35%
5 to 6 stories	30%
7 to 9 stories	25%
10 to 13 stories	17%
Over 13 stories	15%

2) Lot Width. Minimum lot width for a single-family detached dwelling measured at the front building line shall be 50 feet and at the street right-of-way, 40 feet. The minimum lot width for a two-family dwelling shall be 80 feet at the front building line and 50 feet at the street right-of-way line. The minimum lot width for a multiple-family dwelling or a boarding or lodging house shall be 100 feet at the front building line. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

3) Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet. In the case of multi-family projects, there shall be a project front yard having a depth of not less than 20 feet.

4) Rear Yard Requirements. There shall be a front yard having a depth of not less than 25 feet. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 25 feet, whichever is greater. In the case of multi-family projects, there shall be a project front yard having a depth of not less than 20 feet.

5) Side Yard Requirements. The side required on each side for buildings not exceeding three stories in height shall be 10 percent of the lot width, but each side yard need not exceed 10 feet. For buildings exceeding three stories, the side yard shall be increased in accordance with the formula that for each additional foot the building is set back from all property lines, three feet may be added to the height of the building(s) but no side yard in excess of 15 feet shall be required on Pensacola bayfront lots. No side yards shall be required in attached Townhouse or Zero Lot Line projects except at the end of such projects where a minimum of ten feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 25 feet, whichever is greater. In the case of multi-family projects, there shall be a project sideyard having a depth of not less than 5 feet.

6) Townhouses. Site and building requirements apply to total structure rather than individual units with such being determined prior to issuance of a Land Use Certificate.

E. Signs

See Article VII, Section 7.

F. Landscaping

See Article VII, Section 13.

of-way line. The minimum lot width for a multiple-family dwelling or a boarding or lodging house shall be 100 feet at the front building line. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way. In the case of multi-family projects there shall be a project front yard having a depth of not less than 20 feet.

3) Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet. In the case of multi-family projects there shall be a project front yard having a depth of not less than 20 feet.

4) Rear Yard Requirements. There shall be a rear yard having a depth of not less than 25 feet. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 25 feet, whichever is greater.

5) Side Yard Requirements. The side yard required on each side for buildings not exceeding three stories in height shall be 10 percent of the lot width, but each side yard need not exceed 10 feet. For buildings exceeding three stories, the side yards shall be increased in accordance with the formula that for each additional foot, the building is set back from all property lines, three feet may be added to the height of the buildings. No side yards shall be required in attached Townhouse or Zero Lot Line projects except at the ends of such projects where a minimum of 10 feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 25 feet, whichever is greater. In the case of multi-family projects there shall be a project sideyard having a depth of not less than 5 feet.

F. Signs

See Article VII, Section 7.

G. Landscaping

See Article VII, Section 13.

Section 7 - R-6 Residential Neighborhood Commercial District, (Cumulative) High Density (0-25 DU's/acre)

Intent and Purpose of District:

This district is intended to provide for a mixed use area of residential, office and professional, and certain types of neighborhood convenience shopping - retail sales and services which permit a reasonable use of property while preventing the development of blight or slum conditions. This district shall be established in areas where the intermixing of such uses has been the custom, where the future uses are uncertain and some redevelopment is probable.

A. Uses Permitted

1) Any use permitted in the preceding district.

2) Retail sales and services (gross floor area of building not to exceed 6,000 square feet). Outside storage allowed in rear yard only, with adequate screening being provided.

a. food and drugstore.
b. personal service shop.
c. clothing and dry goods store
d. home furnishings and hardware appliance.
e. speciality shop.

shall be 10 percent of the lot width, but each side yard need not exceed 10 feet. For buildings exceeding three stories, the side yards shall be increased in accordance with the formula that for each additional foot, the building is set back from all property lines, three feet may be added to the height of the buildings. No side yards shall be required in attached townhouse projects except at the side yard of such projects where a minimum of 10 feet shall be required. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater. In the case of multi-family projects there shall be a project side yard having a depth of not less than 5 feet.

E. Signs

See Article VII, Section 7.

F. Landscaping

See Article VII, Section 13.

Section 8 - C-1 Retail Commercial District (Cumulative)

Intent and Purpose of District

This district is composed of lands and structures used primarily to provide for the retailing of commodities and the furnishing of selected services. The district also provides for retail operations entailing limited fabricating/assembling where all such operations are within the confines of the building and do not produce undesirable effects on nearby property. The scale and intensity of commercial uses allowed within this district are intended to be of a nature compatible with adjacent residential development.

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Strip Shopping Centers.

3) Taverns, cocktail bars and nightclubs.

4) Personal service establishments such as, but not limited to, banks, barber shops, beauty parlors, medical and dental clinics, restaurants including on-premise consumption of alcohol, financial institutions, professional and other offices, parking garages and lots, laundry and dry cleaning pickup stations, self-service coin-operated laundry and dry cleaning establishments, shoe repair, tailoring, watch and clock repair, locksmiths and data processing.

5) Retail businesses such as: drug, package, hardware stores, book, stationery, china and luggage shops, newsstands, photographic supplies and studios, and wearing apparel shops.

6) Restaurants (with drive-thru services). Drive-in restaurants provided that the boundaries of the tract of land on which they are located are in excess of 200 feet from any R-1 or R-2 residential district.

7) Automobile repair shops for ignition, fuel, brake and suspension systems or similar uses.

8) Automobile service stations including minor auto repairs.

9) Automobile washing facility.

C. Off-Street Parking and Loading Regulations

See Article VII, Section 6.

D. Traffic Requirements

1) No entrances or exits shall direct traffic into adjacent residential areas.

E. Landscaping

See Article VII, Section 13.

F. Site and Building Requirements

1) Residential site and building requirements shall be the same as for the R-5, Urban Residential/Limited Office District. For hotels and motels, there are no maximum density limits; however, all applicable lot coverage provisions and all other applicable regulations which apply to such developments must be complied with. For other principal uses, the following shall apply:

2) Lot Area. There shall be no minimum lot area, except for recreational camping facilities which shall require a minimum lot size of five acres.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed the following:

Building Height	Maximum Lot Coverage
1 and 2 stories	55%
3 and 4 stories	50%
5 and 6 stories	45%
7 and 9 stories	40%
10 to 13 stories	35%
Over 13 stories	30%

4) Lot Width. There shall be no minimum lot width.

5) Yard Requirements. There shall be a front and rear yard of at least fifteen feet. There shall be a minimum side yard of ten feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater.

G. Signs

See Article VII, Section 7.

H. Screening Adjacent to Residential Areas.

Where a lot line within a C-1 Retail Commercial District abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Section 9 - C-2 General Commercial District (Cumulative)

Intent and Purpose of District:

This district is composed of certain land and structures used to provide for the wholesaling and retailing of commodities and the furnishing of several major services and selected trade shops. The district also provides for operations entailing

E. Screening Adjacent to Residential Areas.

Where a lot line within a C-2 General Commercial District abuts a side or rear lot line in any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirments shall be attained within 18 months of the issuance of the Certificate of Occupancy.

F. Landscaping

See Article VII, Section 13.

G. Site and Building Requirements

1) Residential site and building requirements shall be the same as for the R-5, Urban Residential/Limited Office District. For other principal uses, the following shall apply:

2) Lot Area. There shall be no minimum lot area.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed the following:

Building Height	Maximum Lot Coverage
1 and 2 stories	55%
3 and 4 stories	50%
5 and 6 stories	45%
7 to 9 stories	40%
10 to 13 stories	35%
Over 13 stories	30%

4) There shall be no minimum lot width.

5) Yard Requirements. There shall be a front and rear yard of at least 15 feet. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater.

6) Signs. See Article VII, Section 7.

Section 10 - ID-1 Light Industrial District (Cumulative) (No Residential Uses Allowed)

Intent and Purpose:

This district is intended primarily for research-oriented activities, light manufacturing and processing not involving the use of materials, processes or machinery likely to cause undesirable effects upon nearby property.

A. Uses Permitted

1) Any non-residential use permitted in the preceding district.

2) Research and development operations, towers, light manufacturing, processing or fabricating uses, enclosed storage structures and accessory structures and activities provided that the Board of Adjustment finds that the following standards are met.

a) All work operations must be conducted within the buildings of the plant. All waste material must be stored while on the lots in a screened enclosure.

district prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

D. Landscaping

See Article VII, Section 13.

Section 11 - ID-2 General Industrial District (Non-Cumulative)

A. Uses Permitted

1) Any use not permitted in ID-1 Light Industrial District. No Land Use Certificate shall be issued until the use and the location have been approved by the Board of County Commissioners subject to the following procedure:

a) A request shall be made with the Board of Adjustment to permit a specific use.

b) The Board of Adjustment shall review the request and make a recommendation to the Board of County Commissioners.

c) Within 45 days the Board of County Commissioners shall hold a public hearing as provided for in Article VIII.

d) The Board of County Commissioners shall approve or deny the request within 30 days after the public hearing.

B. Uses Prohibited

1) Single, two and multi-family dwelling units.

C. Site and Building Requirements

1) Building Height Requirement. No building shall exceed three stories or 40 feet in height except as otherwise provided in Article VII, Section 9.

2) Minimum Lot Size. The minimum lot area of an ID-2 General Industrial District shall be 20 acres.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area except as provided for in the Escambia County Lot Coverage Ordinance, No. 85-29, as amended, or any duly authorized sucessor ordinance.

4) Lot Width. The minimum lot width at the street right-of-way shall be 100 feet.

5) Yard Requirement. There shall be a front yard having a depth of not less than 25 feet. There shall be a rear yard having a depth of not less than 25 feet. There shall be side yards of not less than 15 feet.

D. Landscaping

See Article VII, Section 13.

E. Screening Adjacent to Residential Areas.

Where a lot line within an ID-2 General Industrial District abuts a side or rear lot line in any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirments shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Section 12 - S-1 Outdoor Recreational District (Non-Cumulative)

Intent and Purpose of District:

This district is intended to preserve and maintain the land for outdoor recreational uses and open space.

A. Uses Permitted

1) Golf Courses.

2) Country Clubs and their customary accessory uses.

3) Bird and Wildlife Sanctuaries.

4) Public Utilities and Service Structures.

5) Parks and Greenbelt areas.

B. Uses Prohibited

1) Single, Two and Multi-Family dwelling units.

2) Mobile (Residential) Homes.

3) All retail and commercial activities except those customary accessory uses of Golf Courses, Country Clubs and Parks and Greenbelt areas.

Section 13 - R-R Rural Residential District (Non-Cumulative) Low Density (2 DU/AC)

Intent and Purpose of District:

This district is intended to be a residential area of low density in a semi-rural or rural environment. This district is intended to provide a transition from urban to rural densities and agricultural uses.

A. Uses Permitted

1) Single-family dwelling units and their customary accessory structures.

2) The growing of crops and plants.

3) The keeping of cows and horses and private stables.

4) Home occupations.

5) Churches and their customary attendant and accessory buildings and parking lots.

6) Schools and their customary accessory and attendant buildings and parking lots.

7) Campground facilities.

8) Horticulture, floraculture and greenhouses.

9) Mariculture and aquaculture.

10) Mobile homes, utilized as single-family residences.

11) Areas for display and sale of fruit, vegetables and similar agricultural products.

12) Public utility and service structures including but not limited to water and sewer facilities.

13) Silviculture.

Intent and Purpose of District

This district is intended to identify those areas used primarily for farming, and/or the raising of livestock, and silviculture. Since the conservation of such land as open rural area is deemed desireable and needed, the district is established to distinguish these areas and preserve them.

A. Uses Permitted

1) Agricultural activities, the growing of crops and plants, and raising of domestic animals and customary accessory buildings.

2) Silviculture.

3) Mariculture and Aquaculture.

4) Single-family residences.

5) Campground and Recreational Vehicle Parks.

6) Public Utilities and Service Structures.

7) Stables, private and public.

8) Animal hospitals, clinics and kennels.

9) Areas for display and sale of fruit, vegetables and similar agricultural products.

10) Mobile homes as a single-family dwelling, subject to the provisions of Article VII, Section 11.

11) Churches with attendant building and facilities.

12) Schools and educational institutions with their attendant buildings and facilities.

13) Private clubs and lodges.

14) Guest Residences.

15) Public utility and service structures including but not limited to water and sewer facilities.

B. Uses Prohibited

1) Two-family and Multi-family dwellings

C. Special Exceptions

1) Hunting preserve.

2) Buildings used by federal, state, county or city governments for public purposes.

3) Wastewater treatment facilities, electric power, fire and police uses.

D. Site and Building Requirements

1) Lot Area, Minimum. One family - 1 1/2 acres, however, any deed or gift of any parcel of land given without valuable consideration to any member of the donor's immediate family shall be exempted from the minimum lot area requirements. The deeding option shall be limited to one time only for each immediate family member. Public utility structures, animal hospitals, clinics and associated kennels, churches and schools shall be exempted from the minimum lot area requirement.

b. The project must be determined to be an environmentally sound project (not detrimental to the environment) through review of the following criteria:

1. DER, DNR, COE, Escambia County Health Department and ECUA review and make recommendations on the project.

2. Findings of the County Staff.

c. Construction is undertaken and completed in a manner and to a specification which protects, conserves or preserves the natural resources in the area to the maximum reasonable extent.

d. A finding has been made by the Board of County Commissioners that the proposed construction meets public need.

B. Special Exceptions

1) Churches and their customary attendant and accessory buildings and parking lots.

2) Schools and their customary accessory and attendant buildings and parking lots.

3) Public riding stables

4) Keeping of domestic animals; pastural feeding permitted, confinement feeding prohibited.

5) PUD/SDD.

C. Site and Building Requirements (Requirements apply to the area that is not state and/or federal jurisdictional wetlands).

1) Lot Area, Minimum

Horses and Private Stables	2	acres
Public Stables	10	acres
Keeping of Domestic Animals	2	acres

2) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

3) Lot Width. The minimum lot width at the front building line shall be 80 feet.

4) Front Yard Requirements. The minimum front yard shall not be less than 25 feet in depth.

5) Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) provision (Article VII, Section 10) of these regulations.

6) Side Yard Requirments. The minimum side yard on each side shall be 10% of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) provision (Article VII, Section 10) of these regulations.

Building Height	Maximum Lot Coverage (Footprint of Building)
1 and 2 stories	40%
3 and 4 stories	35%
5 and 6 stories	30%
7 to 9 stories	25%
10 to 13 stories	20%
Over 13 stories	17%

For lot width, front yard, rear yard and side yard requirements, see Section 7, D. of this ordinance.

Commercial Uses:

d. Restaurants (including on-premise consumption of alcohol).

e. Appliance repair shops (no outside storage or work permitted).

f. Strip shopping centers.

g. Taverns, cocktail bars and nightclubs.

h. Personal service establishments such as, but not limited to, banks, barber shops, beauty parlors, medical and dental clinics, restaurants including on-premise consumption of alcohol, financial institutions, professional and other offices, shoe repair, tailoring, watch and clock repair, locksmiths and data processing.

i. Retail businesses such as: drug, package, hardware, book, stationery, china and luggage shops, newsstands, photographic supplies and studios and wearing apparel shops.

j. Grocery, fruit, vegetable, meat market, convenience stores and supermarkets, including the sale of beer and wine for off-premise consumption and the incidental sale of gasoline.

k. Off-premise signs, billboards and other sign structures erected, located and maintained as provided for in Article VII, Section 7.

l. Florist shops provided that products are displayed and sold wholly within an enclosed building.

m. Health and fitness clubs.

n. Hospitals and clinics.

o. Interior decorating, home furnishing and furniture stores.

p. Music conservatory, dancing schools and art studios.

q. Music, radio and television shops.

r. Indoor Movie Theaters.

s. Campgrounds.

t. Warehousing (adjacent to and part of retail operation).

u. Boat sales and service facilities.

v. Marinas (without fuel service facilities or sewage pump out stations; See Article VII, Seciton 14).

on the zoning map. The covenant shall run with the land and shall bind all successors in interest.

e. Said restrictions and covenants may be provided by inclusion of said restrictions and covenants in a Final Plat as required under the subdivision regulations or in the condominium documents.

f. Said covenants and restrictions shall be filed in the Official Records of Escambia County before a Certificate of Occupancy may be issued by the Building Inspections Department.

3) Performance Standards. All PUD/SDD projects as well as any development within the SDD District must meet the following standards:

a. No alteration of existing open bodies of water shall be permitted except the alteration of preexisting artificial drainage ditches. During construction turbidity screens or similar devices which have been approved by the County Engineering Department shall be used at all times to minimize siltation, sedimentation and erosion. No construction of artificial bodies of water shall be allowed that degrades the preexisting wildlife habitat or natural hydrological regime.

b. Wastewater, fertilizer-pesticides, or other potential pollutants and sediments shall be prevented from entering directly into water recharge areas or surface waters. A strip of buffer vegetation shall be planted or be retained between the developed area and wetlands (as identified in Section 15, F. 1), to retard the runoff of sediment, chemicals, oils and other pollutants. The buffer strip shall be a minimum width of 15 feet on 0-4% slopes and 25 feet for slopes of 5% or greater if the strip is herbaceous species or mixed woody and herbaceous. If the strip is only woody species (trees and shrubs), the minimum width shall be increased to 30 feet for 0-4% slopes and 50 feet for slopes of 5% or steeper.

c. During development, every precaution shall be taken to prevent the disruption of adjacent water discharge or recharge areas. During construction, turbidity screens or similar devices, which may be approved by the County Engineering Department, shall be used at all times to minimize siltation, sedimentation and erosion. The minimum site area to be disturbed at any time will be that which is necessary for completion of that phase of project construction.

d. To ensure that sediment remains on the site and is not transported into other areas, sediment controls shall be left in place until filled areas are stabilized.

e. Fill shall not be placed within 40 feet of a natural open body of water.

f. Slopes resulting from the placement of fill shall be no steeper than a 3 to 1 (horizontal to vertical) ratio and must be stabilized with appropriate native vegetation to prevent erosion and sedimentation. Other suitable alternatives such as rip-rap may be utilized where native vegetation is unsuitable. Other acceptable alternatives may be aproved by the Enforcing Officer. The stabilization must be completed prior to the issuance of a Certificate of Occupancy.

g. Where vehicle and driveway access is necessary, it shall be sufficiently constructed so that such access

3) Vegetation maps according to the Florida Land Use, Cover and Forms Classification System; or a jursidictional determination as to wetlands areas (if any) and the boundaries of said wetlands (if any) in map format. Maps will be accepted as conditional pending proof of determination by developer if maps are available.

4) Surface water bodies and water courses on site, including a map of existing natural drainage patterns.

e. A detailed description of proposed alterations to existing conditions, including a graphic description, to scale, of the following:

1) Changes in topography by grading, filling or excavating;

2) Areas where vegetation will be cleared or trimmed; and

3) Areas where impervious surfaces will be constructed;

f. A description of any proposed water management system; and

g. A proposed landscaping plan as outlined in Article VII, Section 13;

h. Location and type of utility lines.

i. A vicinity sketch at 400 feet or less to the inch showing surrounding streets, lots and parcels, and natural features;

j. Proposed streets, walkways and parking areas, and proposed materials;

k. Public use areas and whether for common maintenance or for dedication to appropriate public agencies.

l. General provision of public facilities:
(1) Water;
(2) Sewer;
(3) Storm drainage.

m. A description of the physical characteristics of the proposed development including total acreage, number of dwelling units, dwelling unit density, yard and spacing requirements, location of open spaces, and general architectural features and appearances of all buildings;

n. Population densities proposed;

o. Proposed schedule for development.

p. A discussion of the compatible relationship of the proposed PUD to the PUD concept and to adjacent land uses.

The required documentation submissions are in addition to any other information which may be required under other applicable County Ordinances.

q. Construction shall occur in planned stages or increments, not exceeding the minimum area necessary to prepare the site for the next phase of development. Prior to the approval of any site plan, the applicant for the Land Use Certificate shall be required to

1) DER, DNR, COE, Escambia County Health Department and ECUA review and make recommendations and or comments on the project.

2) Findings of the County Staff.

3) Cumulative effect of development.

After review of the above stated criteria by the BOA and BCC, each will make a finding of facts as to the approval or disapproval of the project.

Section 16 - Airport Land Use.

The following are regulations under which development will take place around private and military airports within the unincorporated areas of the County. These specific areas are delineated as Airport Environs and Noise Zones on the Land Use Map Series (for regulation of land use and density), and on the *Height Limitation Map for regulation* of height limitation. Unless otherwise indicated, the regulations of this section will apply to the Airport Environs Areas and Height Limitation Areas only. Further, there are certain general regulations of this ordinance which apply to this section and they are so noted.

PART I

FINDINGS

These Regulations are adopted pursuant to the authority conferred by Chapters 125, 163 and 333, Florida Statutes. It is hereby found that incompatible land uses have the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use. Incompatible land use reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus, tending to destroy or impair the utility of Pensacola Regional, NAS Pensacola, Ferguson and Coastal Airports and OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8 and Corry Hospital Heliport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of incompatible land use around airports is a nuisance and injurious to the region served by the Pensacola Regional, Ferguson and Coastal Airports and NAS Pensacola, OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8, and Corry Hospital Heliport;

2. That it is necessary in the interest of the public health, public *safety, and general welfare that land uses be controlled so as to* prevent incompatible land uses around airports. Airport operations produce noise which when certain levels are exceeded is not compatible with residential uses and certain commercial and industrial uses which are not properly soundproofed. It is further declared that both the prevention and creation or establishment of incompatible land uses, structures and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

PART II

APPLICABILITY

The regulations on land uses set forth herein are applicable to all lands designated as Accident Potential Zones or Noise Zones on the official "Escambia County Airport Zoning Map Series". In addition all of the property as designated on the "Height Limitations Maps" are regulated pursuant to the provisions of this Ordinance for height limitations only. All property outside of the designated Accident Potential Zones or Noise Zones as set forth on the official "Escambia County Airport Zoning Map Series" will be regulated as to land uses by the "Urban Area Land Use Regulations Ordinance". The official maps

11) Alteration. Any construction which would result in a change in height or lateral dimensions of an existing structure.

12) Board of Adjustment. A board which is authorized to perform certain functions (Also known as Escambia County Zoning Board of Adjustment).

13) Clear Zone(NAS Pensacola). A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.

14) Clear Zone(OLF Saufley). The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.

15) Construction. The erection or alteration of any structure either of a permanent or temporary character.

16) Day-Night Average Sound Level (Ldn). A basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24-hour time period, with a 10 decibel penalty applied to night time (10:00 p.m. to 7:00 a.m.) sound levels.

17) Decibel (dB). A unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound.

18) dBA. The unit of noise level measured in accordance with the "A-weighted scale" which replicates the response characteristics of the ear. This scale is a quantity, in decibels, read from a standard sound-level meter with A-weighting circuitry. The A-space weighting discriminates against the lower frequencies according to a relationship approximating, and to more accurately reflect the auditory sensitivity and response of the human ear. The A-scale sound level measures approximately the relative "noiseness" or "annoyance" of many common sounds.

19) Decision Height. The height at which a pilot must decide during an instruction approach (i.e., landing) to either continue the approach or to execute a missed approach and regain altitude.

20) Dwelling Unit. A structure or portion of a structure designed or occupied as self-contained living quarters for one family.

21) Easements. A servitude imposed as a burden on land. Easements regarding airport facilities usually involve a form of right of way above the land together with a restriction applied to the uses to which the land itself may be put in order to avoid interference with airport operations.. Nothing in this Ordinance or in the FAR, Part 77, regulations adopted hereby shall limit,

37) Precision Instrument Runway. A runway having an instrument approach procedure utilizing an instrumented landing system with glide slope information.

38) Runway. A defined area on an airport prepared for landing and takeoff of aircraft along its length.

39) Sanitary Landfill. A site for solid waste disposal.

40) Single-family Dwelling. A structure which is designed for or occupied exclusively as a residence for one family.

41) Special Exception. A use that would not be appropriate generally throughout a particular district, but which, if controlled as to number, area, location, or relations to the neighborhood, would not adversely affect the public health, safety, existing property value and the general welfare.

42) Structure. Any object constructed or installed by man, including but not limited to, buildings, towers, smokestacks, utility poles and overhead transmission lines.

43) Surface. An imaginary geometric plane enclosing an area, penetration into which may be restricted, prohibited or controlled.

44) Tree. Any woody plant.

45) Urban Area. That part of Escambia County, Florida, south of the Tallahassee base line, excluding incorporated areas and those areas presently subject to zoning pursuant to Special Acts of the Legislature including but not limited to areas in the vicinity of the University of West Florida, Santa Rosa Island and Perdido Key.

46) Use. The purpose for which land or a building is arranged, designed, occupied or maintained.

47) Utility Runway. A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight.

48) Variance. A modification of these regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship.

49) Visual Runway. A runway intended solely for the operation of aircraft using visual approach procedures and no instrument designation indicated on a FAA approved airport layout plan, a military services approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

PART IV

HEIGHT LIMITATIONS

In order to carry out the provision of this Ordinance, there are hereby created and established certain airport zones and surfaces. These zones and surfaces are shown on the official "Escambia County Land Use Map Series" and "Height Limitations Maps" which can be viewed at the Escambia County Planning and Development Department, 1190 West Leonard Street, and by reference made a part hereof.

When a lot is divided into sections, the more restrictive height limitations shall apply.

An area located in more than one of the described zones and surfaces is considered to be only in the zone and surface with the more restrictive height limitation.

a) Pensacola Regional

Runway 25 - 4,000 feet. Runways 16/34 and 07 - 16,000 feet.

b) Coastal and Ferguson Airports

1,250 feet.

2) The approach surface extends for a horizontal distance of:

a) Pensacola Regional

Runway 25 - 10,000 feet. Runways 16/34 and 07 - 50,000 feet.

b) Coastal and Ferguson Airports
5,000 feet.

3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

4) Permitted height limitation within the approach surfaces is the same as the inner edge and increases with horizontal distance outward from the inner edge as follows:

a) Pensacola Regional.

Runway 25 - Permitted height increases one foot vertically for every 34 feet of horizontal distance for all non-precision instrument runways other than utility; and

Runways 16/34 and 07 - Permitted height increase one foot vertically for every 50 feet of horizontal distance for the first 10,000 feet and then increase one foot vertically for every 40 feet of horizontal distance for an additional 40,000 feet for all precision instrument runways.

b) Coastal and Ferguson Airports.

Permitted height increases one foot vertically for every 20 feet of horizontal distance for all utility and visual runways. The slope starts at the runway ends.

E. Transitional Surface. The area extending outward from the sides of the primary surfaces and approach surfaces connecting them to the horizontal surface. Height limits of the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every seven feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height matches the height of the horizontal surface or conical surface or for a horizontal distance of 5,000 feet from the side of the part of the precision approach surface that extends beyond the conical surface.

2. Military Airports. The various zones, surfaces and height limitations are hereby established for military airports (Attachment B) as follows: Additional maps depicting said zones, surfaces and height limitations are available at the Escambia County Planning and Development Department and by reference, made a part hereof.

A. NAS Pensacola

beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

B. OLF Saufley

Runways 5/24 and 14/32;

1) Primary Surface. The area located on the ground or water, longitudinally centered on each runway and extending 200 feet beyond the runway end, with a width of 1000 feet. Except as provided for in the permitted use sections contained herein, no structure of obstruction that is not a part of the landing and take-off area is permitted in the primary surface.

2) Clear Zone. The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.

3) Inner Horizontal Surface. The area encompassing the runways and primary surface, and clear zones with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted in the inner horizontal surface of a greater height than 150 feet above the airport elevation.

4) Conical Surface. The area extending from the periphery of the inner horizontal surface outward and upward at a slope of one foot vertically for every 20 feet for a horizontal distance of 7,000 feet to a height of 500 feet above airport elevation.

5) Outer Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limits within the outer horizontal surface is 500 feet above airport elevation.

6) Approach Surface. The area longitudinally centered on each runway extended centerline with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface, then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.

7) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every

d) Heliport Transitional Surface. An area that connects the heliport primary surface and the heliport apporach surface, upward and outward of the heliport primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.

PART V

AIRPORT ENVIRONS, USES AND SITE AND BUILDING REQUIREMENTS

Number 1 - Airport Environs Area

Certain airport environ areas have been established around each of the airports within the County. These environ areas have been identified through data provided to the County from the United States Navy and City of Pensacola in studies completed by each of the entities for the airfields which they operate. These studies have established accident potential zones and noise zones for each of the airports as follows:

Where an Airport Environs boundary line divides the lot of record into equal sections, the more restrictive zoning classifications shall regulate. If a lot of record is divided into unequal sections the regulations shall be those applicable to the larger section.

A. Military Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is an area normally beyond APZ 1 which has a measurable potential for accidents.

Accident Potential Zones	Zone Type
A	Clear
B	APZ 1
C	APZ 2

B. Airport Noise Zones are hereby established as follows:

Airport Noise Zones	Ldn Values	Correspond to City of Pensacola Noise Zone
1	65 - 70	A
2	70 - 75	B
3	Greater than 75	C

For Pensacola Regional Airport Noise Zones and for the Land Use objective and limitations applicable thereto within the corporate boundaries of the City of Pensacola, refer to City of Pensacola Ordinance #43-82, or an approved successor, known as the Comprehensive Airport Ordinance.

C. Airport Environs Zones are hereby established as follows:

Area	Characteristics
A	Clear Zone
B3	Accident Potential Zone 1 and Noise Zone 3
B2	Accident Potential Zone 1 and Noise Zone 2
B1	Accident Potential Zone 1 and Noise Zone 1
B	Accident Potential Zone 1

(MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

F. Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

3. Landscaping.

See Article VII, Section 13.

4. Signs.

See Article VII, Section 7.

Number 3 - Airport Environ Area B3 (0-3 DU's/acre)

1. Uses Permitted.

A. Single Family dwellings and their customary accessory structures and uses.

B. Mobile (residential) Homes. Replacement and new mobile homes must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

G. Public utilities (except above ground transmission lines.)

H. Community and Regional Parks. Spectator stands are not permitted.

I. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

J. Water based recreation. Clubhouses are not permitted.

K. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings.

L. Forestry activities.

2. Special Exceptions.

A. Churches with attendant buildings and facilities. Schools or day care facilities which operate on a five day a week basis are not permitted.

B. Industrial and manufacturing uses of the following types:

1) Lumber and wood product
2) Furniture and fixtures
3) Paper and allied product
4) Printing and publishing
5) Distribution warehousing

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 6 - Airport Environ Area B (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Buildings Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Enviorn Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 7 - Airport Environ Area C3 (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Public utilities including above ground transmission lines.

C. Governmental services. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

D. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 50 people are not permitted.

D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 10 - Airport Environ Area C (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 11 - Airport Environ Area 3 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Multi-family dwellings (governed under lot coverage provisions as to density.)

C. Group quarters.

D. Government services.

Building Height	Maximum Lot Coverage
1 and 2 stories	55%
3 and 4 stories	50%
5 and 6 stories	45%
7 to 9 stories	40%
10 to 13 stories	35%
over 13 stories	30%

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

3. Site and Building Requirements.

   A. Site and building requirements shall be the same as in Part V, Number 11 - Airport Environ Area 3.

4. Commercial Off-Street Parking and Loading Requirements.

   See Article VII, Section 6.

5. Commercial Traffic Requirements.

   A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

   See Article VII, Section 13.

7. Signs.

   See Article VII, Section 7.

Number 13 - Airport Environ Area 1 (0-3 DU's/acre)

1. Permitted Uses.

   A. Any use permitted in the preceding area.

   B. Nature exhibits.

2. Special Exceptions.

   A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

   A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 11, Airport Environ Area 3.

4. Commercial Off-Street Parking and Loading Requirements.

   See Article VII, Section 6.

5. Commercial Traffic Requirements.

   A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

   See Article VII, Section 13.

7. Signs.

   See Article VII, Section 7.

PART VI

USES INTERFERING WITH AIRCRAFT

It is unlawful to establish, maintain or continue any use within the County in such a manner as to interfere with the operation of aircraft. The following requirements shall apply to all lawfully established uses within the County.

1. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.

4. Nothing in this ordinance will require that nonconforming property be brought into conformance upon sale or exchange of ownership of nonconforming property.

5. In the event that a nonconforming use or nonconforming structure has been abandoned for a period of 365 days, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.

6. Mobile homes in place at the time of adoption of this Ordinance may be converted into a permanent single-family dwelling unit (or another mobile home) provided that the total number of single-family dwelling units does not exceed the number of mobile homes being replaced (i.e., one mobile home may be replaced by one single family dwelling unit).

7. A nonconforming use may be sold and utilized as a nonconforming use as long as said use continues to meet the requirements specified in this Ordinance for the continuation for a nonconforming use (i.e., the use is not expanded, structurally altered, increased or otherwise made to become a greater hazard to air navigation than it was when it became a nonconforming use). In addition, the nonconforming use must not be abandoned for a period of 365 days.

8. Whenever a nonconforming use is destroyed by fire of act of God, said structure may be reconstructed given the following:

   A. The structure is built to the same size as the building or structure which was destroyed;

   B. The same use which was previously conducted is reestablished.

9. Necessary maintenance and repairs may be made to any nonconforming building or structure or use provided that said activity does not involve the expansion or enlargement of the size of the building, structure or use. For purposes of this provision, maintenance shall be defined as the normal and routine repair of a building, structure or use.

PART VIII

PLATTED PROPERTY

Property that is platted at the time of adoption of this Ordinance (a recorded plat is one that has been approved by the Board and registered in the Clerk's Office of the County Comptroller) will be allowed to be developed at the density as prescribed in the recorded plat. Said property may be in single or joint ownership.

PART IX

LAND USE CERTIFICATE

1. No new structure or use may be constructed or established or any existing use or structure changed or altered or repaired within the Airport Hazard Area unless a Land Use Certificate has been obtained from the Enforcing Officer. A Land Use Certificate fee may be charged if a fee schedule is adopted by the Board of County Commissioners. Each application for a Land Use Certificate shall indicate the purpose for which the Land Use Certificate is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative the Land Use Certificate shall be issued. No Land Use Certificate shall be issued that will allow the creation of an airport hazard. Said Land Use Certificate shall be obtained prior to issuance of a Building Permit.

of this ordinance. Approved commercial project Site and Building Plans for which building permits have not been obtained within one year from the effective date must be in compliance with this ordinance.

PART X

SPECIAL APPROVAL

Special approval by the Board of County Commissioners will be required for the establishment of all major utilities (i.e., sewage treatment facilities, lift stations of 1,000 gpm capacity of greater, elevated water storage, water supply wells, electric generating station, gas pumping station and any type of utility substation) prior to issuance of any land use certificates or building permits.

PART XI

ZONING BOARD OF ADJUSTMENT

Number 1 - Establishment and Procedure.

See Article VIII, Section 1, for Establishment and Procedures. Special Exceptions, Variances, and Appeals criteria as herein set forth will only be applicable to Article VI, Section 16, Airport Land Use. No rezoning will be considered for property regulated under Article VI, Section 16, Airport Land Use.

Number 2 - Powers and Duties.

The Zoning Board of Adjustment shall have the following jurisdiction and authority:

Special Exceptions.

The Zoning Board of Adjustment is authorized to conduct all necessary public hearings and to approve or disapprove only such special exceptions, as specifically authorized by this Ordinance. The Zoning Board of Adjustment may decide: 1) such questions as are involved in determining whether special exceptions should be granted; 2) to grant special exceptions with such conditions and safeguards as are appropriate under this Ordinance; or 3) to deny special exceptions when not in harmony with the purpose and intent of this Ordinance. A special exception shall not be granted by the Zoning Board of Adjustment unless said Board finds:

1. A written application for a special exception is submitted indicating the section of this Ordinance under which the special exception is sought and stating the grounds on which it is requested.

2. A public hearing shall be held by the Zoning Board of Adjustment. The owner of the property for which special exception is sought or agent of the owner, and the owners of property within 500 feet of the affected property (as well as, the airport authorities of the airport concerned) shall be notified by regular mail, at least 10 days prior to the public hearing. Notice of such hearing shall be posted in a conspicuous spot on the property for which special exception is sought 10 days prior to the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover the cost of hearing, publication and distribution of notice.

3. The Zoning Board of Adjustment shall hold all required public hearings. Any party may appear in person or be represented by agent or attorney.

4. Before any special exception shall be issued, the Zoning Board of Adjustment shall make written findings certifying compliance with the specific rules governing individual special exceptions, and that satifactory provision and arrangement have been made concerning the following where applicable:

3. At the time of filing, the applicant shall forward a copy of his application for variance by certified mail return receipt requested to the Florida Department of Transportation, Bureau of Aviation, M.S. 46, 605 Suwannee Street, Tallahassee, Florida 32399-450. The department shall have 45 days from receipt of the application to provide comments to the applicant and the Zoning Board of Adjustment after which time that right is waived. Additionally, no application for a variance may be considered unless the applicant shows evidence the requirment for Notice of Construction or Alteration under 14 Code of Federal Regulations Part 77 has been complied with. No application for a variance to the requirements of this Ordinance may be considered by the Zoning Board of Adjustment unless a copy of the application has been furnished to the Enforcing Officer. The Zoning Board of Adjustment may proceed with consideration of an application only upon receipt of Department of Transportation comments or the waiver of that right as demonstrated by the applicant's filing a copy of a return receipt showing 45 days have elapsed.

4. Such variances shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of these regulations.

5. The Zoning Board of Adjustment is authorized to hear and to approve or disapprove variances as specifically authorized by these regulations. The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance as may be necessary to prevent injurious effects upon other property in the neighborhood and to better carry out the general intent of this Ordinance.

   A. Condition. No variance in the application in the provisions of this Ordinance shall be made or granted by the Zoning Board of Adjustment unless said Board shall find:

      1) That there are exceptional circumstances or conditions applicable to the property that do not apply generally to other property in the same vicinity and airport environ area.

      2) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and airport environ area, but which is denied to the property in the request.

      3) That the granting of such variance will not be injurious to the property or improvements in such vicinity and airport environ area in which the property in question is located or otherwise detrimental to the public welfare.

      4) That the variance, if granted, will not have the effect of defeating the objectives for which this Ordinance was enacted as set forth in Article VI, Section 16, Part I by permitting the population density, noise level limitations or height restrictions to be unreasonably exceeded or result in a significant increase in danger to aircraft, passengers and crew operating in the airspace over the property affected.

   B. The Zoning Board of Adjustment shall make findings that the requirements above have been met by the applicant for variance.

   C. The Zoning Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of a variance, and that the variance is the minimum variance that will make possible the use of the land, building or structure.

Section 2 - Nonconforming Uses

The lawful use of a building, structure or land use existing as of the date of adoption of these Regulations shall not be affected by these Regulations although the existing use may not conform to these Regulations.

No structural alterations shall be made to a building, structure or use which is by definition as herein specified nonconforming , except those required by law or ordinance, or ordered by an authorized official to secure the safety of the building of the occupants. If such nonconforming building, structure or use is removed or discontinued for a continuous period of 365 days, any future use of the building or structure, or use shall be in conformity with these Regulations. Any building, structure or use not conforming to these Regulations which is rebuilt or substantially altered shall conform to all applicable County Codes, Ordinances and the requirements of these Regulations.

When a nonconforming use is destroyed by fire or act of God, said structure may be reconstructed given the following:

A. The structure is built to the same or smaller size as the building or structure which was destroyed.

B. The same use which was previously conducted is re-established.

C. The building or structure is replaced within 365 days.

When an existing building or structure is a permitted use within the Land Use District in which it is located but is considered nonconforming because of setbacks, said building or structure may be expanded into the available setback area(s) (side, rear and/or front) as long as required setbacks are not violated.

No nonconforming building shall be enlarged to cover a greater area of land than that occupied or be expanded to include more floor area than on the date of adoption of these Regulations, with the exception of a replacement mobile home provided that the required setbacks and yard requirements of the Zoning District in which it is placed are met.

Necessary maintenance and repairs may be made to any nonconforming building or structure or use provided that said activity does not involve the expansion or enlargement of the size of the building, structure or use. For purposes of this provision, maintenance shall be defined as the normal and routine repair of a building, structure or use.

Mobile homes in place at the time of adoption of this Ordinance may be replaced with another mobile home provided that the replacement is done on a one for one basis (one mobile home is replaced by only a one family mobile home). A replacement mobile home must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

All Preliminary Plats and Lot Coverage Submittal Packages for commercial projects which have been received and logged into the Engineering Department by December 31, 1988, will be honored based upon current regulations. Any Preliminary Plats and Lot Coverage Submittal Packages for commercial projects which have been received and logged into the Engineering Department after December 31 1988, are required to comply with these zoning regulations. [redacted] Any final plat received in the Engineering Department later than November 30. 1989, for which a preliminary plat was submitted by December 31 1988, must be in compliance with these zoning regulations. A Building Permit must be obtained from the Building Inspections Department for approved commercial project Site and Drainage Plans, which were submitted by December 31 1988, by November 30, 1989. Approved commercial project Site and Building Plans for which Building Permits have not been obtained by November 30, 1989 must be in compliance with this ordinance.

There shall be no maximum height for fences in commercial district except that barbed wire is permitted only on top of a solid or chain fence at least six feet in height.

Where a commercial district is adjacent to a residential district, a fence may be constructed to a maximum height of eight feet on the property line contiguous to the commercial district.

Section 6 - Parking

Offstreet parking shall be required in all districts. Ground level or multi-level parking structures (where appropriate) shall be utilized in meeting such requirements. The number of parking spaces required by this section may be reduced to the extent necessary to comply with Article VII, Section 13, Landscaping, of this ordinance and the Tree Ordinance.

1) Residential Districts - One and two-family dwellings, one space for each dwelling unit; multiple family dwellings, one and one-half spaces for each dwelling unit.

2) Office Buildings - One space for each 300 square feet of gross floor area in the building.

3) Medical or Dental Clinics and Offices - Four spaces for each doctor engaged at the clinic or office, plus one space for each two employees.

4) Schools - Elementary and Middle Schools - One space for each two employees, plus one space for each classroom; high schools, one space for each ten students based on design capacity of the schools, plus one space for each two employees.

5) Private Clubs, Fraternities, Sororities and Lodges - One parking space for each 200 square feet of gross floor area.

6) Libraries, Community Centers and other buildings serving the general public - One space for each 500 square feet of gross floor area in the building, plus one space for each two employees.

7) Retail and Commercial (other than those specifically cited in this section):

Parking Requirements for Buildings:

Up to 2,000 sq. ft.	One space for each 200 square feet of building area
2,001 to 4,000 sq. ft.	One space for each 300 square feet of area
4,001 to 10,000 sq. ft.	One space for each 400 square feet of building area
Above 10,000 sq. ft.	One space for each 500 square feet of building area with a minimum of 25 spaces required

When a building includes retail/commercial plus warehouse space, the parking requirement for each type space of use shall apply for that portion of the building.

8) Distribution Warehouse Facilities (not used for public display or merchandise). One and one-half spaces for each employee involved in warehousing operations.

9) Churches, Theaters and Restaurants - One space for each four seats plus one space for each three employees.

10) Handicapped Parking - One handicapped space for each 25 spaces required by this section, reserved and marked as handicapped parking.

Loading and unloading areas shall be so located and designed that the vehicles intended to use them can 1) maneuver safely and conveniently to and from a public right-of-way, and 2) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.

No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

Whenever 1) there exists a lot with one or more structures on it constructed before the effective date of this chapter, and 2) a change in use that does not involve any enlargement of a structure is proposed for such lot, and 3) the loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.

Section 7 - Signs

Signs must be in accordance with the Escambia County Sign Ordinance, No. 88-18 or any duly authorized successor ordinance.

Section 8 - Planned Unit Developments (PUD)

Planned Unit Developments are allowed in any District except Special Development District as a Special Exception and shall comply with the following guidelines:

1) Purpose

The intent of the PUD regulations is to permit greater flexibility and more creative and imaginative design for the development of land. It is further intended to promote more economical and efficient use of land while providing a harmonious variety of housing choices, a higher level of amenities, and preservation of natural scenic qualities of open spaces.

2) Uses Permitted

Proposed uses of land shall be compatible within the PUD and the project shall be compatible with the permitted uses in the surrounding Land Use District. Any use permitted in the Districts of these Regulations shall be permitted in a PUD subject to the criteria established by these Regulations. Applicant shall submit a specific Development Plan.

3) Development Plan Criteria

The PUD must:

(a) Be compatible with the adjacent land uses, by the inherent nature of the PUD and/or by the use of screening and buffering.

(b) Provide adequate vehicular and pedestrian circulation systems.

(c) Provide adequate off-street parking.

(d) Provide adequate open space and recreational area.

(e) Provide adequate water, electric, sewerage and fire protection service.

(f) Demonstrate that the project will be a sound, well-planned development.

(e) Mandatory Review of PUD. The PUD approval shall be valid for a period of (18) eighteen months. If construction has not commenced within eighteen months from the date of approval, the PUD approval shall expire. An extension to the eighteen month period may be granted if prior to the expiration of the PUD approval the developer requests and establishes for good cause that such extension is necessary. Extensions shall be granted for a period not to exceed eighteen months. Application for extension shall be made to the Enforcing Officer for Zoning Board of Adjustment recommendation and Board of County Commission approval.

(f) Final Plan.

1. Three copies of a final plan for record shall be prepared by the developer and submitted to the County Engineer before any lots, dwelling units or structures are leased or sold. The County Engineer shall certify that the final plan is in substantial conformance with the preliminary plan, and shall submit it to the Board of County Commissioners for their approval.

2. The final plan may be combined with a final plat under the Subdivision Regulations, in which case, all restrictions on the PUD shall be included as Restrictive Covenants on or attached to the final plat.

3. All major modifications that are not in substantial conformity with the approved plan are subject to the same procedure as an original PUD.

Section 9 - Height and Area Special Exceptions

The following requirements or regulations qualify or supplement the District requirements appearing elsewhere in these Regulations.

1) Commercial and industrial buildings where permitted in a district may be increased in height when the building is set back from the required yard lines one foot for each three feet such building exceeds the height limit otherwise provided in the district in which the building is built.

2) Chimneys, penthouses, scenery lofts, elevator bulkheads, stacks, ornamental towers or spires, wireless or broadcasting towers, antennas, monuments, cupolas, domes, steeples, false mansards, parapet walls, similar structures, and necessary mechanical appurtenance may exceed required maximum heights in any district, except an airport environs area. Freestanding chimneys, stacks, wireless or broadcasting towers shall not be allowed in residential districts.

3) Public or semi-public buildings, hospitals, sanitariums, schools and churches or temples where permitted in a district may be increased in height when the front, rear and side yards are increased an additional foot for each foot such building exceeds the height limit otherwise provided in the district in which the building is built.

4) Every part of a required yard shall be open from its lowest point to the sky unobstructed except for the ordinary projection of sills, belt courses, cornices, buttresses, ornamental features and eaves provided that none of the above projections shall project into a minimum side yard more than 24 inches.

provide the County with documentation showing approval from the Florida Department of Environmental Regulation/Army Corps of Engineers and the Florida Department of Natural Resources before a Land Use Certificate is issued.

b. If the applicant requests siting of a structure or conducting an activity prohibited by this Ordinance waterward of the MERS line by no more than 15 feet and the possibility exists that no wetlands or highly eroding lands are present between the MERS line and the water's edge, as determined by a Wetlands Inventory Map or a copy of the most current Federal Emergency Mangement Agency Floodway Flood Boundary and Floodway Map or an on-site inspection. The applicant will be required to provide the County with documentation showing approval from the Florida Department of Environmental Regulation/Army Corps of Engineers and the Florida Department of Natural Resources before a Land Use Certificate is issued.

2) The use of natural means, i.e. vegetation and beach renourishment, shall be used to stabilize erosion prone areas and shall be designed and implemented in accordance with sound environmental and engineering practice. Natural erosion control methods create a buffer zone providing for a greater chance of natural recovery, the normal progress of natural processes, and the entrapment of sediment laden waters.

a. The vegetation used in erosion control methods shall be those indigenous to the region.

b. Site grading, excavating or other activities which significantly disturb the property shall be allowed waterward of the MERS line only if consistent with the intent of this ordinance.

c. Applicants are encouraged to place all structures, except those which are water dependent, as far landward of the MERS line as practical.

d. Enhancement or shore protection structures shall be placed as specified in subsection 3)b.2) below. If not specified, the location of the structure will be determined by a registered Professional Engineer knowledgeable in coastal processes or by guidelines established by the U.S. Army Corps of Engineers, "Shore Protection Manual" and shall be consistent with the provisions of this subsection.

3) Rigid shore protection structures shall not be permitted waterward of the Mean High Water line. The use of rigid shore protection structures may cause significant environmental impacts. These impacts can result in increased overland runoff, loss of valuable topsoil, increased water turbidity, loss of wildlife habitat, and the loss of the natural amenity associated with shoreline areas. If available coastal engineering data indicates that rip-rap, sloping revetments, small breakwaters, short groins and other beach enhancement structure methods in combination with revegetation, are the only effective means to protect an area, and all state and federal permits are obtained, the proposed device will be evaluated on a case-by-case basis with a variance required from the Board of County Commissioners. Where applicable, the decision to grant a variance shall be based on guidelines established by the U.S. Army Corps of Engineers, "Shore Protection Manual" or data provided by a registered Professional Engineer knowledgeable in coastal processes, the choice of which is at the sole discretion of the County Commissioners.

federal agencies, and meet all state and federal regulations.

a. If more than fifty percent of a shore protection structure must be replaced, the provisions of this Ordinance shall apply.

b. An abandoned seawall or bulkheading shall be removed by the owner within a reasonable period of time as specified by the County Building Official.

5) Beach access shall be maintained to the greatest extent practical.

6) Section 10 shall not be construed as to prevent the doing of any act necessary to prevent material harm to or destruction of real or personal property as a result of a present emergency (as defined by Chapter 16B-33, F.A.C.) and the necessity of obtaining a permit is impractical and would cause undue hardship in the protection of life and property.

a. A report of any such emergency action shall be made to the County Building Official or County Engineer by the owner or person in control of the property upon which emergency action was taken as soon as practicable, but no more than ten calendar days following such action. Remedial action may be required by the County Building Official or County Engineer subject to appeal to a Board of County Commissioners in the event of a dispute.

7) The Board of Adjustment (BOA), as established by Escambia County, shall hear and make recommendations to the Board of County Commissioners who shall decide appeals and requests for variance from the requirements of this Section as provided for by Article VIII of this Ordinance.

Section 11 - Mobile Homes, Mobile Home Parks, Mobile Home Subdivisions

1) Mobile Homes on Individual Lots. A mobile home is permitted for residential use in any R-5 District and shall meet all minimum requirements for a Single-Family residence in an R-5 District. A mobile home shall not be stored or parked on any public street or alley within any Residential District (R-1 thru R-6).

2) Mobile Home Parks. A Mobile Home Park is a Special Exception in any R-5 District and a permitted use in any R-6 District. A Mobile Home Park shall have a minimum of six mobile home stands (spaces). No stand may be occupied until six stands are completed and ready for occupancy. In addition to compliance with applicable State Statutes and Administrative Rules for Mobile Home Parks, the following shall apply:

a) All necessary State of Florida Permits, Certificates and approvals for development and operation of a proposed Mobile Home Park shall be obtained prior to request for a Land Use Certificate for that development.

b) An application for a Land Use Certificate to develop a Mobile Home Park shall be accompanied by a development plan drawn to scale, prepared by a registered land surveyor or professional engineer showing:

1. Location and legal description of the proposed Mobile home Park, name and address of owner and owners of adjacent tracts.

10) Maintenance and Drainage Easements. A perpetual four foot wall-maintenance easement shall be provided on the lot adjacent to the zero lot line property line, which, with the exception of walls and/or fences, shall be kept clear of structures. This easement shall be shown on the plat and shall be incorporated into each deed transferring title to the property. The wall shall be maintained in its original color and treatment unless otherwise agreed to in writing by the affected lot owners. Roof overhangs may penetrate the easement on the adjacent lot a maximum of twenty four inches, but the roof shall be so designed that water runoff from the dwelling placed on the lot line is limited to the easement area.

11) Parking. A minimum of one off-street parking spaces shall be provided on each platted lot.

Section 13 - Landscaping

Landscaping is required under this section for all development except construction of residential structures containing four dwelling units or less, and agricultural uses. Except for the above, prior to the issuance of any Land Use Certificate a plot plan shall be submitted to and approved by the Enforcing Officer. The plan shall be drawn to scale showing the landscaped area required by this section, including the calculations made to meet the minimum landscape area requirements.

A minimum of ten percent of any parcel to be developed which comes within the provisions of this section shall be devoted to landscape material. The areas herein provided for buffering between land use districts and incompatible development shall not be included in the overall ten percent requirement. The area covered by the crown of any protected tree shall count toward said ten percent (10%) requirement. Retention/detention ponds with a depth of three (3) feet or less shall qualify as landscape area.

1) Landscaping Standards.

To ensure attainment of the objectives of this Ordinance and to ensure that design standards will be met, the performance of development activities and revegetation of altered sites shall be consistent with the following standards:

a) Development shall not involve the unnecessary removal of any native vegetation. Where removal of native trees is necessary, efforts shall be made to transplant those trees, where feasible.

b) Site alteration shall occur in planned stages or in increments, not exceeding the minimum area necessary to prepare the site for the next phase of development. Prior to the approval of any site alteration, the developer of a project shall be required to provide the necessary assurances that the land will be restored to its state prior to alteration or to be stabilized if the development is not completed.

c) Adequate wind and water erosion control measure shall be put into effect prior to commencing site alteration on each increment of a project.

d) Landscaping shall largely utilize native or non-competing exotic plant species. Landscaping shall not utilize any exotic vegetation which is likely to out-compete or otherwise displace native vegetation, or require excessive use of fertilizers and water to maintain growth.

e) Developers of subdivisions shall be allowed to provide shade trees along all streets and pedestrian

b) The following relationships between land uses shall be considered incompatible and require a buffer yard:

1) Multiple-Family, Zero Lot Line and Office Uses - Where adjacent to single-family or two-family uses.

2) Commercial Land Uses - Where adjacent to residential uses.

3) Industrial Land Uses - Where adjacent to residential, office, agricultural and commercial uses.

c) For buffers between incompatible zoning districts, the property owner, lessee, or agent requesting approval of the site plan for a building permit shall be responsible for providing a buffer yard or yards, regardless of the land use intensity permitted in the zoning district in which the proposed development is located. This responsibility shall also apply to properties which are proposed for development and adjacent to a vacant parcel in an incompatible zone.

For buffers between incompatible uses within a cumulative zone, such developments adjacent to a vacant parcel shall not be responsible for providing the buffer requirement. The development within the cumulative zone creating the incompatible use relationship shall be responsible for providing the buffer.

d) Where such incompatible zoning districts or uses abut, a ten foot buffer strip shall be required. Said buffer strip shall extend the entire length of the common incompatible district or use boundaries. The planting area within this required buffer yard shall not be allowed to be credited toward the ten percent minimum landscape area.

e) A visual screen of vegetation running the entire length of all common boundaries shall be installed within the buffer strip. Such vegetation shall provide a minimum of seventy-five percent opacity for that area between the finished grade level at the common boundary line and six feet above said level and horizontally along the length of all common boundaries within three years of planting.

All landscaping shall be installed in a sound workmanlike manner and according to generally accepted good planting practices. Adequate irrigation is required. The type of vegetation used in complying with these requirements shall be indigenous or of a non-competing exotic species.

Any vegetation that dies, becomes diseased or is damaged by vehicular traffic, Acts of God or vandalism must be replaced within thirty days after notification of a violation of this section of the Ordinance.

4) Visual Clearance Along Rights-of-Way and at Sight Triangles Intersections.

The following areas shall be designed and maintained to allow visibility between three feet and nine feet above grade. (Tree trunks trimmed of foliage to nine feet, and newly planted material with immature crown development allowing visibility are exempt):

2) Non-water dependent facilities such as restaurants and bait-and-tackle shops are situated on uplands, except where the location of such facilities over public lands has been permitted by applicable local, state and federal agencies.

3) The general area, on-site, and adjacent roadways have the capacity to accommodate the projected vehicular traffic associated with the marina.

4) Adequate capacity to accommodate the anticipated volume of sewage and the ability to handle the waste in accordance with state standards, either by means of on-site pump-out and treatment facilities or connection to a treatment plant. All marinas with fuel facilities shall provide pump-out facilities at each fuel dock. Commercial marinas and those which serve live-aboard or overnight transient traffic shall provide upland sewage facilities. Facilities of 100 slips or more shall provide permanent pump-out facilities.

5) Capability of applicants to respond to and contain any petroleum or hazardous material spills within the boundaries of the owned or leased area.

6) The capacity to provide maximum practicable protection of the contents of the proposed premises from damages caused by wind and wave forces resulting from hurricanes. Structures shall comply with all applicable coastal construction codes. Applicants shall also demonstrate the ability to evacuate persons and vessels by area roadways (by documenting traffic capacities) and by area waterways.

7) The marina facilities has no adverse impact on archaeological or historical properties as defined by the Florida Department of State.

Docking facilities shall only be approved in locations having adequate water depth to accommodate the proposed boat use. Greater depths shall be required for those facilities designed for or capable of accommodating boats having greater than a three foot draft. These depth requirements shall also apply to the area between the proposed facility and any natural or other navigation channel, inlet or deep water. Ingress and egress shall be delineated by appropriate markers indicating speed limits and any other applicable regulations. Where necessary, marking of navigational channels may also be required.

Docking facilities shall only be approved which require minimal or no dredging or filling to provide access by canal, channel, or road. This restriction shall also apply to widening or deepening any existing canal or channel; but not to regular maintenance dredging and filling to meet depth standards of existing canals or channels.

Applicants shall ensure that appropriate erosion control protection as determined by DER and DNR, will be in place before, during and after construction.

Applicants shall make an effort to retain and/or restore natural submerged and emergent vegetation. Applicants shall provide ways to improve, mitigate, or restore unacceptable environmental impacts caused by the proposed facility. This may include shallowing dredged areas, restoring wetlands or submerged vegetation on-site or re-establishment of a comparable habitat at an alternative location. Applicants shall maintain water quality standards as provided by Chapter 403, Florida Statutes.

Section 15 - Land Use Certificate Fee

The Board of County Commissioners may establish by resolution, a fee schedule for activities required by this Ordinance. The fee schedule may be amended from time to time by resolution of the Board of County Commissioners.

project site determined to be wetlands and shall submit to the Zoning Official for [redacted] tarized covenant providing that [redacted] parcel(s) or any portion of site parcel determined to be wetlands [redacted] take place. The parcel(s) or portion of a parcel which is preserved shall be designated "open space" on the plat/site plan and on the zoning map. The covenant shall run with the land and shall bind all successors in interest in perpetuity. The developer may transfer the residential density permitted within the district from the acreage determined to be wetlands to the portion of the parcel approved for development, thus increasing the density in the approved developable acreage. Residential density may be transferred from that portion of the project site that is determined to be wetlands as follows:

District	Maximum Density Transfer Permitted
R-1	2 per acre
R-2	3 per acre
R-3	4 per acre
R-4	5 per acre
R-5	6 per acre
R-6	7 per acre
C-1	8 per acre
C-2	8 per acre

Minimum Wetland Criteria for Field Verification.

All field verification surveys conducted by the Planning & Development Department will utilize the Federal Manual for Identifying and Delineating Jurisdictional Wetlands, January 1989 edition as published by the Fish and Wildlife Service, Environmental Protection Agency, Department of Army Corps of Engineers and Soil Conservation Service and any additional criteria as set forth in Department of Environmental Regulation, Florida Administrative Code 17.3.022, and subsequent amendments thereto.

Procedure.

The proposed project shall be reviewed by the Planning & Development Department within fifteen working days of submission of plan. Each application shall be accompanied by a plot plan drawn to scale showing the actual dimensions of the parcel to be built upon, the size, shape, height and location of the building to be erected, dimensions and locations of existing buildings, and the width of front, side and rear yards.

All projects which do not receive staff approval, or exempt out, or can take advantage of the Administrative Waiver provision, must complete the Planned Unit Development/Special Development District process.

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for variances and special. Said Board shall conduct any public hearings concerning appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

5) The Zoning Board of Adjustment may impose such conditions on the granting of the Special Exception as may be necessary to prevent injurious effects on other property in the District.

6) Notification: Within 15 days of the date of public hearing the Zoning Board of Adjustment shall send to the person or entity requesting the Special Exception a notification of the action taken and the finding of fact upon which such action was taken.

Special Exceptions Waiver

The Board of County Commissioners may authorize upon appeal in specific cases such variance from the terms of Special Exception provisions of this Ordinance as will not be contrary to the public interest.

Waivers to the Special Exception Provisions shall be granted as follows:

1) The Enforcing Officer is hereby authorized to grant waivers in medical emergencies for placement of mobile homes as guest residences on behalf of the Board of County Commissioners providing applicant completes the following requirements:

a) The applicant must submit to the Enforcing Officer

1. a completed Request for Special Exception;

2. a letter from a physician or director of the appropriate hospital or hospice stating that a medical emergency exists with a member of the applicant's immediate family (as defined in this Ordinance) and the nature of that emergency;

3. a fee of $50.00;

4. a petition signed by at least 80% of property owners located within 500' of the subject property indicating that they have no objection to the placement of the mobile home as a guest residence on the applicant's property;

5. an acknowledgement signed by the applicant indicating that when the medical emergency no longer exists, in order to maintain the mobile home as a guest residence, the normal procedure for approval of a Special Exception will have to be followed.

2) The applicant must meet the minimum lot size requirement for placement of a guest residence as follows:

District	Minimum Lot Size
R-1	3/4 of an acre
R-2	3/4 of an acre
R-3 Through C-2	None

3) A finding of no significant negative impact resulting from the analysis performed by staff of the Planning and Development Department pursuant to ordinance requirements. Negative impact shall be defined as not being able to meet the requirements for consideration of a Special Exception as set forth in this Ordinance.

Variances

The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance (A modification

ARTICLE IX

ENFORCEMENT AND PENALTY

Section 1 - Enforcement

The County Administrator or his duly authorized representative is hereby designated the Enforcing Officer and is authorized to enforce these Regulations.

Section 2 - Misdemeanor

Violations of county ordinances shall be prosecuted in the same manner as misdemeanors are prosecuted. Such violations shall be prosecuted in the name of the state in court having jurisdiction of misdemeanors by the prosecuting attorney thereof and upon conviction shall be punished by a fine not to exceed $500 or by imprisonment in the county jail not to exceed 60 days or by both such fine and imprisonment.

Section 3 - Injunctive Relief

Upon approval of the Board of County Commissioners, the Enforcing Officer, in the name of Escambia County, may institute a civil action in a Court of competent jurisdiction to seek injunctive relief to enforce compliance with these Regulations. The bringing of an action requesting injunctive relief shall not limit or prohibit the issuance of an injunction for any other violation of these Regulations. All of the judicial and administrative remedies that are provided within these Regulations shall be independent and cumulative.

Section 4 - Daily Penalties

For the purpose of these Regulations, a separate offense shall be deemed committed for each day a violation of these Regulations exists, said time commencing at the time of notifying the offender of the violation.

ARTICLE X

MANDATORY REVIEW

At least once every five years commencing from the date of adoption of these Regulations, the Board of Adjustment, assisted by the Enforcing Officer, shall review these Regulations, determine such changes as necessary, if any, and recommend any required amendments to the Board of County Commissioners.

ARTICLE XI

AUTHORITY OF THE BOARD OF COUNTY COMMISSIONERS TO AMEND, SUPPLEMENT, CHANGE, MODIFY OR REPEAL

The Board of County Commissioners may from time to time amend, supplement, change, modify or repeal the regulations, restrictions or District boundaries set out in these Regulations.

1) Any person requesting an amendment, supplement, change or repeal of any regulation, restrictions or District boundary in these Regulations shall make an application for such change with the Enforcing Officer and the Board of Adjustment on forms provided by the Enforcing Officer.
Planning Board

2) The Planning Board shall review each application and make their recommendation to the Board of County Commissioners not later than 45 days after submission of the Application to the Board of Adjustment. On all requests, the Planning Board shall either recommend to the Board of County Commissioners that a public hearing be held; and the request granted or denied at the conclusion of the hearing.

3) A Public Hearing shall be held by the Planning Board for a zoning change of any specifically designated property (rezoning). On all requests, the Planning Board shall either recommend to the Board of County Commissioners that the request be granted or denied.

The Planning Board shall consider the following, as are relevant, in making a recommendation on an application for a change to district boundaries or rezoning:

a) The zoning history of the subject parcel;

b) Conformity to the Comprehensive Plan;

c) Uses permitted in the requested zoning district;

d) Impact on the surrounding transportation network (consider traffic counts, design capacity and traffic flow generated by change);

e) Availability and capacity of public services (gas, water, sewer, other);

f) Nature of surrounding land uses (compatibility with adjacent districts and uses);

g) Environmental impact of the use;

h) The creation of an isolated district unrelated to adjacent districts (spot zoning);

i) Applicable development standards promulgated by the Board of County Commissioners.

4) The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of hearing and distribution of notice. At least 10 days prior to the public hearing a notice of the time and place of the hearing shall be mailed to all owners of property lying within 500 feet. All owners of property under consideration for change will be notified by regular mail. The parcel of land affected by the proposed changes will be posted with a notice advertising the public hearing at least 10 days before the hearing date. Publication in a newspaper of general circulation in Escambia County at least 10 days prior to the amendment, supplement, change, modification or repeal of these regulation shall be proper public notice.

ARTICLE XII

SEVERABILITY

If any section, subsection, paragraph, sentence, clause, phrase or portion of these Regulations is for any reason found void, invalid, unlawful, or unconstitutional by any Court of competent, jurisdiction, such portion shall be deemed to be a separate, distinct, independent, and severable provision and such holding shall not affect the validity of the remaining portions of these Regulations.

ARTICLE XIII

HIGHER STANDARDS

Where any section, subsection or phrase of these Regulations may be deemed to be in conflict with any section, subsection, sentence or phrase of any other regulation or ordinance of Escambia County, Florida, the regulation or ordinance requiring the higher standard shall prevail except as otherwise provided herein.

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ORDINANCE NO. 94—2
ESCAMBIA COUNTY, FLORIDA

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA AMENDING THE ZONING AND LAND USE REGULATIONS FOR THE INDUSTRIAL DISTRICT (ID-1) AND THE GENERAL INDUSTRIAL DISTRICT (ID-2); PROVIDING FOR AUTHORITY; PROVIDING FOR PURPOSE; PROVIDING FOR AMENDMENTS TO THE ID-1 REGULATIONS; PROVIDING FOR AMENDMENTS TO THE ID-2 REGULATIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS; Ordinance #89-27, as amended, establishes the land use regulations, zoning districts, district regulations and permitted and restricted uses by districts, among other things; and

WHEREAS; The regulations governing the use of lands in certain districts require refinement and modification in order to accomplish the intents and purposes of Ordinance #89-27, as amended, and the adopted Comprehensive Plan (Ordinance #93-20); and

WHEREAS; The Escambia County Planning Board (LPA) has reviewed the district regulations and considered the adequacy of said regulations as such relates to various provisions of the Comprehensive Plan; and

WHEREAS; The LPA determined that modifications to Sections 10 & 11 (ID-1 & ID-2) of Article VI (District Regulations) of Ordinance #89-27, as amended, is proper and appropriate and consistent with the requirements of the Comprehensive Plan; and

WHEREAS; The Board of County Commissioners concurs with the determination of the LPA and further finds that amending Ordinance #89-27, as amended, is necessary to the well being of the County and its citizens; NOW

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

ARTICLE I - AUTHORITY: The Authority for enactment of this Ordinance is § 163.3187 F.S., Florida Statute Chapters 125 and 177 and Ordinance #93-20 (the Comprehensive Plan).

ARTICLE II - PURPOSE: The purpose of this Ordinance is to modify the ID-1 and ID-2 Zoning District Regulations. Among other things, the amendments to the Zoning Districts will provide a reasonable method(s) for assuring compatibility of adjacent land uses and minimizing or eliminating the establishment of new incompatible or conflicting adjacent (or nearby) land uses. Compatibility of adjacent or nearby uses must be assured pursuant to several provisions of the Comprehensive Plan including Objective 7.A.3, Policies 7.A.3.1, 7.A.3.2, 7.A.3.6, 7.A.3.7, and 7.A.4.7, among others.

ARTICLE III - AMENDMENTS TO THE ID-1 REGULATIONS: Article VI, Section 10 of Ordinance #89-27 is hereby amended as follows:

ID-1 Light Industrial District (Cumulative) (No Residential Uses Allowed)

Intent and Purposes:

This district is intended primarily for research-oriented activities, light manufacturing and processing not involving the use of materials, processes or machinery likely to cause undesirable effects upon nearby property.

A. Uses Permitted

1) Any non-residential use permitted in the preceding district.

2) Research and development operations, towers, light manufacturing, processing or fabricating uses, enclosed storage structures and accessory structures and activities provided that the Board of Adjustment finds that the following standards are met.

a) All work and/or operations must be conducted within buildings except temporary outside storage (including assembly or processing staging areas) may be allowed if adequately buffered and screened from adjacent uses. All waste material must be stored while on the property in a screened enclosure.

b) Any process that creates smoke shall meet all standards as required by the Florida Department of Environmental Protection and the Environmental Protection Agency.

c) No process shall emit an offensive odor detectable beyond the lot or parcel. Where odors are produced and provisions for eradication within a building are provided, the burden of successful elimination of the odors shall rest on the occupant of the premises.

d) Operations creating excessive noise, vibration, dust, smoke or fumes which are a nuisance to persons off of the lot or parcel are not permitted.

e) Operations creating glare shall be shielded so that the glare cannot be seen from off the lot or parcel.

f) Disposal of industrial or other wastes, gaseous, liquid or solid, must be approved by the Escambia County Solid Waste Department and the Florida Department of Environmental Protection.

3) Commercial businesses with outside storage when such storage is adequately screened and/or buffered.

4) Other uses similar to those permitted herein. Determination on other permitted uses shall be made by the Planning Board and shall be recommended to the Board of County Commissioners for Board action to allow or deny the use.

B) Special Exceptions

1) Any special exception allowed in preceding districts.
2) Borrow pits, Junk Yards and/or salvage yards.

C) Site and Building Requirements

1) Building Height Limit. No building shall exceed 2 1/2 stories or 35 feet in height except as otherwise provided in Article VII, Section 9 herein.

2) Minimum Lot Size. There shall be no minimum lot size.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total area, except as provided for in the Escambia County Stormwater Management and Conservation Ordinance No. 90-21, as amended.

4) Lot Width. There shall be no minimum lot width.

5) Yard Requirements. There shall be a front yard having a depth of not less than 15 feet. There shall be a rear yard having a depth of not less than 20 feet. There shall be side yards of not less than 10 feet. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater. The Board of Adjustment may waive the yard requirements, in response to an application therefor, if a finding of fact is made that such waiver would not adversely impact public safety, sensitive environmental resources or compatibility with adjacent uses. Also, such waiver may be granted only if the development plans for the subject property reflect conformance with a floor area ratio which does not exceed 1.1 and a maximum impervious cover limit of 85%.

6) Screening Adjacent to Residential Areas. Where a lot line within an ID-1 District abuts the side or rear lot line of any residential lot, screening/buffering is required. Such screening/buffering may be in the form of unimproved property, walls, fences or landscaping and shall be at least 50% opaque when viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the certificate of occupancy. The primary purpose of the screening/buffering is to ensure compatibility of adjacent uses as required by Comprehensive Plan Policy 7.A.3.7.

7) Access. Direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public road linking the use with a collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued for any proposed use which requires access through a residential neighborhood or subdivision, unless such access is directly on a collector or arterial roadway.

8) Existing Uses. Any previously conforming use (including, but not limited to, Asphalt and Concrete plants) lawfully and legally existing in this District on December 6, 1993 which conforms to the access requirements and provisions in paragraph 7 above may be considered a "Conforming Use" for the purposes of this ordinance. To qualify as a conforming use under this provision, the owner of property impacted by this ordinance shall request a "Certificate of Conformance" from the Department of Growth Management Services within one hundred eighty (180) days of receipt of a Notice from the Department that such Certificate is available and that such may be appropriate for the subject property and use. Failure to request the Certificate within the prescribed period may result in the use being considered and/or classified as a "Non-Conforming Use."

D) Landscaping

See Article VII, Section 13

ARTICLE IV - AMENDMENTS TO THE ID-2 REGULATIONS. Article VI, Section 11 of Ordinance #89-27 is hereby amended as follows:

ID-2 General Industrial District (Non-Cumulative)

A. Uses Permitted

1) Uses not permitted in ID-1 Light Industrial District. No Land Use Certificate shall be issued until the use and the location have been approved by the Board of County Commissioners subject to the following procedure:

   a) A request shall be made with the Board of Adjustment to permit a specific use.

   b) The Board of Adjustment shall review the request and make a recommendation to the Board of County Commissioners.

   c) Within 45 days the Board of County Commissioners shall hold a public hearing as provided for in Article VIII.

   d) The Board of County Commissioners shall approve or deny the request at the conclusion of the public hearing, which may be continued at the discretion of the Board.

2) Except as provided in Article VI, Section 10C(8) above, the following uses are permitted **only** in the ID-2 General Industrial District and subject to the approval process described in Paragraph 1 above:

   a) Asphalt Plants.

   b) Concrete Plants.

   c) Iron Works.

   d) Landfills (except those landfills or fill activities associated with the reclamation of borrow pits or sites, which, if permitted by all appropriate regulatory agencies, may be placed or conducted at the reclamation site, regardless of the zoning district wherein the site is located).

   e) Mining.

   f) Paper Mills.

   g) Refineries.

   h) Rendering plants and slaughter houses.

   i) Steel Mills.

   j) Trash and/or solid waste transfer stations.

   k) Other uses similar to those listed herein.

Recommendations on other permitted uses shall be made by the Planning Board and based on an application for such other use. Final determination shall be made by the Board of County Commissioners upon receipt of the Planning Board's recommendation.

B. Uses Prohibited

1) Single, two and multi-family dwelling units.

C. Site and Building Requirements

1) Building Height Requirement. No building shall exceed three stories or 40 feet in height except as otherwise provided in Article VII, Section 9.

2) Compatibility - buffering shall be provided consistent with the provisions of the Escambia County Comprehensive Plan and the proposed use must be consistent with the compatibility requirements of the Plan so that the proposed use and its impacts are compatible with existing adjacent or nearby uses (see Policies 7.A.3.7, 7.A.4.7(h) & (k), and 7.A.4.13, among others.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area except as provided for in the Escambia County Stormwater Management and Conservation Ordinance, No. 90-21, as amended, or any duly authorized successor ordinance.

4) Lot Width. The minimum lot width at the street right-of-way shall be 100 feet.

5) Yard Requirements. There shall be a front yard having a depth of not less than 25 feet. There shall be a rear yard having a depth of not less than 25 feet. There shall be side yards of not less than 15 feet. The Board of Adjustment may waive the yard requirements, in response to an application therefor, if a finding of fact is made that such waiver would not adversely impact public safety, sensitive environmental resources or compatibility with adjacent uses. Also, such waiver may be granted only if the development plans for the subject property reflect conformance with a floor area ratio which does not exceed 1.1 and a maximum impervious cover limit of 85%.

D. Landscaping

See Article VII, Section 13.

E. Screening Adjacent to Residential Areas.

Where a lot line within an ID-2 District abuts the side or rear lot line of any residential lot, screening/buffering is required. Such screening/buffering may be in the form of unimproved property, walls, fences or landscaping and shall be at least 50% opaque when viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the certificate of occupancy. The primary purpose of the screening/buffering is to ensure compatibility of adjacent uses as required by Comprehensive Plan Policy 7.A.3.7.

F. Access. Direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public road linking the use with a collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued for any proposed use which requires access through a residential neighborhood or subdivision, unless such access is directly on a collector or arterial roadway.

ARTICLE V - SEVERABILITY: If any provision of this Ordinance is, for any reason, held to be invalid or unconstitutional by any court of competent jurisdiction, such provision and such holdings shall not affect the validity of any other provision and to that end the provisions of this Ordinance are declared to be severable.

ARTICLE VI - EFFECTIVE DATE: The effective date of this Ordinance shall be the date of receipt by Escambia County of notice from the Florida Department of State that this Ordinance has been received and duly filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 27th day of January, 1994.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: _____
D.M. "MIKE" WHITEHEAD, CHAIRMAN

ATTEST: JOE A. FLOWERS,
COMPTROLLER

By: Joe A. Flowers
CLERK

(SEAL)

STATE OF FLORIDA
COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board on the 27th day of January, 1994, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 28th day of January, 1994.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Joe A. Flowers
CLERK

(SEAL)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board held on the 27th day of January, 1994, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 8th day of February, 1994.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Marilyn Gingrey
Deputy Clerk

(S E A L)

ADOPTED ON FIRST READING 11/18/93

Dec 6 7 24 PM '93

ORDINANCE #93-25 [illegible] 9:2[illegible]

SECRETARY OF STATE

ESCAMBIA COUNTY, FLORIDA

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA AMENDING ORDINANCE #92-2 AND CHANGING THE PROCEDURE FOR APPEALS OF DECISIONS OF THE ZONING BOARD OF ADJUSTMENT; PROVIDING FOR AUTHORITY; PROVIDING FOR PURPOSE; PROVIDING FOR AMENDMENTS TO SECTION 1 OF ORDINANCE #92-2; PROVIDING FOR AMENDMENTS TO SECTION 2 OF ORDINANCE #92-2; PROVIDING FOR AMENDMENTS TO SECTION 3 OF ORDINANCE #92-2; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

SECTION 1 - AUTHORITY. The authority for enactment of this Ordinance is the Florida Constitution and Chapters 125 F.S., 163 F.S., 166 F.S. and 177 F.S.

SECTION 2 - PURPOSE. The purpose of this Ordinance is to amend Ordinance #92-2 which provides for procedures of the Zoning Board of Adjustment. This Ordinance amends the procedure regarding appeals of Zoning Board of Adjustment decisions. The purpose of the amendments enacted by this Ordinance is to place the appeal within a court of competent jurisdiction.

SECTION 3 - AMENDMENTS TO SECTION 1 OF ORDINANCE #92-2.

A. Article VIII, Section 1 of Ordinance #89-27 is amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final. However, no permits will be issued based on the decision until the applicable appeal filing periods have expired and no appeal has been filed. ~~unless it is appealed to and overturned by the Board of County Commissioners~~

B. The Administrative Decisions provisions of Article VIII, Section 2 of Ordinance #89-27 and as presented in Section 1 of Ordinance #92-2 are amended as follows (words underlined

are additions and words ~~stricken~~ are deletions):

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted <u>within fifteen (15) days of the administrative decision or interpretation</u> indicating the section of Escambia County Ordinance No. 89-27, as amended, Urban Area Land Use Regulations, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: within fifteen (15) days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

C. The appeals provisions of Article VIII, Section 2 of Ordinance #89-27 and as presented in Section 1 of Ordinance #92-2 are amended as follows (words <u>underlined</u> are additions and words ~~stricken~~ are deletions):

Appeals

~~Appeals of~~ <u>A</u> decisions of the Zoning Board of Adjustment may be ~~taken to the Board of County Commissioners~~ <u>appealed</u> by the petitioner or any owner of property located within 500 feet aggrieved by such decision <u>by filing an appropriate proceeding in a court of competent jurisdiction (Court) within thirty (30) days of the decision of the Zoning Board of Adjustment</u>. <u>Any appeal of the decision must be preceded by the filing with the Escambia County Department of Growth Management Services (Department) a "Notice of Appeal" on the form provided by the Department and within ten (10) working days from the date of such decision.</u> <u>If an appeal is filed,</u>

the owner of the property may petition the Court for injunctive relief including a request to require the Appellant to post a bond equal to the value of the potential loss created by the delay of the appeals process. If an appeal is filed with the Court and upon receipt of an appropriate written demand from the Appellant, the recording secretary of the Zoning Board of Adjustment shall deliver the entire record of the Hearing in the matter to the Court wherein the appeal has been filed. ~~Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.~~

~~The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.~~

SECTION 4 - AMENDMENTS TO SECTION 2 OF ORDINANCE #92-2.

A. Article VIII, Section 1 of Ordinance #86-7 is amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final. However, no permits will be issued based on the decision until the applicable appeal filing periods have expired and no appeal has been filed. ~~unless it is appealed to and overturned by the Board of County Commissioners~~

B. The Administrative Decisions provisions of Article VIII, Section 2 of Ordinance #86-7 and as presented in Section 2 of Ordinance #92-2 are amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted <u>within fifteen (15) days of the administrative decision or interpretation</u> indicating the section of Escambia County Ordinance No. 86-7, as amended, Land Use Regulations, UWF vicinity, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: within fifteen (15) days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

C. The appeals provisions of Article VIII, Section 2 of Ordinance #86-7 and as presented in Section 2 of Ordinance #92-2 are amended as follows (words <u>underlined</u> are additions and words ~~stricken~~ are deletions):

Appeals

~~Appeals of~~ <u>A</u> decisions of the Zoning Board of Adjustment may be ~~taken to the Board of County Commissioners~~ <u>appealed</u> by the petitioner or any owner of property located within 500 feet aggrieved by such decision <u>by filing an appropriate proceeding in a court of competent jurisdiction (Court) within thirty (30) days of the decision of the Zoning Board of Adjustment</u>. <u>Any appeal of the decision must be preceded by the filing with the Escambia County Department of Growth Management Services (Department) a "Notice of Appeal" on the form provided by the Department and within ten (10) working days from the date of such decision. If an appeal is filed, the owner of the property may petition the Court for injunctive relief including a request to require the</u>

Appellant to post a bond equal to the value of the potential loss created by the delay of the appeals process. If an appeal is filed with the Court and upon receipt of an appropriate written demand from the Appellant, the recording secretary of the Zoning Board of Adjustment shall deliver the entire record of the Hearing in the matter to the Court wherein the appeal has been filed. ~~Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.~~

~~The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.~~

SECTION 5 - AMENDMENTS TO SECTION 3 OF ORDINANCE #92-2.

A. Article VIII, Section 1 of Ordinance #89-6 is amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final. However, no permits will be issued based on the decision until the applicable appeal filing periods have expired and no appeal has been filed. ~~unless it is appealed to and overturned by the Board of County Commissioners~~

B. The Administrative Decisions provisions of Article VIII, Section 2 of Ordinance #89-6 and as presented in Section 3 of Ordinance #92-2 are amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted within fifteen (15) days of the administrative decision or interpretation indicating the section of Escambia County Ordinance No. 89-6, as amended, Zoning Regulations of Perdido Key, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: within fifteen (15) days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

C. The appeals provisions of Article VIII, Section 2 of Ordinance #89-6 and as presented in Section 3 of Ordinance #92-2 are amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Appeals

~~Appeals of~~ A decisions of the Zoning Board of Adjustment may be ~~taken to the Board of County Commissioners~~ appealed by the petitioner or any owner of property located within 500 feet aggrieved by such decision by filing an appropriate proceeding in a court of competent jurisdiction (Court) within thirty (30) days of the decision of the Zoning Board of Adjustment. Any appeal of the decision must be preceded by the filing with the Escambia County Department of Growth Management Services (Department) a "Notice of Appeal" on the form provided by the Department and within ten (10) working days from the date of such decision. If an appeal is filed, the owner of the property may petition the Court for

injunctive relief including a request to require the Appellant to post a bond equal to the value of the potential loss created by the delay of the appeals process. If an appeal is filed with the Court and upon receipt of an appropriate written demand from the Appellant, the recording secretary of the Zoning Board of Adjustment shall deliver the entire record of the Hearing in the matter to the Court wherein the appeal has been filed. ~~Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.~~

~~The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.~~

SECTION 6 - SEVERABILITY. If any provision of this Ordinance is, for any reason, held to be invalid or unconstitutional by any court of competent jurisdiction, such provision and such holdings shall not affect the validity of any other provision and to that end the provisions of this Ordinance are declared to be severable.

SECTION 7 - EFFECTIVE DATE: The effective date of this Ordinance shall be the date of receipt by Escambia County of notice from the Florida Department of State that this Ordinance has been received and duly filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 6th day of December, 1993.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

D.M. "MIKE" WHITEHEAD, CHAIRMAN

ATTEST: JOE A. FLOWERS
COMPTROLLER

CLERK

(SEAL)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Special Meeting of the Board held on the 6th day of December, 1993, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 7th day of December, 1993.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Marilyn Stingley
Deputy Clerk

(S E A L)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Special Meeting of the Board held on the 6th day of December, 1993, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 9th day of December, 1993.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Marilyn Gingrey
Deputy Clerk

(S E A L)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Board Meeting of the Board on the 24th day of September, 1992, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 30th day of September, 1992.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

ORDINANCE NO. 92-2

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VIII, ZONING BOARD OF ADJUSTMENT; AMENDING ORDINANCE NUMBER 86-7, LAND USE REGULATIONS, UNIVERSITY OF WEST FLORIDA VICINITY; AMENDING ARTICLE VIII, ZONING BOARD OF ADJUSTMENT; AMENDING ORDINANCE NUMBER 89-6, ZONING REGULATIONS OF PERDIDO KEY; AMENDING ARTICLE VIII, ZONING BOARD OF ADJUSTMENT; PROVIDING FOR THE REPEAL OF ORDINANCE NUMBER 91-2; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

SECTION 1. ARTICLE VIII, Zoning Board of Adjustment, of Escambia County Ordinance No. 89-27, Urban Area Land Use Regulations, is amended to read as follows:

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to and overturned by the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve or disapprove only such Special Exceptions as specifically authorized by these Regulations. The Zoning Board of Adjustment shall decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a Special Exception has been submitted indicating the section of this Ordinance under which the Special Exception is sought and stating the grounds on which it is requested.

2) A public hearing shall be held by the Zoning Board of Adjustment. The owner of the property for which Special Exception is sought or agent of the owner, and the owners of property within 500 feet of the affected property shall be notified by regular mail, at least 10 days prior to the public hearing. Notice of such hearing shall be posted in a conspicuous spot on the property for which Special Exception is sought, at least 10 days prior to the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be established by resolution of the Board of County Commissioners to cover the cost of hearing, publication and distribution of notice.

(a) The applicant must submit to the Enforcing Officer

1. a completed Request for Special Exception;

2. a letter from a physician or director of the appropriate hospital or hospice stating that a medical emergency exists with a member of the applicant's immediate family (as defined in this Ordinance) and the nature of that emergency;

3. a fee to be established by resolution of the Board of County Commissioners;

4. a petition signed by at least 80% of property owners located within 500' of the subject property indicating that they have no objection to the placement of the mobile home as a guest residence on the applicant's property;

5. an acknowledgment signed by the applicant indicating that when the medical emergency no longer exists, in order to maintain the mobile home as a guest residence, the normal procedure for approval of a Special Exception will have to be followed.

2) The applicant must meet the minimum lot size requirement for placement of a guest residence as follows:

District	Minimum Lot Size
R-1	3/4 of an acre
R-2	3/4 of an acre
R-3 Through C-2	None

3) A finding of no significant negative impact resulting from the analysis performed by staff of the Planning and Zoning Department pursuant to ordinance requirements. Negative impact shall be defined as not being able to meet the requirements for consideration of a Special Exception as set forth in this Ordinance.

Variances

The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance (A modification of the Land Use Regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. A variance may be authorized only for height, area, bulk, and size of structure or yard size, and open spaces. Establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the district or classification or in adjoining districts or classifications) as may be necessary to prevent injurious effects upon other property in the neighborhood and to better carry out the general intent of this Ordinance. A variance shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a variance has been submitted stating the grounds on which it is requested.

2) That before any variance shall be issued the Zoning Board of Adjustment shall make written findings certifying:

with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: Within 15 days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Appeals

Appeals of decisions of the Zoning Board of Adjustment may be taken to the Board of County Commissioners by the petitioner or any owner of property located within 500 feet aggrieved by such decision. Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.

The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.

SECTION 2. ARTICLE VIII, Zoning Board of Adjustment, of Escambia County Ordinance No. 86-7, Land Use Regulations, University of West Florida Vicinity, is amended to read as follows:

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to and overturned by the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve or disapprove only such Special Exceptions as specifically authorized by these Regulations. The Zoning Board of Adjustment shall decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be

6) Notification: Within 15 days after the date of the public hearing, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the Special Exception of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Variances

The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance (A modification of the Land Use Regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. A variance may be authorized only for height, area, bulk, and size of structure or yard size, and open spaces. Establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the district or classification or in adjoining districts or classifications) as may be necessary to prevent injurious effects upon other property in the neighborhood and to better carry out the general intent of this Ordinance. A variance shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a variance has been submitted stating the grounds on which it is requested.

2) That before any variance shall be issued the Zoning Board of Adjustment shall make written findings certifying:

   (a) That there are exceptional circumstances or conditions applicable to the property that do not apply generally to other property in the same vicinity and District.

   (b) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and District, but which is denied to the property in the request.

   (c) That the granting of such variance will not be injurious to the property or improvements in such vicinity and District in which the property in question is located or otherwise detrimental to the public welfare.

The Zoning Board of Adjustment shall make findings that the requirements above have been met by the applicant for variance.

The Zoning Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of a variance, and that the variance is the minimum variance that will make possible the use of the land, building, or structure.

Notification: Within 15 days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Administrative Review

The Director of Planning and Zoning may grant administrative approval for variances, not exceeding ten (10) percent, to the setback requirements of this Ordinance.

1) Applicantions for a variance request may be approved administratively by the Director of Planning and

SECTION 3. ARTICLE VIII, Zoning Board of Adjustment, of Escambia County Ordinance No. 89-6, Zoning Regulations of Perdido Key, is amended to read as follows:

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to and overturned by the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve or disapprove only such Special Exceptions as specifically authorized by these Regulations. The Zoning Board of Adjustment shall decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a Special Exception has been submitted indicating the section of this Ordinance under which the Special Exception is sought and stating the grounds on which it is requested.

2) A public hearing shall be held by the Zoning Board of Adjustment. The owner of the property for which Special Exception is sought or agent of the owner, and the owners of property within 500 feet of the affected property shall be notified by regular mail, at least 10 days prior to the public hearing. Notice of such hearing shall be posted in a conspicuous spot on the property for which Special Exception is sought, at least 10 days prior to the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be established by resolution of the Board of County Commissioners to cover the cost of hearing, publication and distribution of notice.

3) That a public hearing was held by the Zoning Board of Adjustment on the special exception request, prior to taking final action, where all interested parties were given opportunity to appear in person or be represented by agent or attorney.

4) Before any Special Exception shall be issued, the Zoning Board of Adjustment shall make written findings certifying compliance with the specific rules governing individual Special Exceptions, and that satisfactory provisions and arrangement have been made concerning the following, where applicable:

   (a) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience,

(b) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and District, but which is denied to the property in the request.

(c) That the granting of such variance will not be injurious to the property or improvements in such vicinity and District in which the property in question is located or otherwise detrimental to the public welfare.

The Zoning Board of Adjustment shall make findings that the requirements above have been met by the applicant for variance.

The Zoning Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of a variance, and that the variance is the minimum variance that will make possible the use of the land, building, or structure.

Notification: Within 15 days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Administrative Review

The Director of Planning and Zoning may grant administrative approval for variances, not exceeding ten (10) percent, to the setback requirements of this Ordinance.

1) Applicantions for a variance request may be approved administratively by the Director of Planning and Zoning provided the variance does not exceed ten (10) percent of the required setback.

2) The Director of Planning and Zoning shall determine that special conditions and circumstances exist that are peculiar to the land and that a variance is necessary to make use of the land.

3) The conditions that apply to the variance approval requirements of the Zoning Board of Adjustment as defined in this section shall apply to this Administrative Review authority.

The Director of Planning and Zoning may grant administrative approval for variances to setbacks of this Ordinance when the variance will result in the preservation of a "Protected Tree" as defined under Escambia County Ordinance Number 89-4, Escambia County Tree Preservation Ordinance, or duly adopted successor ordinance. The variance granted shall be the minimum required to preserve a protected tree.

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted indicating the section of Escambia County Ordinance No. 89-6, as amended, Zoning Regulations of Perdido Key, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Regular Meeting of the Board on the 7th day of January, 1992, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 10th day of January, 1992.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board on the 23rd day of May, 1991, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 24th day of May, 1991.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

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SECRETARY OF STATE

ORDINANCE NO. 91-4

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY: AMENDING ARTICLE XI; PROVIDING LIMITATION ON SUBSEQUENT APPLICATION; PROVIDING FOR EXEMPTION FROM THE ADMINISTRATIVE PROCEDURES ACT; PROVIDING FOR HIGHER STANDARDS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

SECTION 1. ARTICLE XI, Authority of the Board of County Commissioners to amend, supplement, change, modify or repeal, Escambia County Ordinance 89-27 is amended to read as follows:

ARTICLE XI

AUTHORITY OF THE BOARD OF COUNTY COMMISSIONERS TO AMEND, SUPPLEMENT, CHANGE, MODIFY OR REPEAL

The Board of County Commissioners may from time to time amend, supplement, change, modify or repeal the regulations, restrictions, or District boundaries set forth in the Land Development Regulations of Escambia County.

1) Every such proposed amendment, supplement, change, modification, or repeal of any regulation, restriction, or District boundary in these Regulations shall be referred to the Planning Board who shall schedule and conduct public meetings and hearings to hear applications, study proposals, and make recommendations to the Board of Commissioners for final action.

2) Any person requesting an amendment, supplement, change, modification, or repeal of any regulation, restriction, or District boundary in these Regulations shall make an application for such change with the Enforcing Officer on forms provided by the Enforcing Officer. Completed applications will be forwarded to the Planning Board who shall schedule and conduct public meetings and hearings to hear applications and make recommendations to the Board of County Commissioners.

PLANNING BOARD REVIEW AND ACTION

Notice and Public Hearing

1) The Planning and Zoning Department shall notify the current property owners within a five hundred (500) feet radius of the property proposed to be rezoned, as well as the owner(s) of the property under consideration for change or agent for the owner(s) of the public hearing by regular mail, at least ten (10) days prior to the scheduled Planning Board public hearing. The notice shall state the date, time and place of the public hearing.

2) The Planning and Zoning Department shall place a sign on the property to be rezoned announcing the date, time and location of the Planning Board public hearing at least ten (10) days prior to the hearing.

3) The Planning and Zoning Department shall publish in a newspaper of general circulation in Escambia County, at least ten (10) days prior to the public hearing, a notice stating the date, time and place of the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be established by Resolution of the Board of County Commissioners to cover the cost of hearing, publication, and distribution of notice.

4) The Planning Board shall review each application at a public hearing and make its recommendation to the Board of County Commissioners not later than forty-five days after submission of

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board on the 19th day of December, 1991, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 23rd day of December, 1991.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

ORDINANCE NO. 90-02

AN ORDINANCE AMENDING ESCAMBIA COUNTY ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VI, DISTRICT, BOUNDARIES, LAND USE MAP, AND LOTS OF RECORD, SECTION 8, "C-1" RETAIL COMMERCIAL DISTRICT REGULATIONS TO ALLOW AUTOMOBILE SALES AS A SPECIAL EXCEPTION; PROVIDING FOR CRITERIA; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Article VI, entitled " District, Boundaries, Land Use Map, Lots of Record", Section 8, entitled "C-1" Retail Commercial District, of Escambia County Ordinance Number 89-27 is hereby amended to add the following:

B. Special Exceptions

2) Automobiles Sales, subject to the following conditions:

a) That the lot or site not exceed one acre in size; and

b) That the property have at least 100' of frontage on a major or minor arterial roadway.

Section 2. Effective Date.

In accordance with Section 125.66 (2), Florida Statutes, a certified copy of this ordinance shall be filed with the Secretary of State by the Clerk to the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment that said Ordinance has been filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 4th day of January, 1990.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Kenneth J. Kelson
Kenneth J. Kelson, Chairman

ATTEST: JOE A. FLOWERS,
COMPTROLLER

Joe A. Flowers
CLERK

(SEAL)

ORDINANCE NO. 90-01

AN ORDINANCE AMENDING ESCAMBIA COUNTY ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VI, DISTRICT, BOUNDARIES, LAND USE MAP, AND LOTS OF RECORD, SECTION 15, "SDD SPECIAL DEVELOPMENT DISTRICT (NON-CUMULATIVE) LOW DENSITY" REGULATIONS TO ALLOW AUTOMOBILE REPAIR AS A PERMITTED USE UNDER THE PUD/SDD PROVISION AS A SPECIAL EXCEPTION; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Article VI, entitled " District, Boundaries, Land Use Map, Lots of Record", Section 15, entitled "SDD Special Development District (Non-Cumulative) Low Density", of Escambia County Ordinance Number 89-27 is hereby amended to add the following:

G. Planned Unit Development - SDD Special Development District

1) Permitted Uses.

y) Automotive Repair

Section 2. Effective Date.

In accordance with Section 125.66 (2), Florida Statutes, a certified copy of this ordinance shall be filed with the Secretary of State by the Clerk to the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment that said Ordinance has been filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 4th day of January, 1990.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Kenneth J. Kelson, Chairman

ATTEST: JOE A. FLOWERS,
COMPTROLLER

CLERK

(SEAL)

90 JAN 10

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Regular Meeting of the Board on the 4th day of January, 1990, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 19th day of January, 1990.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

ORDINANCE NUMBER 90-7

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA AMENDING THE URBAN AREA LAND USE REGULATIONS, ORDINANCE NUMBER 89-27, AS AMENDED; AMENDING ARTICLE VI, DISTRICT, BOUNDARIES, LAND USE MAP, LOTS OF RECORD, SECTION 2 - R-1 SINGLE FAMILY DISTRICT, LOW DENSITY (0-4 DU'S/ACRE), TO ALLOW UP TO TWO MOBILE HOMES AS GUEST RESIDENCES PER TWO ACRES IN ADDITION TO THE PRINCIPAL STRUCTURE; AMENDING ARTICLE VII, GENERAL REGULATIONS, SECTION 2 - NONCONFORMING USES, TO ALLOW AN EIGHT MONTH EXTENSION OF THE TIME TO ALLOW THE SUBMISSION OF THE NECESSARY FINAL PLAT UNDER CERTAIN CIRCUMSTANCES; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Article VI, District, Boundaries, Land Use Map, Lots of Record, Section 2 - R-1 Single Family District, Low Density (0-4 DU's/acre), of Escambia County Ordinance Nos. 89-27, as amended, is amended to include the following:

B. Special Exceptions

1) Guest Residences of no more than one guest residence per dwelling unit (DU) per lot. Mobile Homes utilized as guest residences of up to two per dwelling unit (DU) per lot (minimum lot size of 3/4 acre required for one mobile home or a minimum of 2 acres required for two mobile homes utilized as guest residences) providing that the following criteria is met.

Criteria

In addition to the special exception criteria contained in Article VIII, Section 2, of Ordinance Number 89-27, as amended, a request for a special exception for mobile home(s) as guest residence(s) in R-1 Districts must conform to the following criteria:

a. The applicant must reside in the principal residence on the lot, parcel, tract where the mobile home(s) as guest residences are requested;

b. The lot, parcel, or tract must contain at least two acres in order for two mobile homes to be utilized as guest residences; otherwise, only one mobile home will be allowed as a guest residence;

c. The mobile home(s) must be utilized truly as guest residences and must be exclusively used for housing members of the immediate family of the owner of the principal residence;

d. The mobile home(s) must be of a similar or simulated exterior finish material that is in general keeping with the principal residence and the neighborhood;

e. The mobile home(s) must be completely skirted, tied down, and meet all other building and sanitary code requirements of the County;

f. The mobile home(s) must meet all other zoning setbacks and requirements; and

All Preliminary Plats and Lot Coverage Submittal Packages for commercial projects which have been received and logged into the Engineering Department by December 31, 1988, will be honored based upon current regulations. Any Preliminary Plats and Lot Coverage Submittal Packages for commercial projects which have been received and logged into the Engineering Department after December 31 1988, are required to comply with these zoning regulations. A final plat must be filed in the Engineering Department by November 30, 1989. Any final plat received in the Engineering Department later than November 30. 1989, for which a preliminary plat was submitted by December 31 1988, must be in compliance with these zoning regulations. A Building Permit must be obtained from the Building Inspections Department for approved commercial project Site and Drainage Plans, which were submitted by December 31 1988, by November 30, 1989. Approved commercial project Site and Building Plans for which Building Permits have not been obtained by November 30, 1989 must be in compliance with this ordinance.

An extension of the time to allow the submission of the necessary final plat may be granted provided that the developer could have submitted the necessary exhibits, but for a State of Florida, Department of Environmental Regulation moratorium on the Escambia County Utilities Authority wastewater treatment plants. Such provision also providing that when the moratorium is lifted by the State, an additional period of eight months is provided to allow the developer of any subdivisions which had previously filed preliminary plats, and from which all final plats could have been submitted on-time, to submit all the necessary final plat requirements and otherwise be considered a subdivision in transition of the original imposition of these zoning regulations. In such instances the following procedure, expiration date, and finding shall be used.

A. Procedure

After consideration of evidence that a developer has previously submitted a preliminary subdivision plat in accordance with the above provisions of transitioning developments which are already in the development review process, and after consideration of evidence from the Florida Department of Environmental Regulation that no further sewerage connections be permitted to a particular wastewater treatment plant owned and operated by the Escambia County Utilities Authority due to environmental reasons, the subdivision in question may be granted an additional eight months time to submit all of the required exhibits for filing a final subdivision plat. This additional time will only be granted when the moratorium for sewerage connections has been lifted by the Florida Department of Environmental Regulation.

Nothing herein presented affects the normal subdivision regulation review or fees collected in any manner. This procedure deals with the imposition or transition of certain regulations contained within this ordinance.

B. Expiration Date

This special provision is intended to grant relief only to those persons or developers who have legitimately begun the subdivision review process prior to the original enactment of this Ordinance, and only those persons or developers whose development or subdivision was located within an area then currently under a sewerage connection moratorium imposed by the Florida Department of Environmental Regulation for environmental reasons on wastewater treatment plants owned and operated by the Escambia County Utilities Authority. This special provision grants a onetime eight month extension of time during which a developer may submit all the necessary documentation, exhibits, drawings, and engineering for the filing of a final subdivision plat. This

Command: **NAS Pensacola**

Data Call Number Three Amendment One

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

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE
NAME

Signature

CNET
Title

6 MAY 94
Date

CNET
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. B. GREENE Jr.
NAME

Signature

ACTING
Title

13 MAY 1994
Date

To: Code 00/01

Subj: BRAC-95 DATA CALL # 3 (omitted data)

CERTIFICATION FOR: NAS PENSACOLA

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

ANGELA HEARD
NAME (PLEASE TYPE OR PRINT)

Angela H. Heard
SIGNATURE

BRAC/MILCON ANALYST
TITLE

6 May 94
DATE

N-44
DIVISION

CNET
ACTIVITY

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DATE

DIVISION

ACTIVITY

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TITLE

DATE

DIVISION

ACTIVITY

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DEPARTMENT OF THE NAVY
CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
1542
Ser N889JG/4U661666
20 Jul 1994

From: Chief of Naval Operations

Subj: PILOT AND NAVAL FLIGHT OFFICER TRAINING RATES, FY 94-99

Ref: (a) CNO ltr 1542 Ser N889J6/3U658748 of 20 Sep 1993

Encl: (1) Pilot Training Rates (PTR), FY 94-99
(2) Naval Flight Officer Training Rates (NFOTR), FY 94-99

1. This letter modifies and supersedes reference (a). Enclosures are effective on receipt and reflect planned production goals for FY 94-99. These goals are intended to resolve current pool excesses, balance ongoing transitions and new production with FRS output and return to steady state force mix of 10 CVWs, 12 VP Squadrons and appropriate force support for 330 ships in FY 97.

2. Significant changes include:

- Increase VFA pilot manning from 17 to 19/squadron
- Reduction from 15 to 12 VP squadrons
- Decom of VAW 122
- Realignment of E2/C2 pilot career paths
- Adjustment for Helo pools
- WSO curriculum approved/20 to 40 plus up of FMS NFOTR

3. OPNAV point of contact is Captain Scott Krajnik, N889G/J, A/V 224-6010/6013, commercial 703-614-6010/3.

J.S. MOBLEY
By direction

Distribution:
CNO (N1, 11, 12, N88C, N88R, N889C, N889F, N095, N821E)
CMC (A, T, M, ASM-31, MPP-33, MMOA-2)
CG MCCDC (TE32A)
COMDT COGARD (G-PO-2/23, TO-2/7)
CHNAVPERS (211V, 43, 432, 433)
CNET (OOL/T25)
CNATRA (OO, N019, N-1, N-2, N-3, N-32, N-34, N-7)
COMNAVAIRESFOR (CODE 51)
COMNAVCRUITCOM (CODE 311)
NAVDEPNOAA
NETSAFA
NAVMAC (CODE 3)

PILOT TRAINING RATES 20 JUL 94

FY-94	STRIKE	MARITIME	E2/C2	ROTARY	TOTAL
USN	173	120	43	214	550
USMC	118	32	0	188	338
COGARD	0	15	0	35	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	321	214	43	502	1080
FY-95					
USN	163	140	36	184	523
USMC	110	31	0	181	322
COGARD	0	10	0	45	55
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	303	228	36	475	1042
FY-96					
USN	183	140	36	184	543
USMC	106	29	0	181	316
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	319	228	36	468	1051
FY-97					
USN	203	146	36	184	569
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	336	233	36	463	1068
FY-98					
USN	203	146	36	200	585
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	336	233	36	479	1084
FY-99					
USN	203	146	36	200	585
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	336	233	36	479	1084

ENCLOSURE (1)

NAVAL FLIGHT OFFICER TRAINING RATES 20 Jul 1994

FY-94	RIO	WSO	TN	OJN	ATDS	NAV	TOTAL
USN	29	0	48	37	35	102	251
USMC	0	17	14	0	0	0	31
FMS	0	0	0	0	0	15	15
NOAA	0	0	0	0	0	1	1
TOTAL	29	17	62	37	35	118	298
FY-95							
USN	39	0	38	37	35	122	271
USMC	0	18	12	0	0	0	30
FMS	0	20	0	0	0	15	35
NOAA	0	0	0	0	0	1	1
TOTAL	39	38	50	37	35	138	337
FY-96							
USN	39	0	38	57	35	128	297
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	39	58	50	57	35	144	383
FY-97							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	48	58	50	57	40	144	397
FY-98							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	48	58	50	57	40	144	397
FY-99							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	48	58	50	57	40	144	397

ENCLOSURE (2)

PILOT AND NAVAL FLIGHT OFFICER TRAINING RATES, FY 94-99

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	W A Earner
NAME (Please type or print)	Signature
	11/21/94
Title	Date

MILITARY VALUE ANALYSIS: DATA CALL WORK SHEET FOR TRAINING AIR STATION:

NAVAL AIR STATION PENSACOLA FL

Category .....Education and Training

Sub-category ....Training Air Stations

Types .....Navy and Marine Corps Training Air Stations and Facilities

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

228

R

Mission Requirements

A. Undergraduate Pilot/NFO Training

1. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your air station. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your air station .

Level/Type Training	Yes/No	PTR/NFOTR		
		FY 91	FY 92	FY 93
Officer Candidate Training (AOCS)	YES	339	240 ~~296~~	125
Aviation Pre-flight Indoc	YES	1125	1688	1073
Primary Pilot	NO			
Intermediate Strike	NO			
Advanced Strike	NO			
Intermediate E2/C2	YES	56 ~~45~~	28 ~~47~~	0
Advanced E2/C2	YES	0	25	*34
Intermediate Maritime (T-34C)	NO			
Advanced Maritime	NO			
Intermediate Helo (T-34C)	NO			
Advanced Helo	NO			
Primary NFO	YES	455 ~~502~~	351 ~~503~~	362 ~~343~~
Intermediate NFO	YES	325 ~~242~~	228 ~~230~~	257 ~~239~~
Tactical Navigator (TN/BN)	YES	129	111	74
Radar Intercept Officer (RIO)	YES	72	81	67
Overwater Jet Navigator (OJN)	YES	56	64	26

Reynolds 9TR
NASP code 110
9-12-94

CNATRA N3 5/18/94
(see note)

CNATRA N3 5/18/94

* Total TR = 43, CTW6 produced 34 and CTW4 produced 9. Due to syllabus change.

NOTE: Intermediate E2/C2 became Advanced E2/C2 in FY 92-93. (PER MAJ. PONZINI, TRAWING SIX OPS)

HEARD
CNET N-4433
~~NOA~~
2 May 94

1 R (9/12/94)

Revised pg

Mission Requirements

A. Undergraduate Pilot/NFO Training

1. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your air station. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your air station.

Level/Type Training	Yes/No	PTR/NFOTR		
		FY 91	FY 92	FY 93
Officer Candidate Training (AOCS)	YES	339	296	125
Aviation Pre-flight Indoc	YES	1125	1688	1073
Primary Pilot	NO			
Intermediate Strike	NO			
Advanced Strike	NO			
Intermediate E2/C2	YES	56 ~~43~~	28 ~~47~~	0
Advanced E2/C2	YES	0	25	*34
Intermediate Maritime (T-34C)	NO			
Advanced Maritime	NO			
Intermediate Helo (T-34C)	NO			
Advanced Helo	NO			
Primary NFO	YES	455 ~~502~~	351 ~~503~~	362 ~~343~~
Intermediate NFO	YES	325 ~~342~~	228 ~~330~~	257 ~~239~~
Tactical Navigator (TN/BN)	YES	129	111	74
Radar Intercept Officer (RIO)	YES	72	81	67
Overwater Jet Navigator (OJN)	YES	56	64	26

CNATRA N3 5/18/94 (see note)

CNATRA N3 5/18/94

* Total TR = 43, CTW6 produced 34 and CTW4 produced 9. Due to syllabus change.

NOTE: Intermediate E2/C2 became Advanced E2/C2 in FY 92-93. (PER MAJ. PONZINI, TRAWING SIX OPS)

HEARD
CNET N-4433
~~DOA~~
2 May 94

Mission Requirements

A. Undergraduate Pilot/NFO Training

1. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your air station. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your air station .

Level/Type Training	Yes/No	PTR/NFOTR		
		FY 91	FY 92	FY 93
Officer Candidate Training (AOCS)	YES	339	296	125
Aviation Pre-flight Indoc	YES	1125	1688	1073
Primary Pilot	NO			
Intermediate Strike	NO			
Advanced Strike	NO			
Intermediate E2/C2	YES	43	47	0 (see note)
Advanced E2/C2	YES	0	25	*34
Intermediate Maritime (T-34C)	NO			
Advanced Maritime	NO			
Intermediate Helo (T-34C)	NO			
Advanced Helo	NO			
Primary NFO	YES	502	503	343
Intermediate NFO	YES	342	330	239
Tactical Navigator (TN/BN)	YES	129	111	74
Radar Intercept Officer (RIO)	YES	72	81	67
Overwater Jet Navigator (OJN)	YES	56	64	26

*** Total TR = 43, CTW6 produced 34 and CTW4 produced 9. Due to syllabus change.**

NOTE: Intermediate E2/C2 became Advanced E2/C2 in FY 92-93. (PER MAJ. PONZINI, TRAWING SIX OPS)

HEARD
CNET N-4433
~~AOA~~
2 MAY 94

Mission Requirements

A. Undergraduate Pilot/NFO Training (cont.)

2. Indicate in the table below which other types of undergraduate pilot and NFO training (if any) were conducted at your air station during the past ten years (i.e., since FY 1984) and give the year when each type training ended.

Type/Level Training	Yes/No	Year Training Ended
Officer Candidate Training	YES	* AOCS - MAR 94
Aviation Pre-flight Indoc	YES	ONGOING
Primary Pilot	NO	
Intermediate Strike	YES	1985
Advanced Strike	YES	1985
Intermediate E2/C2	YES	CHANGED TO ADV. E2/C2 IN FY 92-93
Advanced E2/C2	YES	ONGOING
Intermediate Maritime (T-34C)	NO	
Advanced Maritime	NO	
Intermediate Helo (T-34C)	NO	
Advanced Helo	NO	
Primary NFO	Yes	ONGOING
Intermediate NFO	Yes	ONGOING
Advanced Navigator (NAV)	Yes	ONGOING
Tactical Navigator (TN/BN)	Yes	ONGOING
Radar Intercept Officer (RIO)	Yes	ONGOING
Overwater Jet Navigator (OJT)	Yes	ONGOING
Airborne Tactical Data System (ATDS)	~~Yes~~ NO	~~ONGOING~~ NO

HEARD CNET N-4433 2 May 94

*** AOCS AND OCS WERE MERGED IN MAR94 AND BASED AT NAS PENSACOLA**

Mission Requirements

B. Other Training

1. Using the categories identified below, list all other officer training (i.e., non-undergraduate pilot/NFO training) by activity conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Other Officer Training							
	FY 1993 Throughput (students per year)						
Activity Name	OA	IS	SP	FO	PD	Other	AOB
VT-4	0	34	22	0	0	0	9
VT-10	535	375	113	0	0	0	330
VT-86	0	195	77	0	0	0	89
NORU	0	215	0	0	0	0	17.2
NASC	1942	344	493	2454	518	0	246
NAMI FLIGHT SURGEONS	0	0	108	0	0	0	78

Training Categories:
OA (Officer Acquisition) IS (Initial Skills) PD (Professional Development)
SP (Skills Progression) FO (Functional Officer)

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA+IS+SP+FO+PD)} \times \text{Avg Number of days each student was aboard}}{250}$$

HEARD
CNET N-4433
AOB
30 Apr 90

Mission Requirements

B. Other Training (cont.)

2. Using the categories given below, list all enlisted training conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Enlisted Training						
	FY 1993 Throughput (Students per Year)					
Activity Name	A	IS	SP	FE	PD	AOB
Defense Photo School	153	0	71	0	0	68
NORU 41466	0	1598	0	0	0	159
NASC	0	845	188	961	929	197
NAMI HM-8406	0	0	131	0	0	36
NAMI HM-8409	0	0	35	0	0	8

Training Categories:
A (Apprentice) SP (Skills Progression) PD (Professional Development)
IS (Initial Skills) FE (Functional Enlisted)

HEARD CNET N-4433 30 Apr 94

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput } (\cancel{0}A+IS+SP+\overset{FE}{\cancel{FO}}+PD) \times \text{Avg Number of days each student was aboard}}{250}$$

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

Ground Unit	Training Function / Training Facilities Used
	NONE

Mission Requirements

B. Other Training (cont.)

4. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this air station.

Operational Unit	Training Function / Training Facilities Used
MTU AL-5	Reserve Mobilization Training Unit. Reserve training conducted one weekend per month utilizing MATSG Headquarters.

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

Forces	Location/ Distance	Type of Support	Frequency
US GOVT.	GULF OF MEXICO	PORT SERVICES/PAX TRANSFER	4/QTR
USN/USAF	NW FLORID A	CRUISE MISSILE REACT	AS NEEDED
DOD/DOT	GULF OF MEXICO	HELICOPTER LANDING TRAINER	4/mo./2/m o.

C. Operational Squadron Support

1. List the fleet operational (active or reserve) or special squadrons based at your air station. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
NAVFLIGHTDEMRON (Blue Angels)	F/A-18 C-130	Flight demonstration/public awareness. Combat deployable

Mission Requirements

C. Operational Squadron Support

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)/~~Quantity~~	Mission
~~USN~~	~~T-2 / 21~~	~~UNDERGRAD PILOT/NFO TRAINING~~
~~USN~~	~~T-34 / 35~~	~~UNDERGRAD NFO TRAINING~~
~~USN~~	~~T-39 / 17~~	~~UNDERGRAD NFO TRAINING~~
USN	C-12 / 2	NALO
USN	UH-3 / 3	STATION SAR

CNATRA N3

3. List the types and number of transient aircraft supported at this air station during FY 1993 and describe the training and/or military missions conducted by these aircraft while stationed here.

Types of Aircraft	Description of Frequency, Quantity and Primary Mission (See Note on p. 8)
T-2	QTY - 76
T-34C	164
T-37	26
T-44	33
T-45	8
H-57	81
SH-60	10
AV-8	25
OV-10	7
TA-4J	106
H-1	9
T-38	34

Heard CNET N-4433 30 Apr.

F-14	48
F-18	63
E-2C	20
P-3	13
C-12	12
C-130	5
E-6A	6
A-6E	33
S-3	14
A-10	6
EA-6B	31
F-16	13
C-141	1
TA-7	3
F-5E	7
EC-135	2
A-7L	3
F-111	3
F-4	5
H-53	5
PA32	1
T-43	4
A-4F	5
A-4M	3
H-46	3
C-421	1
H-47	2
T-33	2
B-52	1

C-5	1
DC-3	1
H-58	2
H-65	1
HU-25	1
B-1	1
H-64	2
MOONEY	1
CESSNA210	2
C-2	1
U-21	2
LEAR24	2
H-3	2
DEHAVILAN	1

NOTE: STATISTICS ARE NOT KEPT ON INDIVIDUAL MISSIONS OF TRANSIENT AIRCRAFT; HOWEVER, THE ABOVE LIST IS AN ACTUAL COUNT OF VARIOUS TRANSIENT AIRCRAFT UTILIZING THIS FACILITY FOR 48 HOURS OR MORE. A TOTAL OF OVER 7,500 AIRCRAFT, REPRESENTING THE FULL SPECTRUM OF MILITARY AIRCRAFT, USED THIS AIR STATION AS A BASE FOR VARIOUS MISSIONS INCLUDING ACM'S, LOW LEVELS, CROSS COUNTRY AGGRESSOR, ETC.

Mission Requirements

C. Operational Squadron Support (cont.)

4. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a take-off, landing, or approach without a landing.

NOTE: FIGURES ARE BEST ESTIMATE, INCLUDES NADEP HELOS; STATION C-12; HC-16/ STATION HELOS & BLUE ANGELS. OLF CHOCTAW'S AVERAGE WOULD BE 1 OR LESS.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	97	237						
1992	93	237						
1993	84	237						
1994[2]	45*	62						

NOTE: HC-16 WAS DIS-ESTABLISHED AND NADEP CLOSED

5. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (eg., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items
N O N E			

[1]Include only days when the air station operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

Include FY 1994 data through 31 March 1994.

Mission Requirements

D. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the air station.

Managed Training Assets	Management Role
OLF CHOCTAW	PROVIDE SUPPORT PERSONNEL/EQUIPMENT AND MANNED CONTROL TOWER FOR CTW5 & 6 AIRCRAFT
W-155 A & B	SCHEDULE, PROVIDE RADAR, ADVISORY AND AIC CONTROL TO PARTICIPATING AIRCRAFT
EAGLE ZULU 1 thru 5 ATCAA'S	SCHEDULE, PROVIDE RADAR AND ADVISORY CONTROL TO PARTICIPATING UNITS
EAGLE GOLF 1 & 2 ATCAA'S	PROVIDE RADAR AND ADVISORY CONTROL TO PARTICIPATING UNITS
EAGLE ALPHA & BRAVO ATCAA'S	SCHEDULE
SOUTH MOA / ATCAA'	SCHEDULE
RESTRICTED AREA 2908	SCHEDULE FOR BLUE ANGELS

CNATRA NS

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

Asset	Installation	Reason for Consideration
~~NONE: PREVIOUS STUDY COMPLETED BY MARTIN MARIETTA "TEIS" RECOGNIZED NAS PENSACOLA AS FACILITY TO TAKE CONTROL OF ENTIRE GULF COAST AND AIRSPACE OVER GULF OF MEXICO. NO OTHER NAVAL COMPLEXES OR OTHER SERVICE INSTALLATIONS EXISTS IN THE VICINITY OF PENSACOLA THAT CAN SATISFY THIS REQUIREMENT.~~		
OLF CHOCTAW	NAS WHITING FIELD	PROXIMITY
W-155 A + B	NAS WHITING FIELD	PROXIMITY
ALL ATCAAs	NAS WHITING FIELD	PROXIMITY
ALL MOAs	NAS WHITING FIELD	PROXIMITY
R-2908	NAS WHITING FIELD	PROXIMITY

CNATRA NS

Mission Requirements

E. General Military Support

1. Does this air station currently support any joint services (i.e. counter-narcotics) air operations? If so, explain.

YES CNATRA N3

~~No. The air station does not support any joint services air operations at this time. The air station has the capabilities and facilities to assist/support joint service missions.~~

NAS PENSACOLA OCCASIONALLY USES ITS ASR-8, RATCF DAIR AND ASSOCIATED RADAR SCOPES IN SUPPORT OF COUNTER-NARCOTICS AIR OPERATIONS.

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

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
NONE		

(b) If applicable, list special equipment and facility (e.g., radar surveillance systems) at your air station that directly support these operations.

Equipment/Facility	Function
ASR-8	Radar
RATCF DAIR	Radar

HEARD CNETN-4473 30 April 94

2. Does this air station have a role in national air defense or any other war or peace time defense plans? If so, explain.

~~No. Nas pensacola is assigned duties by Chief of Naval Air Training and as such all missions are specifically designated as training missions. All other support functions are in direct support of training only.~~

X YES CNATRA N3

1. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.
2. UNDER SCATANA, A PLAN EXISTS TO DEACTIVATE NAVIGATIONAL AIDS.

Mission Requirements

E. General Military Support (cont.)

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

YES. The Radar Air Traffic Control Center/Fleet Area Control and Surveillance Facility (RATCF/FACSFAC) is a Class VB Joint Control Facility, as defined by NAVAIR 00-80T-114, and houses (1) a radar air traffic control facility providing airport traffic control and low-approach landing services with full pattern control, and (2) the Navy Tactical Data System/Advanced Combat Direction System (NTDS/ACDS) equipment and personnel to provide a variety of services to air , surface and subsurface units. These services are provided to both military and civilian users and include radar surveillance and various forms of air traffic control in Warning and other Special Use Airspace areas. Other services include surface operating area management, ground controlled intercept, operating are scheduling and range control.

CHATRA N3

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

Naval Air Station Pensacola's peacetime mission is to provide quality support to naval air training, tenants, and other customers through continuous improvement in quality of life, workforce, environment, and public image.

Under a warfare scenario, there are no changes to NAS Pensacola's mission but intensity of support will increase. Flight training lead time necessary to produce a Pilot or Naval Flight Officer (NFO) is not compatible with the duration of the warfare scenario. Per DOD guidance, there will be no additional aircraft made available for the projected 180-day scenario. Thus, the planned number of student pilots and NFO's entering the active inventory represent only a slight surge or increase in the peacetime projection. This may result in an increased workweek. Major command will monitor/coordinate and develop additional amplifying guidance, as required, for functional command and ~~it's~~ its activities.

CHATRA N3

5. List any other military support missions currently conducted at/from this air station (e.g., port of embarkation for MC personnel, other active duty/reserve personnel or logistics transfer missions).

Helicopter Landing Trainer currently providing an "at-sea landing" training for USA and USAF special operations forces and USCG. This one of a kind vessel is homeported at NAS Pensacola.

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

(a) The first Officer Candidate School (OCS) convened 11 April 1994. Tasking includes requirements for three YPs. NASP Port Ops will be berthing the YPs and be responsible for all care starting Spring 1994.

(b) The Survival Department Bay Ops Division is tasked with Para Sail training. The U.S. Air Force is co-locating their operations in June 1994. This will involve 17 personnel plus boats and equipment. NASP Port Ops will be responsible for the boats with the ultimate goal of the Navy accepting full responsibility of vessel.

~~(c) SEE ADDITIONAL ATTACHMENTS~~

Heard
CNET N-4433
30 Apr 94

(c) Although currently geographically serving Pensacola, Whiting Field and Mississippi, Naval Computer and Telecommunications Department Pensacola will gain message processing responsibility for the Coast Guard, Navy and Government Agency commands located in Miami, Elizabeth City, NC and Panama City, FL.

(d) The Defense Information Processing Center, Pensacola, was recently established as a result of DOD data center consolidations in accordance with DMRD 918 and BRAC 93 requirements. The following functions will be included in their new mission: (1) remote job entry and output distribution; (2) local area network installation, management, and operations; (3) unique systems operations; (4) personal computer repair and maintenance; and (5) multimedia support.

12(a) Heard CNET N-4433 30 Apr 94

DEPARTMENT OF THE NAVY
NAVY PUBLIC WORKS CENTER
310 JOHN TOWER ROAD
PENSACOLA, FLORIDA 32508-5303

IN REPLY REFER TO:

11000
Code 50

11 Apr 94

From: Commanding Officer, Public Works Center, Pensacola
To: Commanding Officer, Naval Air Station, Pensacola

Subj: BRAC 95 DATA CALLS 2 AND 3

Ref: (a) NAS Pensacola FL 071235Z Apr 94

1. The following is provided in response to reference (a):

NPWC Pensacola will provide facilities engineering support services for the Naval Air Technical Training Center (NATTC) that was relocated to NAS Pensacola as a result of BRAC 93 actions. Approximately 2.1 million square feet of new construction, and renovations of .38 million square feet of existing facilities will occur from FY94 through FY97 to provide training, berthing, messing, and recreational facilities for the new NATTC. Operational support provided by NPWC Pensacola for this new mission will include planning and engineering support; maintenance, repair and construction of real property; transportation support; utilities support, hazardous waste management and disposal; family housing and housing referral services; facilities service contract support; and construction contract support.

2. My point of contact for this issue is LCDR Bob Raines at 452-4332.

J. S. SPORE III

Operational support expansion. Not a new military mission.

Heard
CNET N-4433
30 Apr 94
AOA

12(c)

ATTACHMENT

DEPARTMENT OF THE NAVY
PERSONNEL SUPPORT ACTIVITY
431 SAUFLEY ST
PENSACOLA FL 32508-5203

11000
Ser 30/ 263
11 APR 1994

From: Commanding Officer, Personnel Support Activity, Pensacola
To: Commanding Officer, Naval Air Station, Pensacola

Subj: BRAC 95 DATA CALLS 2 AND 3

Ref: (a) NAS Pensacola FL 071235Z APR 94

1. In response to reference (a), the following information is provided:

a. As a result of PASS consolidation under two major claimants, Personnel Support Activity (PSA), Pensacola is scheduled for disestablishment 1 October 1994 and Personnel Support Activity Detachment (PSD) Pensacola will be realigned under the command of PSA Jacksonville.

b. As a result of BRAC 93 decision, customer loading will increase at PERSUPPDET Pensacola with the relocation of Memphis training commands to Pensacola. Latest information lists approximately 2045 officer/enlisted/civilian from relocating commands and an average student on board count of 4200 beginning in FY96/97.

c. The consolidation of the OCS/AOCS curriculum at NAS Pensacola in April 1994 will increase the customer base of the PSD by approximately 300 students annually.

2. PERSUPPACT Pensacola POC: LCDR M. Jackson, COMM: (904) 452-2221.

R. L. JAMES

Organizational Change and workload increase. Not a new military mission.

Heard
CNET N-4433
30 Apr 94
AVD

12 (b)

ATTACHMENT

Post-it™ brand fax transmittal memo 7671 | # of pages ▸ 2

To LCDR D. EDWARDS	From DEBBIE MOORE
Co. NAS PENS	Co. NCTS PENS
Dept. BRAC COORD.	Phone # 2-2601 X5502
Fax # 452-3699	Fax #

11 April 1994

MEMORANDUM

From: Director, Business Support Department, Naval Computer and Telecommunications Department, Pensacola
To: BRAC Coordinator, Naval Air Station, Pensacola

Subj: BRAC 95 DATA CALLS 2 AND 3

Ref: (a) Your 071235Z Apr 94

1. Per reference (a), the following items identify new military missions planned or in process for NCTS Pensacola:

a. Selected as the Department of Navy (DON) source to perform evaluation and vertification of all telecommunications requirements at each site selected to receive new Navy mission areas as a result of BRAC consolidation decisions.

b. Oversees the regionalization of Activities Providing Telephone Service (APTS) functions for the entire southern region of CONUS. Scheduled to assume operational responsibility for APTS functions at Pensacola, Pasacagoula and Memphis during FY 95.

c. Designated to coordinate and provide technical assistance in upgrading all telecommunications facilities on Navy bases identified in Maine, Mississippi and Puerto Rico in FY 95.

d. Has become the DON telecommunications site for:

(1) NAVNET Customer Service Center
(2) NAVNET Network Control Center
(3) Navy Tactical Network Control Center
(4) Navy Tactical Network Logistics Support Center

e. Is serving as the Consolidated Navy Video Teleconferencing Enterprise (CNVTE) supporting CNET, NCTC and DOD subscribers.

f. Designated to integrate Switched Information Exchange System (ISIXS) Navy Frame Relay supporting Navy Systems Command and DOD subscribers.

g. Designated as one of three DON Message Distribution Terminal (MDT) Hub sites on the Gulf Coast and serves as relay point for Defense Message System (DMS) messages. Has oversight responsibility for MDT Hub site in Corpus Christi, TX. Serves as regional coordinator for Gateguard technology.

Summarized as response E.b.c. on page 12(a).

12(e)

Heard
CNET N-4433
30 Apr 94

ATTACHMENT

Memo

TO: LCDR Dave Edwards

FROM: Thomas R. Carpenter, Director DIPC

DATE: April 11, 1994

SUBJECT: BRAC 95 DATA CALLS 2 AND 3

Defense Information Processing Center, Pensacola, was recently established as a result of DoD data center consolidations in accordance with DMRD 918 and the BRAC 93 requirements. We were formerly the Data Processing Installation Department of Naval Computer and Telecommunications Station, Pensacola. Our new headquarters activity is Defense Information Services Organization in Denver, CO.

As a separate activity on base, and due to our mainframe workload being scheduled to migrate to megacenters, our mission will change and the functions we will be performing will reflect more of a storefront operation. DISO intends to maintain this type presence for local Commanders support and megacenter interface beyond 1996, which is the BRAC disestablishment date for this activity.

The following functions will be included in our new mission:

1. Remote Job Entry and Output Distribution
2. Local Area Network (LAN) Installation, Management, and Operations
3. Unique Systems Operations (i.e. TANDEM minicomputers)
4. Personal Computer Repair and Maintenance
5. Multimedia Support
   - AUTOCAD Facilities Management Support
   - Video Graphics Presentation Support (for officers conferences, change of commands, retirement ceremonies, etc.)

If you have any questions on this input, please call my point of contact, Mrs. Marie Giles, 2-3501, extension 5354.

Summarized as response E.6.d. on page 12 (d).

Heard
CNET N-4433
~~AoA~~
30 Apr 94

12(d)

ATTACHMENT

h. Although currently geographically serving Pensacola, Whiting Field and Mississippi, NTCC Pensacola will gain message processing responsibility for the Coast Guard, Navy and Government Agency commands located in Miami, Elizabeth City, NC and Panama City, FL.

2. My point of contact is Ms. Debbie J. Moore (N12), 452-2601, extension 5502.

C. L. Sightler
C. L. SIGHTLER

12 (f)

Heard
CNET N-4433

Mission Requirements

R

F. Other Support

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

NAS Pensacola plays the role of a Secondary/Support Agency in the Escambia County Peacetime Plan 1992 as pertains to training, resouce management, and Emergency Operation Center (EOC) representation. The NAS Pensacola Disaster Preparedness Office is also a member of the Escambia County Disaster Committee. The plan designates Bronson Field as a Debris Disposal/Storage Site. Furthermore, the county fire departments operate under a Mutual Aid Agreement with NAS Pensacola. Escambia County may also request the assistance of NAS Pensacola during a disaster, under guidance of the Federal Emergency Management Agency (FEMA). R

The air station provides Search and Rescue (SAR) coverage to Training Wings FIVE and SIX. The flight crews are on 15-minute alert between the hours of 0600-2400 during the week and on 1-hour recall on the weekends.

The Commanding Officer, at his discretion, can authorize Navy assistance to the civilian comunity for nearly any reason. Currently, the air station SAR unit is included in the Pensacola Regional Airport (civilian) Emergency Plan. Additionally, the air station SAR unit serves as a back-up to the local Life Flight Helicopter Service (Baptist Hospital) and as a resource for the Coast Guard.

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

Yes, support is provided in the form of Flight Forecasts; Terminal Aerodome Weather; Weather Warning; Climatology; Surface weather observations (reported to the World Meteorological Organization); Fleet Liaison Services; Recommendations for the setting of Hurricane Conditions of Readiness (COR), Hurricane evalcuation route forecasts, Recommendations for the setting of Hurrivac conditions (aircraft); and other environmental requirements on an "as needed" basis. Activities supported by NAVTRAMETOCFAC Pensacola include: R

CBU-402	MATSG Pensacola	NTTC Corry Station
COMNAVMETOCCOM	NADEP Pensacola	OLF Choctaw Field
CNET	NAMI	PWC Pensacola
COMTRAWING FIVE	NAS Pensacola	TRARON FOUR
COMTRAWING SIX	NAVDIVSALTRACEN Panama City	TRARON TEN
CONSTRACEN Gulfport	NAVFLIGHTDEMRON	TRARON EIGHTY-SIX
COOPMINEUNIT 2211	NAVHOSP Pensacola	COGARD STA Mobile
DET 9 3WS (MAC) USAF	NAVSTA Pascagoula	COGARD STA Panama City
FISC Pensacola	NAVWARCOASTSYSCEN Panama City	COGARD STA Pensacola
HLT DET NAS Pensacola	NCTS Pensacola	COGARD STA IR Mobile

Mission Requirements

F. Other Support

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

   Naval Air Station Pensacola, as outlined in Annex C of OPLAN 1-94, is authorized to provide Escambia County and neighboring counties military assistance in the event of nuclear, biological, or chemical warfare accidents or incidents. The Commanding Officer, at his discretion, can authorize Navy assistance to the civilian community for nearly any reason. In addition, SAR requirements are provided for the Pensacola complex including Training Wing 6 and NAS Whiting Training Wing 5. SAR coverage is 24 HRS per day, seven days per week, with a 15 minute notice.

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

ARTICLE

100 MISSION AND FUNCTIONS

100.1 MISSION.

To provide, as directed and within local/functional areas of responsibility, Oceanographic services to support the mission of the Commander, Naval Oceanography Command.

100.2 FUNCTIONS.

a. Prepare forecasts and issue warnings for hazardous and severe weather for assigned area of responsibility and as directed by higher authority.

b. Provide environmental services in support of naval aviation in accordance with FAA and ICAO procedures and with applicable Navy directives.

c. Take, record and transmit aviation surface weather observations on a routine basis.

d. Provide climatological support, within the capability of the detachment; maintain and update in-house climatic records. Forward requirements for support, beyond the capability of the detachment, to NAVOCEANCOMFAC Jacksonville or NAVOCEANCOMDET Asheville, as appropriate.

e. Operate and perform operator preventive maintenance on assigned meteorological equipment and instruments provided by the host command or other activities, as required.

f. Maintain active liaison with supported units/activities to ensure services meet requirements of the user.

g. Conduct a Ship/Squadron Liaison Program IAW applicable CNOC directives.

h. Provide other services/support to fleet operational units as required and within capability.

Mission Requirements

R

F. Other Support (cont)

NAVTRAMETOCFAC Pensacola provides daily Sub-regional forecast (SRF) support to NAS Whiting Field, NAS Meridian, NAS New Orleans, and NAS Memphis. Administrative meteorological support is provided for :

NAVTRAMETOC DET Corpus Christi TX
NAVTRAMETOC DET Dallas TX
NAVTRAMETOC DET Glenview IL
NAVTRAMETOC DET Kingsville TX
NAVTRAMETOC DET Memphis TN
NAVTRAMETOC DET Meridian MS
NAVTRAMETOC DET New Orleans LA
NAVTRAMETOC DET Newport RI
NAVTRAMETOC DET South Weymouth MA
NAVTRAMETOC DET Whiting Field FL
NAVTRAMETOC DET Willow Grove PA

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

R

No. Due to failure of State of Florida to obtain lease for property, the juvenile "Boot Camp" will no longer be sited on board NAS Pensacola.

Mission Requirements

F. Other Support (cont)

NOTE: NAVLANTMETOC DET WILL BE UPGRADED TO A METOC FACILITY AUG 94. THE METOC FACILITY WILL HAVE ADMINISTRATIVE RESPONSIBILITY OVER 10 METOC DETACHMENTS.

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

A State of Florida sponsored "Boot Camp" for juvenile offenders will open in the late Spring or early Summer 1994 timeframe. It will provide strict military discipline, education and counseling for 30 youths at a time, initially, and expand over the next 2 years to accommodate 60 juvenile offenders. Permanent barracks, classroom, and administrative spaces are in final stages of construction.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: SEE ATTACHMENTS

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency
g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage?
i. Is the airspace under communications coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
l. Number of sorties flown in FY 1993
   - By Navy
   - By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather.
n. Number of available daylight hours in FY 1993
o. Number of scheduled hours in FY 1993
   - By Navy
   - By other services (including reserves and national guard)
p. Number of hours used
   - By Navy
   - By other services (including reserves and national guard)
q. Types of training permitted

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **W-155A**
   a. Warning Area.
   b. 2,309 Square miles. SURF-FL600 2 CNATRA N3
   c. 30 miles.
   d. 10 minutes.
   e. FAA, ARTCC Jacksonville, FL.
   f. FACSFAC Pensacola, FL.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 7,903.
      -by Navy 4,741.
      -by other services 3,162.
   m. - 7.4%
   n. ~~6,570 hours~~. 4380 2 CNATRA N3
   o. 1,795 hours.
      -by Navy 986 hours.
      -other services 809 hours.
   p. 1,345 hours
      -by Navy 739 hours.
      -by other services 606 hours.
   q. Air combat maneuvers, Basic flight maneuvers, Radar intercepts, Familiarization flights.

1. **W-155B**
   a. Warning Area.
   b. 2,746 Square miles. SURF - FL600 2 CNATRA N3
   c. 50 miles.
   d. 13 minutes.
   e. FAA, ARTCC Jacksonville, FL.
   f. FACSFAC Pensacola, FL.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 6,466.
      -by Navy 3,880.
      -by other services 2,586.
   m. - 2%
   n. ~~6,570 hours~~. 4380 2 CNATRA N3
   o. 1,468 hours.
      -by Navy 808 hours.
      -other services 660 hours.
   p. 1,109 hours
      -by Navy 609 hours.
      -by other services 500 hours.
   q. Air combat maneuvers, Basic flight maneuvers, Radar intercepts, Familiarization flights.

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **Pensacola South Military Operating Area**
   a. Military Operating Area.
   b. 1,196 Square miles. 10000 - FL180 CNATRA N3
   c. 0 miles.
   d. 5 minutes.
   e. Pensacola ATC Tower.
   f. COMTRAWING SIX.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 1,632.
      -by Navy 1,632.
      -by other services 0.
   m. - < 1%
   n. 3,756 hours.
   o. 1,632 hours.
      -by Navy 1,632 hours.
      -by other services 0 hours.
   p. 1,296 hours.
      -by Navy 1,296 hours.
      -by other services 0 hours.
   q. Progressive spins, Basic instruments, VFR training, Air combat training, formation training, NATOPS training.

1. **Pensacola North Military Operating Area**
   a. Military Operating Area.
   b. 1,209 Square miles. 10000 - FL180 CNATRA N3
   c. 30 miles.
   d. 10 minutes.
   e. FAA, ARTCC Jacksonville, FL.
   f. COMTRAWING ~~SIX.~~ FIVE CNATRA N3
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. Wing FIVE provided answer (NAS Whiting Field)
   m. - 2%
   n. 3,756 hours.
   o. Wing six to answer.
      -by Navy
      -by other services
   p. Wing six to answer.
      -by Navy
      -by other services
   q. Progressive spins, Basic instruments, VFR training, Air combat training, formation training, NATOPS training.

1. W-453
   a. Warning Area.
   b. 1,205 Square miles. SURF - FL500
   c. 40 miles.
   d. 13 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes. FAA ARTCC Houston TX
   j. None.
   k. None.

SH
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	FY93	FY92	FY91	FY90
l. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by Other services	3,125	N/A	N/A	N/A
o. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A

p. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes

Reynolds, JTR
code 110, NASP
9-12-94

1. Eagle Gulf One
   a. Air Traffic Controlled Assigned Airspace.
   b. 864 Square miles. 2000 - FL500
   c. 60 miles.
   d. 15 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes. FAA ARTCC Houston TX
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by Other services	3,125	N/A	N/A	N/A
o. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A

p. ~~Awaiting data from ANG Gulfport~~ IR/VR Routes

Reynolds, JTR
code 110, NASP
9-12-94

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **W-453**
   a. Warning Area.
   b. 1,205 Square miles. SURF-FL500
   c. 40 miles.
   d. 13 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. ~~3,500.~~ 3475 CCS T254/ONET 10-11-94
      -by Navy 350.
      -by other services 3,125.
   m. ~~Awaiting data from ANG Gulfport.~~ Unknown Reynolds, JTR code 110, NASD 9-12-94
   n. 4,380 hours.
   o. ~~3,500.~~ 3475 CCS T254/ONET 10-11-94
      -by Navy 350.
      -by Other services 3,125.
   p. ~~3,500.~~ 3475
      -by Navy 350.
      -by other services 3,125.
   q. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes Reynolds, JTR code 110, NASD 9-12-94

1. **Eagle Gulf One**
   a. Air Traffic Controlled Assigned Airspace.
   b. 864 Square miles. 2000-FL500
   c. 60 miles.
   d. 15 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. ~~3,500.~~ 3475 CCS T254/ONET 10-11-94
      -by Navy 350.
      -by other services 3,125.
   m. ~~Awaiting data from ANG Gulfport.~~ Unknown Reynolds, JTR code 110, NASP 9-12-94
   n. 4,380 hours.
   o. ~~3,500.~~ 3475 CCS T254/ONET 10-11-94
      -by Navy 350.
      -by Other services 3,125.
   p. ~~3,500.~~ 3475
      -by Navy 350.
      -by other services 3,125.
   q. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes Reynolds, JTR code 110, NASP 9-12-94

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **W-453**
   a. Warning Area.
   b. 1,205 Square miles. SURF-FL500
   c. 40 miles.
   d. 13 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 3,500.
      -by Navy 350.
      -by other services 3,125.
   m. Awaiting data from ANG Gulfport.
   n. 4,380 hours.
   o. 3,500.
      -by Navy 350.
      -by Other services 3,125.
   p. 3,500.
      -by Navy 350.
      -by other services 3,125.
   q. Awaiting data from ANG Gulfport.

1. **Eagle Gulf One**
   a. Air Traffic Controlled Assigned Airspace.
   b. 864 Square miles. 2000-FL500
   c. 60 miles.
   d. 15 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 3,500.
      -by Navy 350.
      -by other services 3,125.
   m. Awaiting data from ANG Gulfport.
   n. 4,380 hours.
   o. 3,500.
      -by Navy 350.
      -by Other services 3,125.
   p. 3,500.
      -by Navy 350.
      -by other services 3,125.
   q. Awaiting data from ANG Gulfport.

1. **Eagle Gulf Two**
   a. Air Traffic Controlled Assigned Airspace.
   b. 2,132 Square miles. SURF-A500
   c. 80 miles.
   d. 20 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes. FAA ARTCC Houston TX
   i. Yes.
   j. None.
   k. None.

SH
CNET
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5/12/94

	FY93	FY92	FY91	FY90
l. Total -	3,500	N/A	N/A	N/A
-by Navy	350	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	3,500	N/A	N/A	N/A
-by Navy	350	N/A	N/A	N/A
-by Other services	3,125	N/A	N/A	N/A
o. Total -	3,500	N/A	N/A	N/A
-by Navy	350	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A

p. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes

Reynolds, 2Dr
Code 110, NASP
9-12-94

1. **R-2908**
   a. Restricted Area.
   b. 75 Square miles. 2000-FL 500
   c. 25 miles.
   d. 6 minutes.
   e. Pensacola RATCF.
   f. Commander, Training Air Wing Six.
   g. No.
   h. Yes. Pensacola ATC Tower
   i. Yes.
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	11	268	210	184
-by Navy	11	268	210	184
-by other services	0	0	0	0
m. 365 days/24 hours - 8760 hours per year				
n. Total -	8	72	76	120
-by Navy	8	72	76	120
-by other services	0	0	0	0
o. Total -	8	68	38	120
-by Navy	8	68	38	120
-by other services	0	0	0	0

p. Basic flight maneuvers and Aerial acrobatics.

Facilities

R

A. Air Space and Flight Training Areas (cont.)

1. **Eagle Gulf Two**
   a. Air Traffic Controlled Assigned Airspace.
   b. 2.132 Square miles. 2000-FL500 CNATRA N3
   c. 80 miles.
   d. 20 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. ~~3,500~~. 3475 CLS 7254/ONET 10-11-94
      -by Navy 350.
      -by other services 3,125.
   m. ~~Awaiting data from ANG Gulfport~~. Unknown Reynolds, gtr code 110, NASP 9-12-94
   n. 4.380 hours.
   o. ~~3,500~~. 3475 — CLS 7254/ONET 10-11-94
      -by Navy 350.
      -by Other services 3,125.
   p. ~~3,500~~. 3475
      -by Navy 350.
      -by other services 3,125.
   q. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes Reynolds, gtr code 110, NASP 9-12-94

1. **R-2908**
   a. Restricted Area.
   b. 75 Square miles. SFC-FL180 CNATRA N3
   c. 25 miles.
   d. 6 minutes.
   e. Pensacola RATCF.
   f. Commander, Training Air Wing Six.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 11.
      -by Navy 11.
      -by other services 0.
   m. - <1%
   n. 4.380 hours.
   o. 8 hours.
      -by Navy 8 hours.
      -by other services 0.
   p. 8 hours.
      -by Navy 8 hours.
      -by other services 0.
   q. Basic flight maneuvers and Aerial acrobatics.

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **Eagle Gulf Two**
   a. Air Traffic Controlled Assigned Airspace.
   b. 2,132 Square miles. 2000-FL500 2 CNATRA N3
   c. 80 miles.
   d. 20 minutes.
   e. FAA, ARTCC Houston, TX.
   f. ANG Trng, Gulfport, MS.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 3,500.
      -by Navy 350.
      -by other services 3,125.
   m. Awaiting data from ANG Gulfport.
   n. 4,380 hours.
   o. 3,500.
      -by Navy 350.
      -by Other services 3,125.
   p. 3,500.
      -by Navy 350.
      -by other services 3,125.
   q. Awaiting data from ANG Gulfport.

1. **R-2908**
   a. Restricted Area.
   b. 75 Square miles. SFC-FL180 2 CNATRA N3
   c. 25 miles.
   d. 6 minutes.
   e. Pensacola RATCF.
   f. Commander, Training Air Wing Six.
   g. No.
   h. Yes.
   i. Yes.
   j. None.
   k. None.
   l. 11.
      -by Navy 11.
      -by other services 0.
   m. - <1%
   n. 4,380 hours.
   o. 8 hours.
      -by Navy 8 hours.
      -by other services 0.
   p. 8 hours.
      -by Navy 8 hours.
      -by other services 0.
   q. Basic flight maneuvers and Aerial acrobatics.

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **IR-021**
   a. Instrument Flight Route.
   b. N/A
   c. 28 miles.
   d. 7 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 32.
      -by Navy 28.
      -by other services 4.
   m. -<1%
   n. 5,840 hours.
   o. 16 hours.
      -by Navy 14 hours.
      -by other services 2 hours.
   p. 16 hours.
      -by Navy 14 hours.
      -by other services 2 hours.
   q. Instrument flight training and point to point navigation.

1. **IR-037**
   a. Instrument Flight Route.
   b. N/A
   c. 67 miles.
   d. 17 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 183.
      -by Navy 175.
      -by other services 8.
   m. -<1%
   n. 5,840 hours.
   o. 92 hours.
      -by Navy 88 hours.
      -by other services 4 hours.
   p. 16 hours.
      -by Navy 88 hours.
      -by other services 4 hours.
   q. Instrument flight training and point to point navigation.

R

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **IR-038**
   a. Instrument Flight Route.
   b. ~~N/A~~ Variable
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. ~~No.~~ yes
   i. Yes.
   j. ~~None.~~ 3
   k. None.
   l. 3.
      -by Navy 3.
      -by other services 0.
   m. -<1%
   n. 4,380 hours.
   o. 3 hours.
      -by Navy 3 hours.
      -by other services 0 hours.
   p. ~~16 hours.~~ → 3 Hours
      -by Navy 3 hours.
      -by other services 0 hours.
   q. Instrument flight training and point to point navigation.

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1. **IR-040**
   a. Instrument Flight Route.
   b. ~~N/A~~ Variable
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. ~~No.~~ yes
   i. Yes.
   j. ~~None.~~ 7
   k. None.
   l. 167.
      -by Navy 161.
      -by other services 6.
   m. -<1%
   n. ~~5,840 hours.~~ 4380
   o. 83 hours.
      -by Navy 80 hours.
      -by other services 3 hours.
   p. ~~16 hours.~~ 83 Hours
      -by Navy 80 hours.
      -by other services 3 hours.
   q. Instrument flight training and point to point navigation.

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Facilities

A. Air Space and Flight Training Areas (cont.)

1. **IR-038**
   a. Instrument Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 3.
      -by Navy 3.
      -by other services 0.
   m. -<1%
   n. 4,380 hours.
   o. 3 hours.
      -by Navy 3 hours.
      -by other services 0 hours.
   p. 16 hours.
      -by Navy 3 hours.
      -by other services 0 hours.
   q. Instrument flight training and point to point navigation.

1. **IR-040**
   a. Instrument Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 167.
      -by Navy 161.
      -by other services 6.
   m. -<1%
   n. 5,840 hours.
   o. 83 hours.
      -by Navy 80 hours.
      -by other services 3 hours.
   p. 16 hours.
      -by Navy 80 hours.
      -by other services 3 hours.
   q. Instrument flight training and point to point navigation.

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **VR-1020**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 14 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 448.
      -by Navy 424.
      -by other services 24.
   m. <1%
   n. 5,840 hours.
   o. 224 hours.
      -by Navy 212 hours.
      -by other services 12 hours.
   p. 16 hours.
      -by Navy 212 hours.
      -by other services 12 hours.
   q. Instrument flight training and point to point navigation.

1. **VR-1021**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 14 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 802.
      -by Navy 780.
      -by other services 22.
   m. -1.8%
   n. 5,840 hours.
   o. 401 hours.
      -by Navy 390 hours.
      -by other services 11 hours.
   p. 16 hours.
      -by Navy 390 hours.
      -by other services 11 hours.
   q. Instrument flight training and point to point navigation.

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **VR-1022**
   a. Visual Flight Route.
   b. N/A
   c. 75 miles.
   d. 19 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 371.
      -by Navy 357.
      -by other services 14.
   m. -<1%
   n. 5,840 hours.
   o. 186 hours.
      -by Navy 179 hours.
      -by other services 7 hours.
   p. 16 hours.
      -by Navy 179 hours.
      -by other services 7 hours.
   q. Instrument flight training and point to point navigation.

1. **VR-1023**
   a. Visual Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 392.
      -by Navy 380.
      -by other services 12.
   m. -<1%
   n. 5,840 hours.
   o. 196 hours.
      -by Navy 190 hours.
      -by other services 6 hours.
   p. 16 hours.
      -by Navy 190 hours.
      -by other services 6 hours.
   q. Instrument flight training and point to point navigation.

Facilities

A. Air Space and Flight Training Areas (cont.)

1. **VR-1024**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 446.
      -by Navy 426.
      -by other services 20.
   m. 2.1%
   n. 5,840 hours.
   o. 223 hours.
      -by Navy 213 hours.
      -by other services 10 hours.
   p. 16 hours.
      -by Navy 213 hours.
      -by other services 10 hours.
   q. Instrument flight training and point to point navigation.

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Facilities

A. Air Space and Flight Training Areas (cont)

2. List all the air-to-ground training ranges within 100 nmi. of your air station. For each range, provide the following data:

Range Name:_____ see page 25 (A), 25 (B) ~ CHATTRA N3

a. Location (city/county and state)
b. Distance from main airfield
c. Time en route from main airfield
d. Controlling agency
e. Scheduling agency
f. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage?
h. Is the airspace under communications coverage?
i. Number of low level airways (below 18,000 ft) that bisect airspace
j. Number of high altitude airways (above 18,000 ft) that bisect airspace
k. Number of sorties flown in FY 1993
   - By Navy
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather.
m. Number of available daylight hours in FY 1993
n. Number of scheduled hours in FY 1993
   - By Navy
   - By other services (including reserves and national guard)
o. Number of hours used
   - By Navy
   - By other services (including reserves and national guard)
p. Types of training permitted

3. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield. (Provide annotated diagram if appropriate)

4. Are air station operations currently affected by the major air traffic structures within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO

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Facilities

A. Air Space and Flight Training Areas (cont.)

11. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: A292

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 80nmi X 70nmi X SURF-3000 WITHIN FEDERAL AIRWAY
OTHERWISE TO 17500

c. Distance from main airfield
0

d. Time en route from main airfield
0 (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
COMTRAWING SIX, NAS PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
MOST OF THE AREA IS CURRENTLY COVERED BY RADAR FACILITIES RADAR SERVICE WILL BE ENHANCED WITH COMPLETION OF LINKING OF NAS WHITING ASR-8 TO PENSACOLA TRACON.

i. Is the airspace under communications coverage?
YES

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

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

l. Number of sorties flown in FY 1993
- By Navy
236,677 SORTIES
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

m. Percent of sorties cancelled due to weather.
9%

n. Number of available daylight hours in FY 1993
3568 HOURS (313 DAYS x 11.4 HOURS PER DAY)

o. Number of scheduled hours in FY 1993
- By Navy
5551 HOURS (261 WEEKDAYS x 19 HOURS PER DAY + 52 SATURDAYS x 11.4 HOURS)
- By other services (including reserves and national guard)
NOT TRACKED

p. Number of hours used
- By Navy
4358.5 HOURS
- By other services (including reserves and national guard)
NOT TRACKED

q. Types of training permitted
ALL TYPES OF NON HAZARDOUS AIR TRAINING ARE ALLOWED

Airspace Designator: R2919A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15nmi X 5nmi X UNLIMITED

c. Distance from main airfield
46.5 MILES

d. Time en route from main airfield
11.5 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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Facilities

A. Air Space and Flight Training Areas (cont.)

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
CONTINUOUS

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: R2919B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
15nmi X 5nmi X 8500ft-UNLTD

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Facilities

A. Air Space and Flight Training Areas (cont.)

c. Distance from main airfield
47.5 MILES
d. Time en route from main airfield
11.7 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
CONTINUOUS
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: **R2914A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 20nmi X 20nmi X UNLTD
c. Distance from main airfield
48 MILES
d. Time en route from main airfield
12 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

n. Number of available daylight hours in FY 1993
CONTINUOUS
- By other services (including reserves and national guard)
UNKNOWN

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: R2914B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 10nmi X 8nmi X 8500ft-UNLTD

c. Distance from main airfield
62 MILES

d. Time en route from main airfield
15.5 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

i. Is the airspace under communications coverage?
YES

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Facilities

A. Air Space and Flight Training Areas (cont.)

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
CONTINUOUS

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: EGLIN MOA A EAST/WEST, B, C, D, E, F

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)

MOA A EAST	IRREGULAR SHAPE	**15nmi x 5nmi x 1000agl to FL180** *
MOA A WEST	IRREGULAR SHAPE	**15nmi x 7nmi x 1000agl to FL180** *
MOA B	IRREGULAR SHAPE	**14nmi x 13nmi x 1000agl to FL180** *
MOA C	IRREGULAR SHAPE	**14nmi x 11nmi x 1000agl to FL180**
MOA D	IRREGULAR SHAPE	**15nmi x 8 nmi x 1000agl to 3000agl**
MOA E	IRREGULAR SHAPE	**45nmi x 44nmi x SURFACE to FL180** *
MOA F	IRREGULAR SHAPE	**3.5nmi x 3.5nmi x SURFACE to FL180** *

24(G) - R (6/24/94) * but not including FL180
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Facilities

A. Air Space and Flight Training Areas (cont.)

c. Distance from main airfield

MOA A EAST	MOA A WEST	MOA B	MOA C	MOA D	MOA E	MOA F
34 MILES	**27.5 MI**	**52 MI**	**56 MI**	**56 MI**	**22 MI**	**23 MI**

d. Time en route from main airfield **(FIGURED AT 250 KNOTS)**

MOA A EAST	MOA A WEST	MOA B	MOA C	MOA D	MOA E	MOA F
8.5 MINUTES	**6.8 MIN**	**13 MIN**	**14 MIN**	**14 MIN**	**5 MIN**	**6 MIN**

e. Controlling agency
~~**CONTACT EGLIN/133.0khz**~~ Jacksonville Center

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

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g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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

MOA A EAST	MOA A WEST	MOA B	MOA C	MOA D	MOA E	MOA F
TWO	**TWO**	**TWO**	**TWO**	**TWO**	~~**FIVE**~~ None	**NONE**

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

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l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
3172 HOURS

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED WHICH ARE NON HAZARDOUS TO OTHER NON PARTICIPATING AIRCRAFT

Airspace Designator: R2915C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 5nmi X 11nmi x 8500msl - UNLIMITED

c. Distance from main airfield
22 MILES

d. Time en route from main airfield
5.5 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
CONTINUOUS
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: R2918

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 3nmi X 10nmi X UNLTD
c. Distance from main airfield
47 MILES
d. Time en route from main airfield
12 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage?
YES

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Facilities

A. Air Space and Flight Training Areas (cont.)

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
CONTINUOUS
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: R2915A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15nmi X 17nmi X UNLTD
c. Distance from main airfield
22 MILES
d. Time en route from main airfield
5 MINUTES (FIGURED AT 250 KNOTS)

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Facilities

A. Air Space and Flight Training Areas (cont.)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
CONTINUOUS
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 3nmi X 5nmi X SURF-10,000ft
c. Distance from main airfield
92 MILES
d. Time en route from main airfield
23 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
AIR DEFENSE WEAPONS CTR, TYNDALL AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
~~INTMT~~ intermittent
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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CHANGE NO
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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
NONE, THIS IS STRICTLY FOR OPERATIONAL USE ONLY

Airspace Designator: W151A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 70nmi X 48nmi X SURF - UNLIMITED

c. Distance from main airfield
77 MILES

d. Time en route from main airfield
19 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
INTMT
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED, WHICH MAY INCLUDE HAZARDOUS OPERATIONS

Airspace Designator: W151B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 66nmi X 33nmi X SURF - UNLIMITED
c. Distance from main airfield
70 MILES
d. Time en route from main airfield
18 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage?
YES
i. Is the airspace under communications coverage?
YES

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
INTMT
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED, WHICH MAY INCLUDE HAZARDOUS OPERATIONS

Airspace Designator: W151C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 40nmi X 40nmi X SURF - UNLIMITED
c. Distance from main airfield
63 MILES
d. Time en route from main airfield
15 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
INTMT
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED, WHICH MAY INCLUDE HAZARDOUS OPERATIONS

Airspace Designator: CAMDEN RIDGE MOA
a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

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b. Dimensions (nmi. x nmi. x ft)
APPROX 40nmi X 32 nmi X 500 to 10,000ft (up to but not including 19000')
c. Distance from main airfield
79 MILES
d. Time en route from main airfield
20 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC ATLANTA, GA
f. Scheduling agency
187 FG
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
2964 HOURS (11.4 DAYLIGHT HOURS x 5 DAYS x 52 WEEKS)
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

- By other services (including reserves and national guard)
  UNKNOWN

q. Types of training permitted
  ALL TYPES OF AIR TRAINING ALLOWED WHICH ARE NON HAZARDOUS TO OTHER NON PARTICIPATING AIRCRAFT

Airspace Designator: VR-1024

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) 2
  VISUAL FLIGHT ROUTE (MTR)
  CNATRA N3
  7-8-94

b. Dimensions (nmi. x nmi. x ft)
  VARIABLE

c. Distance from main airfield
  55 MILES

d. Time en route from main airfield
  13 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
  ~~**FACSFAC PENSACOLA**~~ Not applicable
  2
  CNATRA N3
  7-8-94

f. Scheduling agency
  FACSFAC PENSACOLA

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
  426
- By other services (including reserves and national guard)
  20

m. Percent of sorties cancelled due to weather.
  UNKNOWN

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

Airspace Designator: R2915B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 5nmi X 12 nmi X UNLTD
c. Distance from main airfield
24 MILES
d. Time en route from main airfield
6 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
CONTINUOUS
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING WITHIN BOUNDARIES, NO RESTRICTIONS

Airspace Designator: ROSE HILL MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 35nmi X 22nmi X 8,000ft-FL180

c. Distance from main airfield
65 MILES

d. Time en route from main airfield
16 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
2964 HOURS (11.4 DAYLIGHT HOURS x 5 DAYS PER WEEK x 52 WEEKS)

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED WHICH ARE NON HAZARDOUS TO OTHER NON PARTICIPATING AIRCRAFT

Airspace Designator: A211

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 78nmi X 64nmi X SURF-5,000ft

c. Distance from main airfield
53 MILES

d. Time en route from main airfield
13 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
~~**FAA, ARTCC JACKSONVILLE, FL**~~ not applicable

f. Scheduling agency
CMDR, USA, FORT RUCKER AL.

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

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CWATTA
N3
7-10-94

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES
j. Number of low level airways (below 18,000 ft) that bisect airspace
NINE
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
NONE
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
2964 HOURS (11.4 HOURS x 5 DAYS x 52 WEEKS)
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF NON HAZARDOUS AIR TRAINING ALLOWED

2
CWSREA
N3
7-9-94

Airspace Designator: RUCKER MOA A, B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 40nmi X 20nmi X 100ft-1500ft
c. Distance from main airfield
94 MILES
d. Time en route from main airfield
23 MINUTES (FIGURED AT 250 KNOTS)

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL

f. Scheduling agency
CMDR USA AVN CTR

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

i. Is the airspace under communications coverage?
YES

2 CWATA N3 8-7-94

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

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

l. Number of sorties flown in FY 1993

- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
BY NOTAM

o. Number of scheduled hours in FY 1993

- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used

- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED WHICH ARE NON HAZARDOUS TO OTHER NON PARTICIPATING AIRCRAFT

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

Airspace Designator: DESOTA 2 MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 30nmi X 25nmi X 100agl-5000ft
c. Distance from main airfield
86 MILES
d. Time en route from main airfield
21.5 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC HOUSTON, TX
f. Scheduling agency
GULFPORT PFTS
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
TWO
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
TWO
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
2340 HOURS (9 DAYLIGHT HOURS x 5 DAYS x 52 WEEKS)
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED WHICH ARE NON HAZARDOUS TO OTHER NON PARTICIPATING AIRCRAFT

2 CHANGE N3 7-8-94

Airspace Designator: PINE HILL MOA EAST/WEST / ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA / ATCAA

b. Dimensions (nmi. x nmi. x ft)

2 CHANGE N3 7-8-94

PINE HILL MOA EAST	PINE HILL MOA WEST
38nmi x 38nmi x 52nmi x 10,000 to ~~FL180~~ FL230	**43nmi x 45nmi x 43nmi x 10,000 to ~~FL180~~** FL230

c. Distance from main airfield

EAST	WEST
78 MILES	74 MILES
19.5 MINUTES	18.5 MINUTES

d. Time en route from main airfield
35 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
FAA, ARTCC ATLANTA, GA

f. Scheduling agency
COMTRAWING ONE

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

l. Number of sorties flown in FY 1993
- By Navy
COMTRAWING ONE = 765
- By other services (including reserves and national guard)
~~**UNKNOWN**~~ 15

2 CNATRA N3 7-8-94

m. Percent of sorties cancelled due to weather.
~~**COMTRAWING ONE**~~ Sortie weather cancellation rate data not kept by airspace.

2 CNATRA N3 7-8-94

n. Number of available daylight hours in FY 1993
3120 ~~**2964 HOURS (10 HOURS PER DAY x 5 DAYS x 52 WEEKS + 7 HOURS x 52 SATURDAYS)**~~
o. Number of scheduled hours in FY 1993
- By Navy
COMTRAWING ONE = 3168
- By other services (including reserves and national guard)
UNKNOWN

2 CNATRA N3 7-8-94

p. Number of hours used
- By Navy
~~**COMTRAWING ONE**~~ 1319
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
ALL TYPES OF AIR TRAINING ALLOWED WHICH ARE NON HAZARDOUS TO OTHER NON PARTICIPATING AIRCRAFT

Airspace Designator: R2905B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 4nmi X 6nmi X SURF-10,000ft
c. Distance from main airfield
96 MILES
d. Time en route from main airfield
24 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL
f. Scheduling agency
AIR DEFENSE WEAPONS CTR, TYNDALL AFB

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
~~**INTMT**~~ intermittent

2
CHANGE #3
7-8-97

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
NONE, THIS IS STRICTLY FOR OPERATIONAL USE ONLY

Airspace Designator: R2905A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

n. Number of available daylight hours in FY 1993
5840 HOURS
o. Number of scheduled hours in FY 1993
- By Navy
213
- By other services (including reserves and national guard)
10
p. Number of hours used
- By Navy
213
- By other services (including reserves and national guard)
10
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-1082

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR) CNATRA N3 7-8-94
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
c. Distance from main airfield
55 MILES TO ENTRY POINT
d. Time en route from main airfield
13 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**USAFAWC-79 TEST AND EVALUATION GROUP/CD EGLIN AFB, FL**~~
CNATRA N3 7-8-94 Not applicable
f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage?
YES
i. Is the airspace under communications coverage?
YES

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

j. Number of low level airways (below 18,000 ft) that bisect airspace
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-1083

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
CHANGE NO 7-8-94
c. Distance from main airfield
78 MILES TO ENTRY POINT
d. Time en route from main airfield
20 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**USAFAWC-79 TEST AND EVALUATION GROUP/CD EGLIN AFB, FL**~~

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Not Applicable

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Facilities

A. Air Space and Flight Training Areas (cont.)

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

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Facilities

A. Air Space and Flight Training Areas (cont.)

Airspace Designator: VR-1065

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
c. Distance from main airfield
60 MILES TO EXIT POINT
d. Time en route from main airfield
15 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**347OSS/OSTA, MOODY, AFB.**~~ not applicable
f. Scheduling agency
347OSS/OSTA, MOODY, AFB.
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-1196

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
VARIABLE

c. Distance from main airfield
98 MILES TO EXIT POINT

d. Time en route from main airfield
25 MINUTES (FIGURED AT 250 KNOTS)

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e. Controlling agency
~~**Ms ANGCRTC-GULFPORT, MS**~~ not applicable

f. Scheduling agency
Ms ANGCRTC-GULFPORT, MS

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN

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

l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
UNKNOWN

o. Number of scheduled hours in FY 1993

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-060

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
VARIABLE

c. Distance from main airfield
89 MILES TO EXIT POINT

d. Time en route from main airfield
23 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
~~**187 FG (ANG), DANNELLY FIELD MONTGOMERY, AL**~~ Not applicable

f. Scheduling agency
187 FG (ANG), DANNELLY FIELD MONTGOMERY, AL

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

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Facilities

A. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES
j. Number of low level airways (below 18,000 ft) that bisect airspace
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-1017

a. Type of airspace (i.e.. warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
c. Distance from main airfield
62 MILES TO EXIT POINT

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Facilities

A. Air Space and Flight Training Areas (cont.)

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d. Time en route from main airfield
15 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**187 FG (ANG), DANNELLY FIELD MONTGOMERY, AL**~~ Not applicable
f. Scheduling agency
187 FG (ANG), DANNELLY FIELD MONTGOMERY, AL
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

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Facilities

A. Air Space and Flight Training Areas (cont.)

Airspace Designator: VR-1070

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
VARIABLE

c. Distance from main airfield
62 MILES TO EXIT POINT

d. Time en route from main airfield
15 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
~~**187 FG (ANG), DANNELLY FIELD MONTGOMERY, AL**~~ Not applicable

f. Scheduling agency
187 FG (ANG), DANNELLY FIELD MONTGOMERY, AL

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN

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

l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
UNKNOWN

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-1085

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
VARIABLE

c. Distance from main airfield
60 MILES TO EXIT POINT

d. Time en route from main airfield
14 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
~~USARAWC-79 TEST AND EVALUATION GROUP/CD EGLIN AFB, FL~~

f. Scheduling agency
46-TW/DOAO EGLIN AFB, FL

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN

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

l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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)
not applicable

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Facilities

A. Air Space and Flight Training Areas (cont.)

m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-1084

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
c. Distance from main airfield
60 MILES TO EXIT POINT
d. Time en route from main airfield
14 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**USARAWC-79 TEST AND EVALUATION GROUP/CD EGLIN AFB, FL**~~
f. Scheduling agency
USARAWC-79 TEST AND EVALUATION GROUP/CD EGLIN AFB, FL
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage?
YES

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not applicable

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Facilities

A. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES
j. Number of low level airways (below 18,000 ft) that bisect airspace
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

Airspace Designator: VR-179

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
c. Distance from main airfield
85 MILES TO EXIT POINT
d. Time en route from main airfield
22 MINUTES (FIGURED AT 250 KNOTS)

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Facilities

A. Air Space and Flight Training Areas (cont.)

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e. Controlling agency
~~**Ms ANGCRTC - GULFPORT, MS**~~ not applicable
f. Scheduling agency
Ms ANGCRTC - GULFPORT, MS
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS

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Facilities

A. Air Space and Flight Training Areas (cont.)

Airspace Designator: IR-059

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT ROUTE (IR)
b. Dimensions (nmi. x nmi. x ft)
~~**VARIABLE**~~ Variable x 250' AGL -3000 — 2 — CNATRA N3 7-8-94
c. Distance from main airfield
46 MILES TO ENTRY POINT
d. Time en route from main airfield
11 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**1 SOSS/OGSC, HURLBURT FIELD, FL**~~ Not Available
f. Scheduling agency
1 SOSS/OGSC, HURLBURT FIELD, FL
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

- By other services (including reserves and national guard)
  UNKNOWN

m. Percent of sorties cancelled due to weather.
  UNKNOWN

n. Number of available daylight hours in FY 1993
  UNKNOWN

o. Number of scheduled hours in FY 1993

- By Navy
  UNKNOWN
- By other services (including reserves and national guard)
  UNKNOWN

p. Number of hours used

- By Navy
  UNKNOWN
- By other services (including reserves and national guard)
  UNKNOWN

q. Types of training permitted
  LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN BOTH IFR AND VFR CONDITIONS

Airspace Designator: IR-030

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
  INSTRUMENT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
  VARIABLE X 500 AGL - 6000'

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c. Distance from main airfield
  56 MILES TO ENTRY POINT

d. Time en route from main airfield
  13 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
  ~~**NAVAL AIR WARFARE CENTER, AIRCRAFT DIV (RD 20), PATUXENT RIVER, MD.**~~ NAS Nmille

f. Scheduling agency
  NAVAL AIR WARFARE CENTER, AIRCRAFT DIV (RD 20), PATUXENT RIVER, MD.

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

- If so, how many?

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Facilities

A. Air Space and Flight Training Areas (cont.)

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN BOTH IFR AND VFR CONDITIONS

Airspace Designator: IR-057

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT ROUTE (MTR)
b. Dimensions (nmi. x nmi. x ft)
VARIABLE X 250 AGL - 3000
c. Distance from main airfield
46 MILES TO ENTRY POINT
d. Time en route from main airfield
11 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
1 ~~SOSS/OGSC, HURLBURT FIELD, FL~~ Not available
f. Scheduling agency
1 SOSS/OGSC, HURLBURT FIELD, FL
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN

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

l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

m. Percent of sorties cancelled due to weather.
UNKNOWN

n. Number of available daylight hours in FY 1993
UNKNOWN

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN BOTH IFR AND VFR CONDITIONS

Airspace Designator: SR-31

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
SLOW SPEED, LOW ALT ROUTE

b. Dimensions (nmi. x nmi. x ft)
VARIABLE

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Facilities

A. Air Space and Flight Training Areas (cont.)

c. Distance from main airfield
96 MILES
d. Time en route from main airfield
25 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**815 TAS, KEESLER AFB, MS**~~ Not applicable
f. Scheduling agency
815 TAS, KEESLER AFB, MS
g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS AT OR BELOW 1500 FEET AGL

Airspace Designator: SR-29

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
SLOW SPEED, LOW ALT ROUTE
b. Dimensions (nmi. x nmi. x ft)
VARIABLE
c. Distance from main airfield
69 MILES TO ENTRY POINT
d. Time en route from main airfield
15 MINUTES (FIGURED AT 250 KNOTS)
e. Controlling agency
~~**815 TAS, KEESLER AFB, MS**~~ not applicable
f. Scheduling agency
815 TAS, KEESLER AFB, MS
g. Are canned/stereo airways needed to access air space?
- If so, how many? Not Applicable
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
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
UNKNOWN
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN

q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS AT OR BELOW 1500 FEET AGL

Airspace Designator: SR-101, 103, 104, 106

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
SLOW SPEED, LOW ALT ROUTE

b. Dimensions (nmi. x nmi. x ft)
VARIABLE

c. Distance from main airfield
44 MILES TO ENTRY POINT

d. Time en route from main airfield
10 MINUTES (FIGURED AT 250 KNOTS)

e. Controlling agency
~~**1 SOSS/OGSC HURLBURT FIELD, FL**~~ Not applicable

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f. Scheduling agency
1 SOSS/OGSC HURLBURT FIELD, FL

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

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
UNKNOWN

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Facilities

A. Air Space and Flight Training Areas (cont.)

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
UNKNOWN
l. Number of sorties flown in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
m. Percent of sorties cancelled due to weather.
UNKNOWN
n. Number of available daylight hours in FY 1993
UNKNOWN
o. Number of scheduled hours in FY 1993
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
p. Number of hours used
- By Navy
UNKNOWN
- By other services (including reserves and national guard)
UNKNOWN
q. Types of training permitted
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING IN VFR CONDITIONS AT OR BELOW 1500 FEET AGL

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Facilities

A. Air Space and Flight Training Areas (cont)

2. List all the air-to-ground training ranges within 100 nmi. of your air station. For each range, provide the following data:

Range Name:_____ see page 25 (A), 25 (B) ~ CHATTA NS

a. Location (city/county and state)
b. Distance from main airfield
c. Time en route from main airfield
d. Controlling agency
e. Scheduling agency
f. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage?
h. Is the airspace under communications coverage?
i. Number of low level airways (below 18,000 ft) that bisect airspace
j. Number of high altitude airways (above 18,000 ft) that bisect airspace
k. Number of sorties flown in FY 1993
   - By Navy
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather.
m. Number of available daylight hours in FY 1993
n. Number of scheduled hours in FY 1993
   - By Navy
   - By other services (including reserves and national guard)
o. Number of hours used
   - By Navy
   - By other services (including reserves and national guard)
p. Types of training permitted

3. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield. (Provide annotated diagram if appropriate)

See pages 25 (c) through 25 (GGGGG) J T Reynolds NAS Pensacola

4. Are air station operations currently affected by the major air traffic structures within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO

REVISED PAGE

12. C-62

Range Name: Test Area C-62

a. Eglin AFB, 303834N 861337W.
b. 56 Miles.
c. 14 Minutes.
d. Eglin AFB.
e. 46 OSS/OSCSP.
f. No.
g. Yes.
   - Eglin Radar Control Facility.
h. Yes.
   - Eglin Radar Control Facility.
i. None.
j. None.
k. - 0 by Navy.
   - Unknown.
l. Unknown. m. 4380
N ~~m~~. - 0 by Navy.
   - Unknown.
O ~~n~~. - 0 by Navy.
   - Unknown.
P ~~o~~. Bombing, Simulated Nuclear and Conventional Bombing and Rocketry, Skip Bomb, and Tactical Straffing.

2/ NAMA N3

2/ CNAMA N3

25(A) -R (6-24-94)

12. C-62

Range Name: Test Area C-62

a. Eglin AFB, 303834N 861337W.
b. 56 Miles.
c. 14 Minutes.
d. Eglin AFB.
e. 46 OSS/OSCSP.
f. No.
g. Yes.
   - Eglin Radar Control Facility.
h. Yes.
   - Eglin Radar Control Facility.
i. None.
j. None.
k. - 0 by Navy.
   - Unknown.
l. Unknown. m. 4380
N ~~m~~. - 0 by Navy.
   - Unknown.
O ~~n~~. - 0 by Navy.
   - Unknown.
P ~~o~~. Bombing, Simulated Nuclear and Conventional Bombing and Rocketry, Skip Bomb, and Tactical Straffing.

2
CNATMA
N3

2
CNATMA N3

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Range Name: SHELBY RANGE

a. Perry County MS 310756N 883849W.
b. 45 Miles.
c. 10 Minutes.
d. ARNG MS.
e. ANG CRTC Gulfport MS.
f. No.
g. Yes.
   - Houston Center.
h. Yes.
   - ANG MS.
i. 1.
j. Unknown.
k. - 0 by Navy.
   - 6000.
l. 1200. M. 4380
N ~~m~~. - 0 by Navy.
   - 7500.
O. ~~n~~. - 0 by Navy.
   - 6500.
P ~~o~~. Air to Ground Bombing, Strafing and Threat Simulator.

2
CNATRA N3

2
CNATRA N3

25(B) - R (6-24-94)

Range Name: SHELBY RANGE

a. Perry County MS 310756N 883849W.
b. 45 Miles.
c. 10 Minutes.
d. ARNG MS.
e. ANG CRTC Gulfport MS.
f. No.
g. Yes.
   - Houston Center.
h. Yes.
   - ANG MS.
i. 1.
j. Unknown.
k. - 0 by Navy.
   - 6000.
l. 1200. M. 4380
N ~~m~~. - 0 by Navy.
   - 7500.
O. ~~n~~. - 0 by Navy.
   - 6500.
P ~~o~~. Air to Ground Bombing, Strafing and Threat Simulator.

2
CNATRA N3

2
CNATRA N3

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UIC: 00204

DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

3. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield. (Provide annotated diagram if appropriate)

The following Special Use Airspace within 50 Nautical Miles of NAS Pensacola: W-155, W-453, PENSACOLA SOUTH MOA, PENSACOLA NORTH MOA, R-2908, VR-1024, IR-021, IR-038.

Listed in alphabetic order are the different airfields with DOD approaches contained in the defined area. A DOD Low Altitude Chart L-18 has had the applicable areas defined and is included for clarification. The chart and all applicable approaches are contained for supporting documentation following the listing of facilities.

FACILITY	CLASS AIRSPACE	APPROACH	DEPARTURE
ANDALUSIA-OPP, AL	D	NDB-A	
BAY ST. LOUIS, MS	B	NDB-17 VOR-A	
CAIRNS AAF, AL (Fort Rucker)	B	NDB 2 RWY 6 ILS OR NDB-1 RWY 6 VOR RWY 6 VOR RWY 24 PAR/ASR RWY 6 PAR/ASR RWY 36	CLIOS-ONE DEPARTURE FADET-TWO DEPARTURE HOUND-ONE DEPARTURE MONROEVILLE-FIVE DEP. OPPTO-ONE DEPARTURE SKIPO-ONE DEPARTURE
HANCHEY AHP, AL (Fort Rucker)	B	COPTER NDB 176	
LOWE AHP (Fort Rucker)	B	COPTER NDB 063 COPTER VOR 067	
CRESTVIEW/BOB SIKES, FL	D	LOC RWY 17 NDB RWY 17 VOR-A	

25 (C) JT Reynolds NAS Pensacola R (6-24-94)

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

FACILITY	CLASS AIRSPACE	APPROACH	DEPARTURE
DESTIN-FT. WALTON BEACH WALTON BEACH, FL	D	ASR RWY 14 ASR RWY 32	
EGLIN AF AUZ NR3 DUKE EGLIN, FL	D	ASR RWY 36 TACAN or ILS/DME RWY 18 TACAN RWY 36	
EGLIN AFB, FL	D	ASR RWY 1 ASR RWY 12 ASR RWY 30 ASR RWY 19 ILS 1 RWY 19 ILS 2 RWY 19 ILS RWY 30 ILS 2 RWY 30 TACAN RWY 1 TACAN RWY 12 TACAN RWY 19 TACAN RWY 30 HI-ILS RWY 30 HI-TACAN RWY 1 HI-ILSor TACAN RWY 19 HI-TACAN RWY 12 HI-TACAN RWY 30 (ASLAR)HI-ILS 3 RWY 19 (ASLAR)HI-ILS 2 RWY 30 (ASLAR)HI-TACAN 3 RWY 19 (ASLAR)HI-TACAN 2 RWY 12 (ASLAR)HI-TACAN 4 RWY 19 (ASLAR)HI-TACAN 2 RWY 30	
ENTERPRISE MUNI, AL	E	VOR RWY 5	
FAIRHOPE MUNI, AL	E	VOR/DME-A	
GULFPORT-BILOXI REGIONAL GULFPORT,MI	B	ASR RWY 32 ASR RWY 14 NDB RWY 14	

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

FACILITY	CLASS AIRSPACE	APPROACH	DEPARTURE
GULFPORT (CONT.)		ILS RWY 14 ILS RWY 32 VOR RWY 14 VOR RWY 32 VOR/DME or TACAN RWY 14 VOR/DME or TACAN RWY 32 HI-ILS RWY 14 HI-ILS/TACAN RWY 32 HI-TACAN RWY 14 HI-TACAN RWY 32	
HURLBURT FIELD, FL	D	ASR RWY 36 ASR RWY 18 TACAN RWY 36 ILS RWY 36 TACAN RWY 18 HI-TACAN RWY 36	
KEESLER AFB, MS	D	ASR RWY 21 ASR RWY 3 ILS RWY 21 TACAN RWY 3 VOR/DME-A TACAN RWY 21	
MAXWELL AFB, AL	B	ASR RWY 33 ASR RWY 15 ILS RWY 15 VOR/DME RWY 15 VOR/DEMor TACAN RWY 33 TACAN RWY 15 HI-ILS RWY 15 HI-TACAN RWY 15	
MOBILE REGIONAL, AL	C	ASR RWY 32 ASR RWY 14 NDB RWY 14 ILS RWY 32 ILS RWY 14	

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

FACILITY	CLASS AIRSPACE	APPROACH	DEPARTURE
MOBILE (CONT.)		VOR or TACAN-A VOR RWY 14 ILS RWY 32 VOR RWY 32	
MONTGOMERY/DANNELLY FIELD AL	B	ASR RWY 10 ASR RWY 28 NDB RWY 10 ILS RWY 10 ILS RWY 28 VOR-A HI-ILS RWY 10 HI-TACAN-A HI-ILS RWY 28	
NEW ORLEANS/LAKEFRONT NEW ORLEANS,	B	ILS RWY 18R VOR-A VOR RWY 18R VOR-B VOR/DME RWY 36L	
NEW ORLEANS INTER. (Moisant Field), LA	B	NDB RWY 10 ILS RWY 10 ILS RWY 1 ILS RWY 28 LOC BC RWY 19	
NEW ORLEANS NAS, LA (Alvin Callender Field)	D	ASR RWY 4 ASR RWY 14 ASR RWY 32 ASR RWY 22 VOR/DME or TACAN RWY 4 VOR/DME or TACAN RWY 22 VOR/DME or TACAN RWY 14 TACAN RWY 32 HI-TACAN 1 RWY 4 HI-TACAN 2 RWY 4 HI-TACAN 1 RWY 22 HI-TACAN 2 RWY 22	

25(F) JT Reynolds NAS Pensacola R (6-24-99)

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

FACILITY	CLASS AIRSPACE	APPROACH	DEPARTURE
PENSACOLA NAS, FL (Forrest Sherman Field)	C	PAR/ASR RWY 7R	
		PAR/ASR RWY 25R	
		PAR/ASR RWY 19	
		PAR/ASR RWY 25L	
		PAR/ASR RWY 7L	
		PAR/ASR RWY 1	
		VOR RWY 19	
		TACAN RWY 1	
		TACAN RWY 7L	
		TACAN RWY 7R	
		TACAN RWY 19	
		TACAN RWY 25L	
		TACAN RWY 25R	
			PATTE-ONE DEPARTURE
			HARDE-EIGHT DEPARTURE
		HI-NBD (UHF) or HI-NDB (UHF)/DME-A	
		HI-NDB (UHF) or HI-NDB (UHF)/DME RWY 7R	
		HI-TACAN RWY 7L	
		HI-VOR RWY 19	
		HI-TACAN RWY 1	
		HI-TACAN RWY 7R	
		HI-TACAN RWY 25L	
		HI-TACAN RWY 25R	
			BREZZ-TWO DEPARTURE
			TRADR-FOUR DEPARTURE
PENSACOLA REGIONAL, FL	C	ASR RWY 17	
		ASR RWY 26	
		ASR RWY 35	
		ASR RWY 8	
		NDB RWY 17	
		ILS RWY 17	
		NDB RWY 35	
		VOR RWY 8	
SLIDELL, LA	E	NDB RWY 18	
WHITING FIELD NAS-NORTH FL	C	ASR RWY 14	
		ASR RWY 23	

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DATA CALL 3

Facilities

A. Air Space and Flight Training Areas (cont.)

FACILITY	CLASS AIRSPACE	APPROACH	DEPARTURE
WHITING FIELD (CONT.)		ASR RWY 5 TACAN RWY 5 TACAN RWY 23 TACAN RWY 14	
WHITING FIELD NAS-SOUTH FL	C	PAR/ASR RWY 32 PAR/ASR RWY 23 ASR RWY 14 ASR RWY 5 TACAN RWY 32 COPTER TACAN 001	

25 (H) J T Reynolds NAS Pensacola R (6-24-94)

Revised
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L-18

25 (I) @ TR Reynolds
NAS Pensacola R (6-24-94)

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▽IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less – one statute mile. (2) Aircraft having more than two engines – one-half statute mile.

Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducting IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

MILITARY USERS: Special IFR departure procedures not published as Standard Instrument Departure (SIDs) and civil take-off minima are included below and are established to assist pilots in obstacle avoidance. Refer to appropriate service directives for take-off minimums.

AIRPORT NAME	TAKE-OFF MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	Rwys 15, 33, 400–1
ALEXANDER CITY, AL	
THOMAS C. RUSSELL FIELD	Rwy 18, 36 climb rwy hdg to 1500 before turning on course.
ANDALUSIA-OPP, AL	Rwy 11–29, 200–1*
	*Rwy 11–29 standard with minimum climb of 310/NM to 500. Rwy 11–29 climb rwy hdg to 500 before turning.
ANNISTON METROPOLITAN, AL	Rwy 5, 900-1*
	* Or standard with minimum climb of 350/NM to 1600. Rwy 5, climbing right turn hdg 090° to 3000 before proceeding on course. Rwy 23, climb rwy hdg to 3000 before turning on course.
AUBURN-OPELIKA ROBERT G. PITTS, AL	Rwy 36 climb rwy hdg to 1500 before turning right. Rwy 10 climb rwy hdg to 1500 before turning left.
BIRMINGHAM INTL, AL	Rwy 5, 800-6* Rwy 18, 800-4** Rwy 36, 800-2
	*Or std with min climb of 360/NM to 1700. **Or std with min climb of 340/NM to 1700. Rwy 5, climb rwy hdg to 1700 before turning on course. Rwy 18, climb rwy hdg to 2100 before turning on course. Rwy 23, climb rwy hdg to 2100 before turning on course. Rwy 36, climb rwy hdg to 1700 before turning on course.
BONIFAY, FL	
TRI CO	Rwys 1 and 19 climb rwy hdg to 2000 before turning West.
COLUMBUS-LOWNDES COUNTY, MS	Rwy 18, 300-1* Rwy 36, 400-1**
	* Or standard with minimum climb of 350/NM to 500. ** Or standard with minimum climb of 370/NM to 500. Rwys 18, 36 climb rwy hdg to 600 before turning.
DAYTONA BEACH REGIONAL, FL	Rwy 7R Rwys 16, 25L, 34, 300–1
DECATUR, AL	
PRYOR FIELD	Rwy 18, 300-1*
	*Or standard with minimum climb of 380/NM to 800.
DELAND MUNI-SIDNEY H. TAYLOR FIELD, FL	Rwy 5, 12, 30, 36 aircraft proceeding on course between 120° to 260° fly rwy hdg to 1800. Rwy 18 aircraft proceeding on course between 120° to 260°, fly hdg 120° to 1800. Rwy 23 aircraft proceeding on course between 120° to 260°, fly hdg 260° to 1800.
DESTIN-FT. WALTON BEACH, FL	Rwy 14, climb rwy hdg to 400 before making turn.
EUFAULA, AL	
WEEDON FIELD	Rwy 18, 36 climb rwy hdg to 1000 before turning Wbnd.
FAIRHOPE MUNI, AL	Rwy 1, 19, 300–1 *Rwy 1–19 standard with minimum climb of 250/NM to 500.
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	Rwy 8, fly rwy hdg to 300 before turning North. Rwy 26, fly rwy hdg to 500 before turning South.

25 (J) JT Reynolds NAS Pensacola R (6-24-94)

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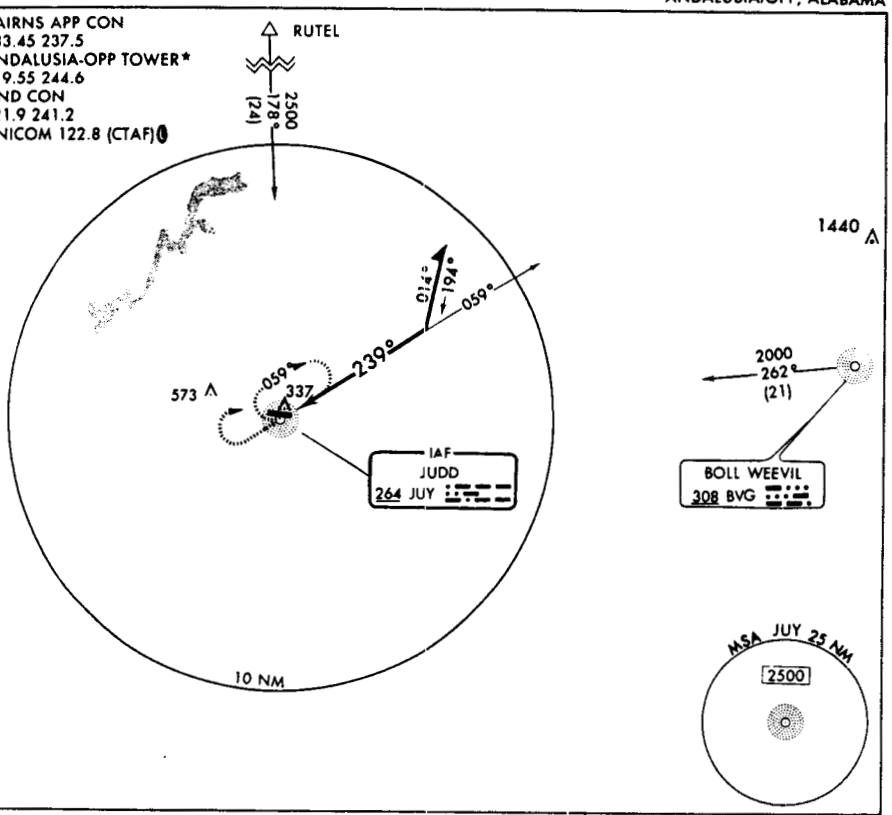
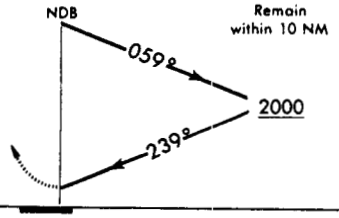
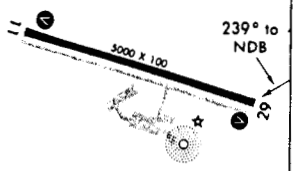
CAIRNS APP CON
133.45 237.5
ANDALUSIA-OPP TOWER*
119.55 244.6
GND CON
121.9 241.2
UNICOM 122.8 (CTAF)



MISSED APPROACH
Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.



ELEV 330



MIRL Rwy 11-29

CATEGORY	A	B	C	D
CIRCLING	1020-1 690 (700-1)		1020-2 690 (700-2)	1040-2¼ 710 (800-2¼)

Use Cairns altimeter setting.

▽
△ NA

Knots	60	90	120	150	180
Min:Sec					

25 (K) JT Reynolds NAS Pensacola R (6-24-94)

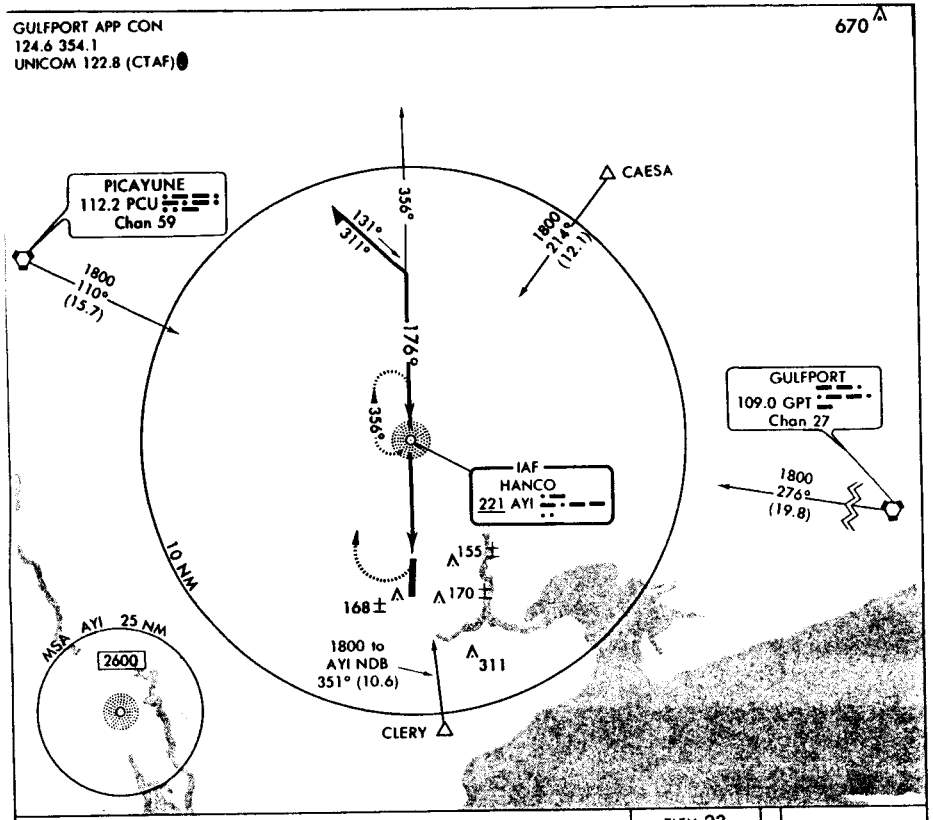
Orig 93147

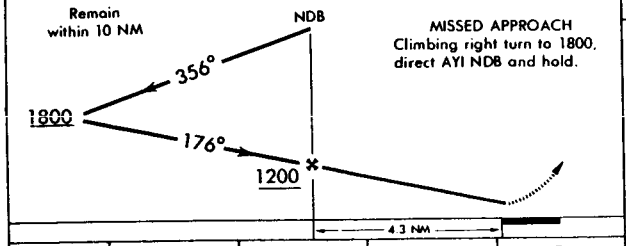
NDB RWY 17

AL-5860 (FAA)

BAY ST. LOUIS/STENNIS INTL (HSA)
BAY ST. LOUIS, MISSISSIPPI

GULFPORT APP CON
124.6 354.1
UNICOM 122.8 (CTAF)





MISSED APPROACH
Climbing right turn to 1800, direct AYI NDB and hold.

ELEV 23

176° 4.3 NM from FAF

TDZE 23

8499 X 150

35

HIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-1¾ 577 (600-1¾)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

Use Gulfport altimeter setting; when not available use New Orleans altimeter setting and increase all MDAs 100 feet.
ACTIVATE VASI Rwys 17 and 35-UNICOM/CTAF.
△ NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

Amdt 5 93147

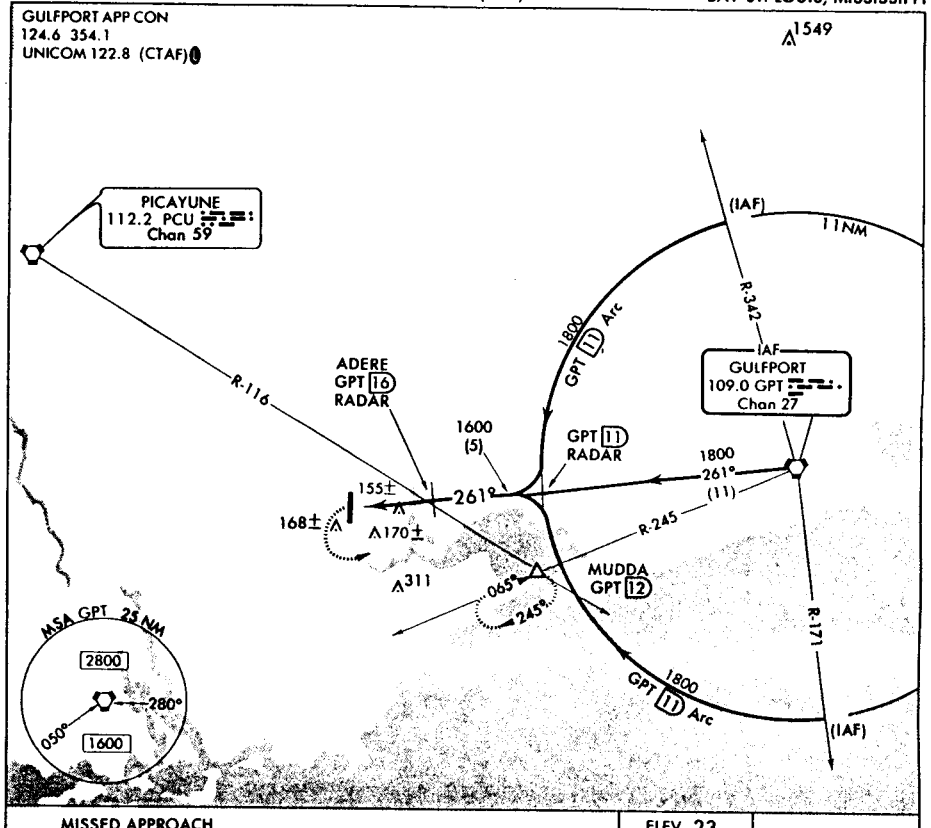
VOR-A

10

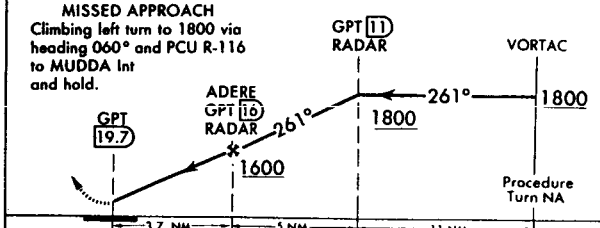
AL-5860 (FAA)

BAY ST. LOUIS/STENNIS INTL (HSA)
BAY ST. LOUIS, MISSISSIPPI

GULFPORT APP CON
124.6 354.1
UNICOM 122.8 (CTAF)



MISSED APPROACH
Climbing left turn to 1800 via heading 060° and PCU R-116 to MUDDA Int and hold.



ELEV 23

261° 3.7 NM from FAF

8499 X 150

35

HIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	540-1 517 (600-1)		540-1½ 517 (600-1½)	580-2 557 (600-2)

RADAR or DME required.
Use Gulfport altimeter setting; when Gulfport control zone not in effect: 1. Use New Orleans altimeter setting. 2. Increase all MDAs 100 feet. 3. Radar not authorized.
ACTIVATE VASI Rwy 17-35-UNICOM.
△ NA

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:23	1:51	1:29	1:14

25 (L) JT Reynolds NAS Pensacola R (6-24-94)

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RADAR INSTRUMENT APPROACH MINIMUMS

BIRMINGHAM INTL, AL (3 MAR 94 FAA) **ELEV 644**

RADAR - (E) 123.8 127.675 385.6 338.2 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	5 ⓐ		AB	**1220**/24	614	(700-½)
			C	**1220**/60	614	(700-1¼)
			D	**1220**-1½	614	(700-1½)
			E	**1220**-1¾	614	(700-1¾)
	23 ⓑ		AB	**1240**/40	619	(600-¾)
			C	**1240**/60	619	(600-1¼)
			D	**1240**-1½	619	(600-1½)
			E	**1240**-1¾	619	(600-1¾)

ⓐ When ALSF-2 inop: increase vis ½ mile for CAT E. ⓑ When MALSR inop, increase vis ¼ mile for CAT AB, ½ mile for CAT E.

CAIRNS AAF AL (Fort Rucker) (2 APR 92 USA) **ELEV 298**

RADAR - (E) 128.55 134.1 229.6 242.6 ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	6	2.7°/45/	AB	**498**/24	200	(200-½)
			CD	**498**/40	200	(200-¾)
	36	2.9°/13/	ABCD	**496**-¾	200	(200-¾)
ASR	6		ABC	**680**/40	382	(400-¾)
			D	**680**/50	382	(400-1)
	36		ABC	**680**-1	384	(400-1)
			D	**680**-1¼	384	(400-1¼)
CIR	6-24, 18-36		A	**740**-1	442	(500-1)
			B	**760**-1	462	(500-1)
			C	**780**-1½	482	(500-1½)
			D	**860**-2	562	(600-2)

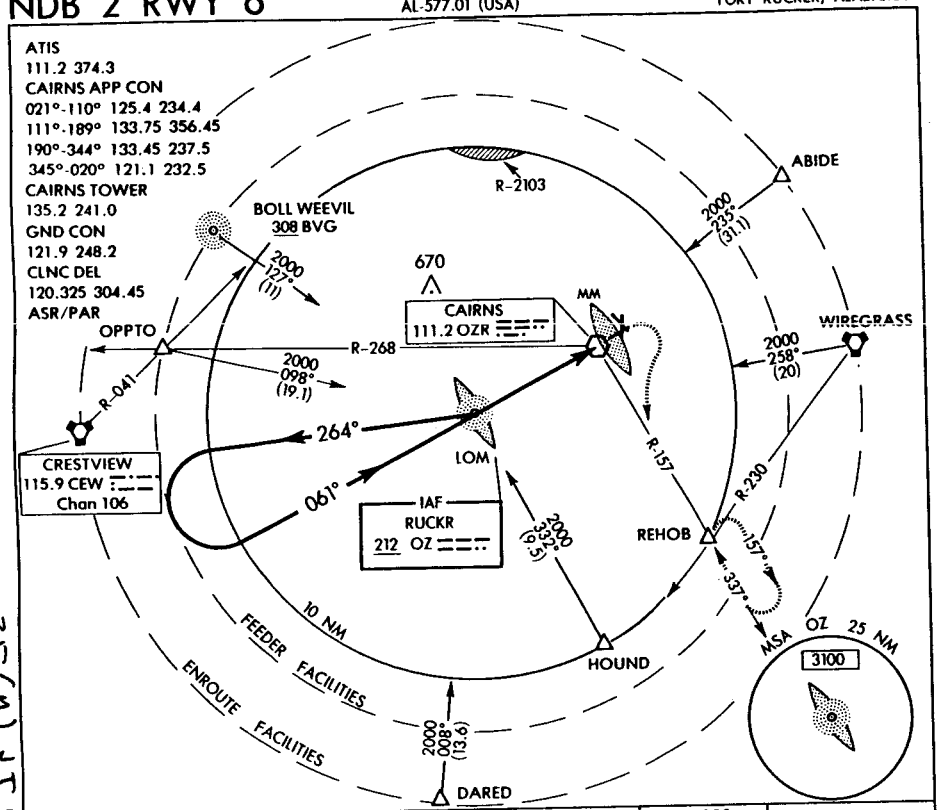
RADAR INSTRUMENT APPROACH MINIMUMS

25 (m) JT Reynolds NAS Pensacola R (6-24-94)

NDB 2 RWY 6

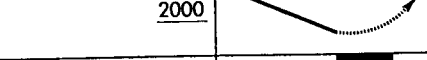
AL-577.01 (USA)

ATIS
111.2 374.3
CAIRNS APP CON
021°-110° 125.4 234.4
111°-189° 133.75 356.45
190°-344° 133.45 237.5
345°-020° 121.1 232.5
CAIRNS TOWER
135.2 241.0
GND CON
121.9 248.2
CLNC DEL
120.325 304.45
ASR/PAR



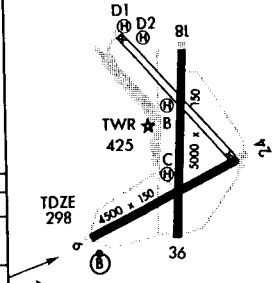
Remain within 20 NM

Left at 8000 Complete at 2000



MISSED APPROACH
Climbing right turn to 2000 via OZR R-157 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM.

ELEV 298



HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-6	740/40 442 (500-¾)		740/50 442 (500-1)	740/60 442 (500-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	780-1½ 482 (500-1½)	860-2 562 (600-2)
S-PAR 6	498/24 200 (200-½)		498/40 200 (200-¾) GS 2.7°	

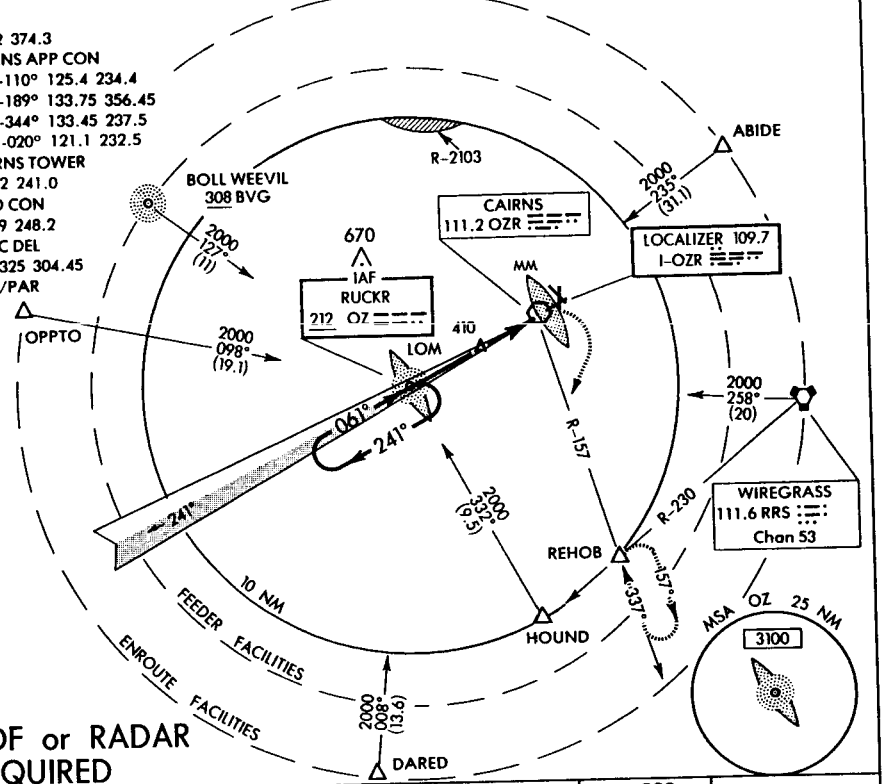
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

25 (N) JT REC'D 4/6 NAS Pensacola R (6-24-94)

ILS or NDB-1 RWY 6

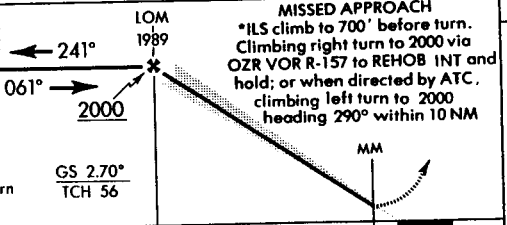
AL-577.02 (USA)

ATIS
111.2 374.3
CAIRNS APP CON
021°-110° 125.4 234.4
111°-189° 133.75 356.45
190°-344° 133.45 237.5
345°-020° 121.1 232.5
CAIRNS TOWER
135.2 241.0
GND CON
121.9 248.2
CLNC DEL
120.325 304.45
ASR/PAR



ADF or RADAR REQUIRED

Procedure turn not authorized

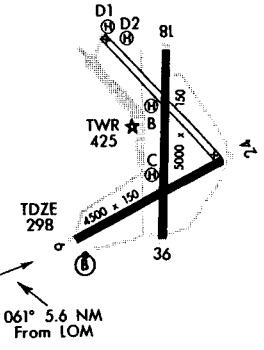


One minute holding pattern

GS 2.70°
TCH 56

MISSED APPROACH
•ILS climb to 700' before turn. Climbing right turn to 2000 via OZR VOR R-157 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM

ELEV 298



HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-ILS 6*	498/24 200 (200-½)		498/40 200 (200-¾)	
S-LOC 6	660/40 362 (400-¾)			660/50 362 (400-1)
S-NDB 6	740/40 442 (500-¾)		740/50 442 (500-1)	740/60 442 (500-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	780-1½ 482 (500-1½)	860-2 562 (600-2)
S-PAR 6	498/24 200 (200-½)		498/40 200 (200-¾) GS 2.7°	

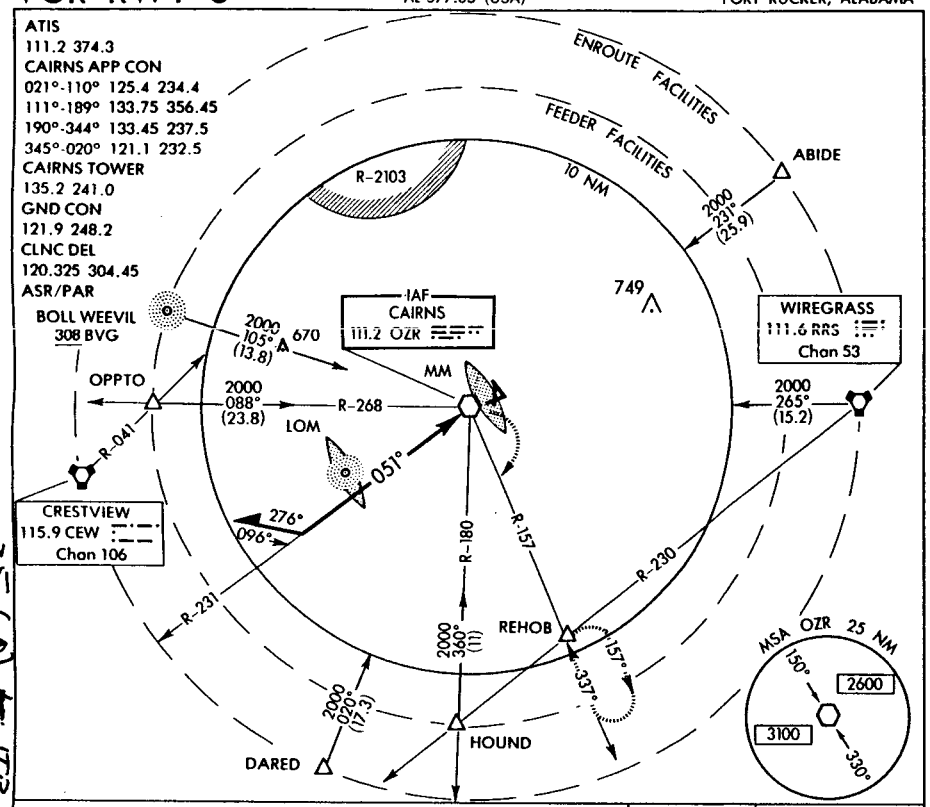
NDB, LOC FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

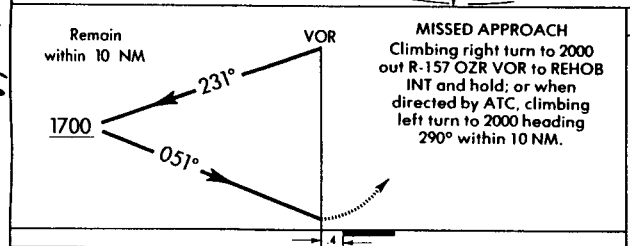
REVISED 6-6

VOR RWY 6

AL-577.03 (USA)

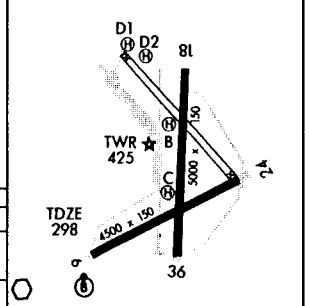
ATIS
111.2 374.3
CAIRNS APP CON
021°-110° 125.4 234.4
111°-189° 133.75 356.45
190°-344° 133.45 237.5
345°-020° 121.1 232.5
CAIRNS TOWER
135.2 241.0
GND CON
121.9 248.2
CLNC DEL
120.325 304.45
ASR/PAR





MISSED APPROACH
Climbing right turn to 2000 out R-157 OZR VOR to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM.

ELEV 298



HIRL Rwy 6-24
MIRL Rwy 18-36

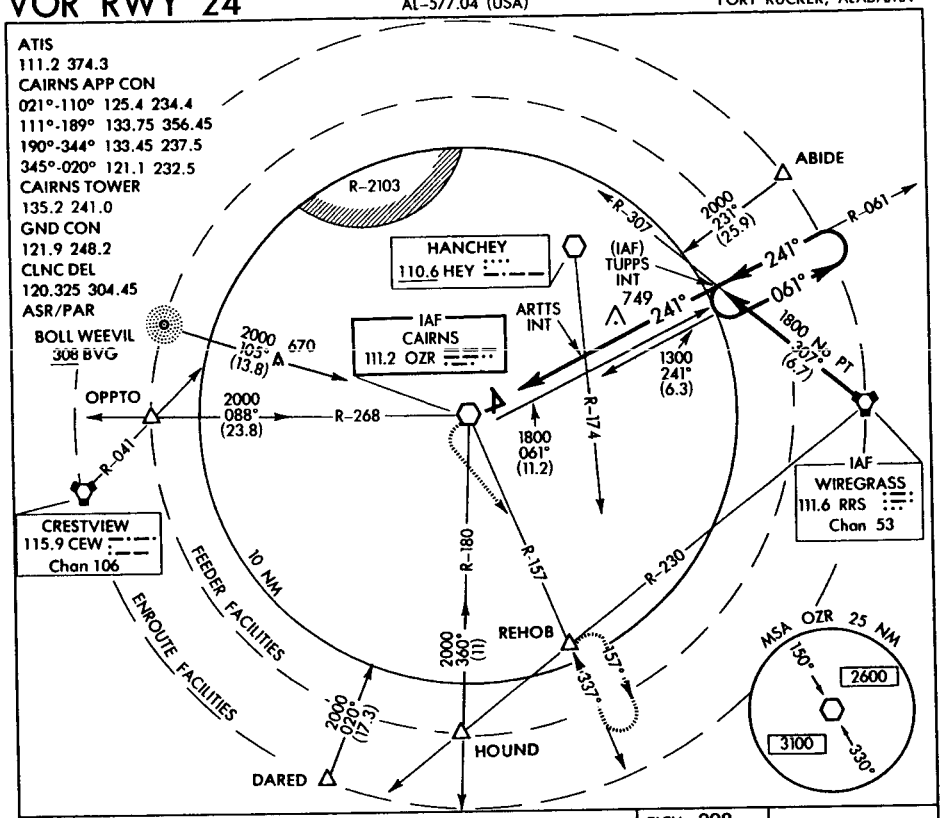
CATEGORY	A	B	C	D
S-6	740/40 442 (500-¾)		740/50 442 (500-1)	740/60 442 (500-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	780-1½ 482 (500-1½)	860-2 562 (600-2)
S-PAR 6	498/24 200 (200-½)		498/40 200 (200-¾) GS 2.7°	

△

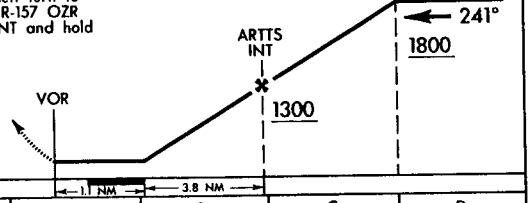
VOR RWY 24

AL-577.04 (USA)

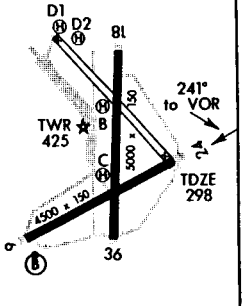
ATIS
111.2 374.3
CAIRNS APP CON
021°-110° 125.4 234.4
111°-189° 133.75 356.45
190°-344° 133.45 237.5
345°-020° 121.1 232.5
CAIRNS TOWER
135.2 241.0
GND CON
121.9 248.2
CLNC DEL
120.325 304.45
ASR/PAR



MISSED APPROACH
Climbing left turn to 2000 via R-157 OZR to REHOB INT and hold



ELEV 298

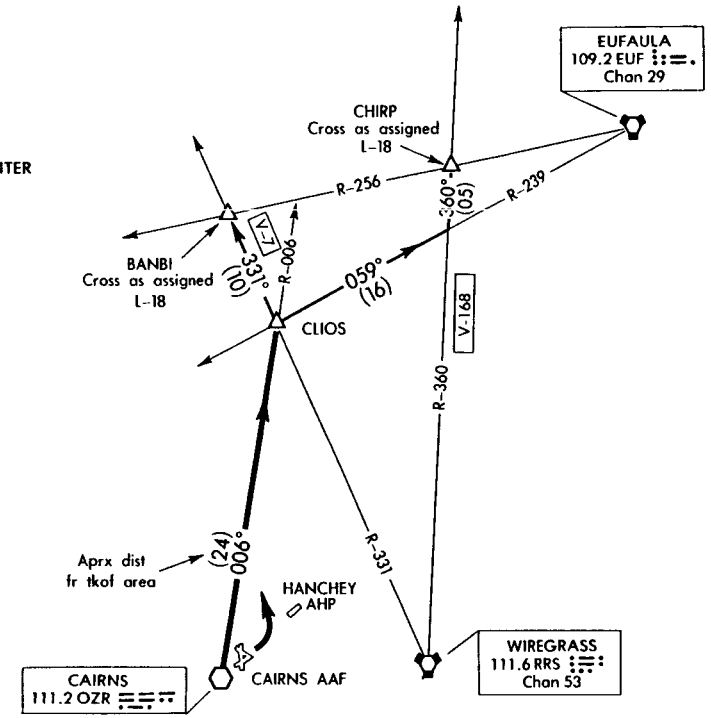


HIRL Rwy 6-24
MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-24	680-1 382		(400-1)	680-1¼ 382 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	780-1½ 482 (500-1½)	860-2 562 (600-2)

CLIOS-ONE DEPARTURE (PILOT NAV) SL-577.01 (USA)

ATIS
111.2 374.3
CLNC DEL
120.325 304.45
GND CON
121.9 248.2
SOD CON
139.05 242.1
CAIRNS TOWER
135.2 241.0
DEP CON
121.1 232.5
JACKSONVILLE CENTER
120.2 346.4



CAIRNS AAF

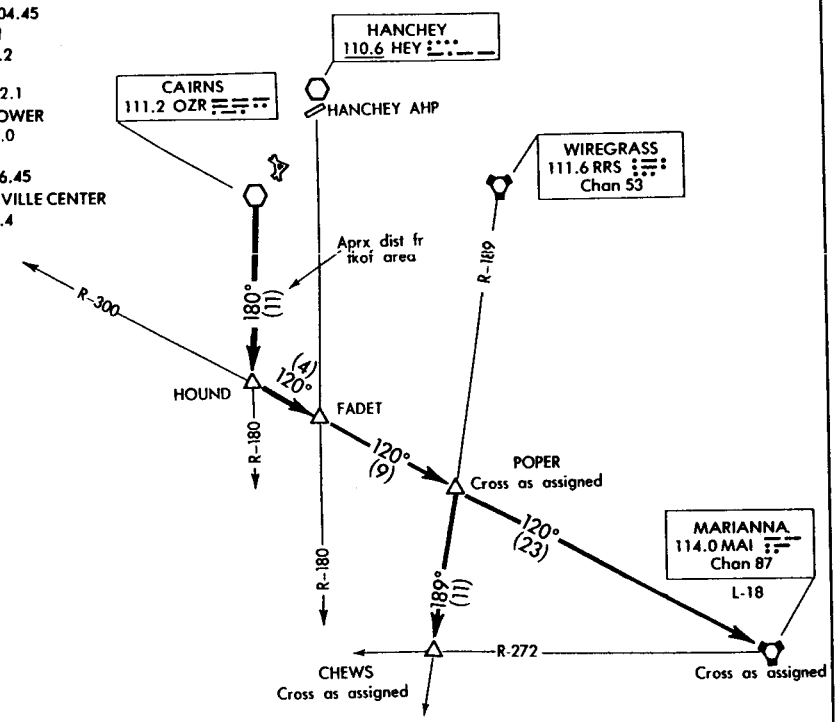
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 OR 18: Climbing left turn to heading 330° . . . .
TAKE-OFF RWY 24: Climbing right turn to heading 050° . . .
TAKE-OFF RWY 36: Climb on heading 350° . . .
TAKE-OFF D1: Fly heading 350° . . .
TAKE-OFF D2: Fly heading 350° . . .
TAKE-OFF PAD B: Fly heading 350° . . .
Maintain 2000, expect clearance to requested altitude/ flight level ten (10) minutes after departure.
. . . Intercept OZR R-006 and proceed to CLIOS INT at ____(as assigned).
Thence via _____ (transition).
BANBI TRANSITION: (CLIOS 1•BANBI) Proceed via RRS R-331 to BANBI INT. Cross BANBI INT at _____(as assigned).
CHIRP TRANSITION: (CLIOS 1•CHIRP) Proceed via EUF R-239 to RRS R-360 via RRS R-360 to CHIRP INT. Cross CHIRP INT at ____(as assigned).

25 (P) J.T. Reynolds MAI Pensacola R (6-24-94)

FADET-TWO DEPARTURE (PILOT NAV) SL-577.02 (USA)

ATIS
111.2 374.3
CLNC DEL
120.325 304.45
GND CON
121.9 248.2
SOD CON
139.05 242.1
CAIRNS TOWER
135.2 241.0
DEP CON
133.75 356.45
JACKSONVILLE CENTER
120.2 346.4



CAIRNS AAF

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18, OR 36: Turn right to heading 205° . . .
TAKE-OFF RWY 24: Turn left heading 120° . . .
TAKE-OFF PAD C OR G: Fly heading 180° until reaching 1000, then right turn heading 205°. . . . . .
. . . to intercept OZR R-180, thence via OZR R-180 to HOUND INT. Thence the MAI R-300 to the FADET INT. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
Thence via the. . . . . (transition).

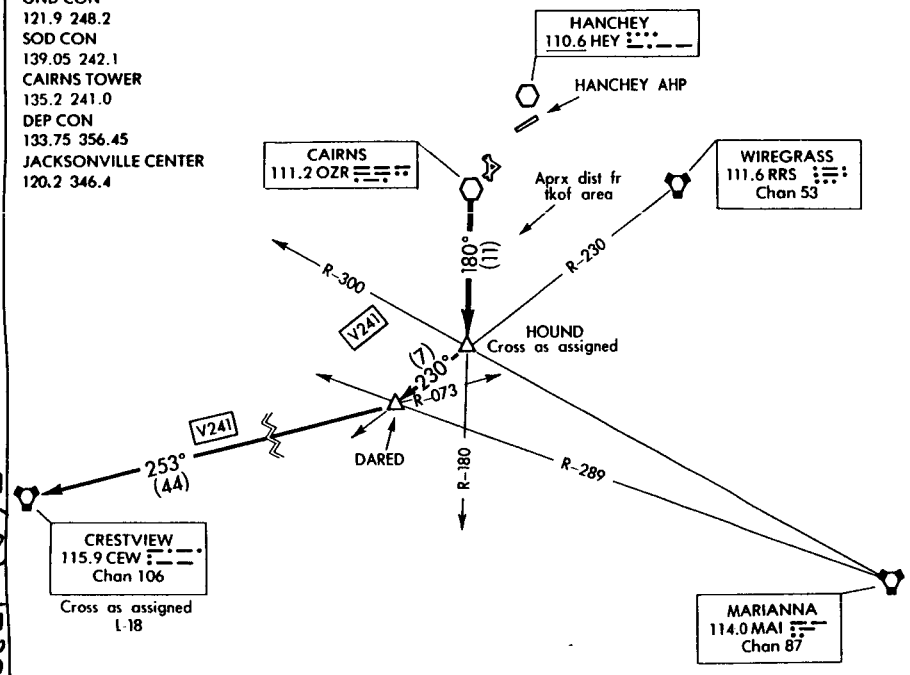
CHEWS TRANSITION: (FADET 2•CHEWS) Proceed via MAI R-300 to POPER INT, thence via RRS R-189 to CHEWS INT. Cross POPER INT at ___(as assigned).
MARIANNA TRANSITION: (FADET 2•MAI) Proceed via MAI R-300 to MARIANNA. Cross MAI at _____(as assigned).

A67,SEC 16

HOUND-ONE DEPARTURE (PILOT NAV)

SL-577.03 (USA)

ATIS
111.2 374.3
CLNC DEL
120.325 304.45
GND CON
121.9 248.2
SOD CON
139.05 242.1
CAIRNS TOWER
135.2 241.0
DEP CON
133.75 356.45
JACKSONVILLE CENTER
120.2 346.4



CAIRNS AAF DEPARTURE ROUTE DESCRIPTION

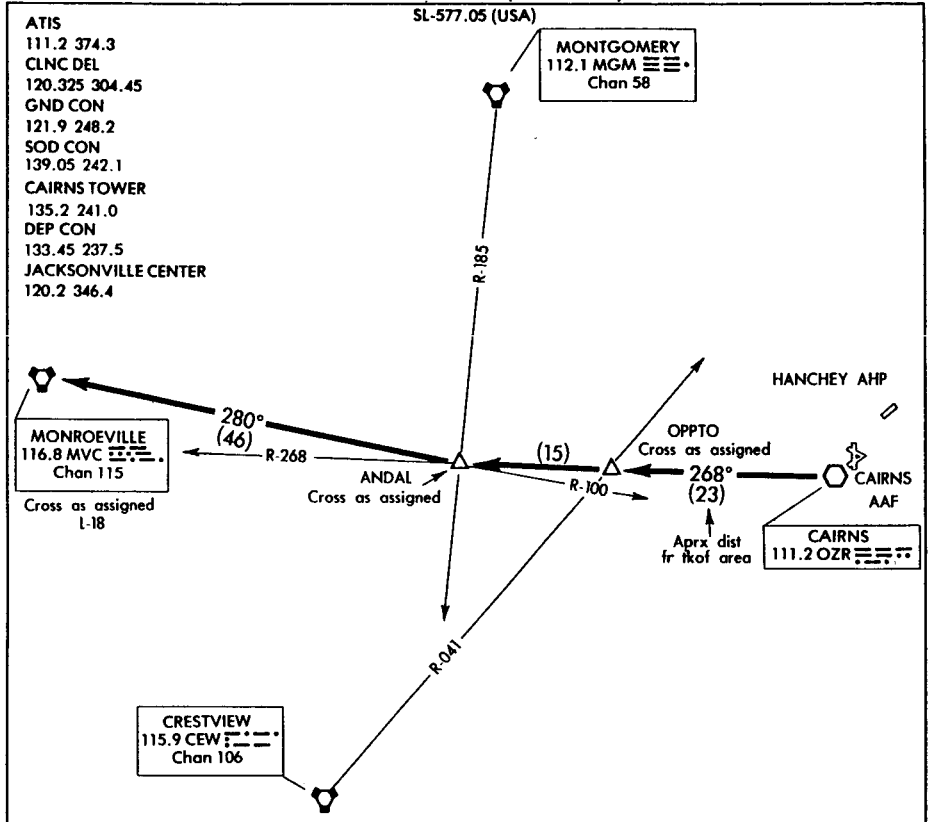
TAKE-OFF RWY 6, 18, OR 36: Turn right to heading 205° . . .
TAKE-OFF RWY 24: Turn left heading 120° . . .
TAKE-OFF PAD C, OR G: Fly heading 180° until reaching 1000, then right turn heading 205°. . . . . .
. . . to intercept OZR R-180, thence via OZR R-180 to HOUND INT. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
Thence via the. . . . . (transition).
CRESTVIEW TRANSITION: (HOUND 1•CEW) Proceed via RRS R-230 to DARED INT. Thence via CEW R-073 to CEW. Cross CEW at __(as assigned).

25 (Q) JT REYNOLDS MAS Privacy R (6-24-94)

MONROEVILLE-FIVE DEPARTURE (VECTOR)

SL-577.05 (USA)

ATIS
111.2 374.3
CLNC DEL
120.325 304.45
GND CON
121.9 248.2
SOD CON
139.05 242.1
CAIRNS TOWER
135.2 241.0
DEP CON
133.45 237.5
JACKSONVILLE CENTER
120.2 346.4



CAIRNS AAF DEPARTURE ROUTE DESCRIPTION

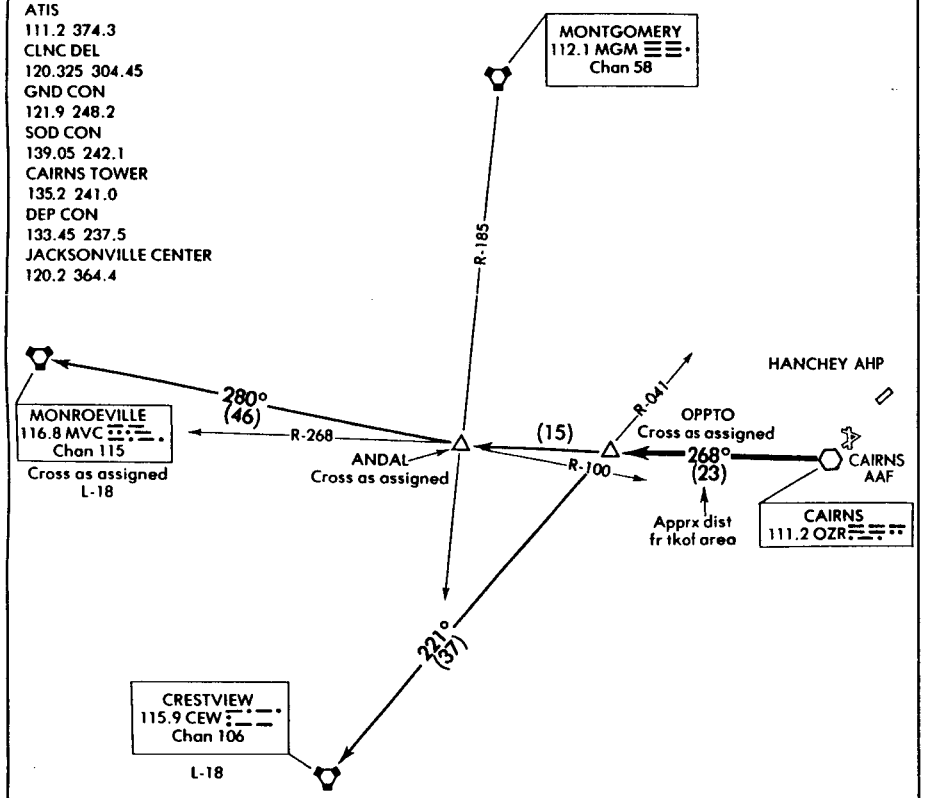
TAKE-OFF RWY 6 OR 18: Turn right to heading 205° . . .
TAKE-OFF RWY 24: Turn right to heading 300° . . .
TAKE-OFF RWY 36: Turn left to heading 270° . . .
TAKE-OFF PAD A: Fly heading 310° . . .
TAKE-OFF PAD D2: Fly heading 360° . . .
Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.
Expect Radar vector to intercept OZR R-268. Thence via OZR R-268 and MVC R-100 to MVC. Cross OPPTO INT at _____(as assigned).
Cross ANDAL INT at _____(as assigned).

REVISED PAGE

OPPTO-ONE DEPARTURE(VECTOR)

(OPPTO1•OPPTO)93315 SL-577 (USA) 26 CAIRNS AAF FORT RUCKER, ALABAMA

ATIS
111.2 374.3
CLNC DEL
120.325 304.45
GND CON
121.9 248.2
SOD CON
139.05 242.1
CAIRNS TOWER
135.2 241.0
DEP CON
133.45 237.5
JACKSONVILLE CENTER
120.2 364.4



DEPARTURE ROUTE DESCRIPTION

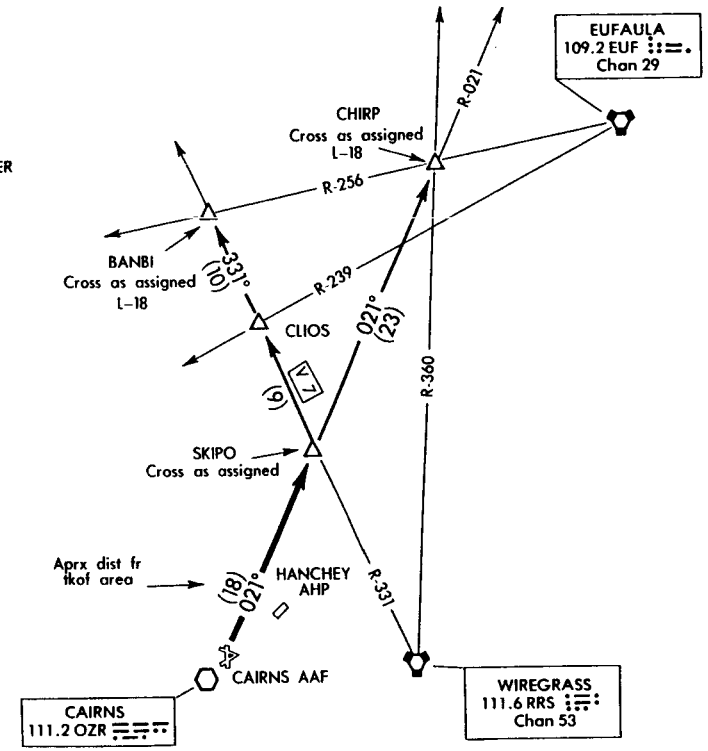
TAKE-OFF RWY 6: Turn left heading 270°.....
TAKE-OFF RWY 18: Turn right heading 205°.....
TAKE-OFF RWY 24: Turn right heading 300°.....
TAKE-OFF RWY 36: Turn left to heading 270°.....
TAKE-OFF PAD A: Fly heading 310°.....
TAKE-OFF PAD D2: Fly heading 360°.....
Maintain 2000, expect clearance to requested altitude/flight level ten(10) minutes after departure.
Expect Radar vector to intercept OZR R-268. Thence via ————(transition).
ANDAL TRANSITION(OPPTO1•ANDAL) Proceed via OZR R-268 to ANDAL INT, cross ANDAL at ———————— (as assigned).
CEW TRANSITION(OPPTO1•CEW) Proceed via OZR R-268 to OPPTO INT, thence via CEW R-041 to CEW. Cross CEW VOR at————(as assigned).
MVC TRANSITION(OPPTO1•MVC) Proceed via OZR R-268 to ANDAL INT, thence via MVC R-100 to MVC. Cross MVC VOR at————(as assigned).

25 (R) JT REYNOLDS NAS Pensacola R(6-29-94)

(SKIPO 1•SKIPO)94118 SKIPO-ONE DEPARTURE (PILOT NAV)

SL-577.04 (USA) CAIRNS AAF FORT RUCKER, ALABAMA

ATIS
111.2 374.3
CLNC DEL
120.325 304.45
GND CON
121.9 248.2
SOD CON
139.05 242.1
CAIRNS TOWER
135.2 241.0
DEP CON
121.1 232.5
JACKSONVILLE CENTER
120.2 346.4



CAIRNS AAF DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 OR 18: Climbing left turn to heading 360° . . .
TAKE-OFF RWY 24: Climbing right turn to heading 050° . . .
TAKE-OFF RWY 36: Climb on heading 360° . . .
TAKE-OFF D1: Fly heading 015° . . .
TAKE-OFF D2: Fly heading 360° . . .
TAKE-OFF PAD B: Fly heading 360° . . .
Maintain 2000, expect clearance to requested altitude/ flight level ten (10) minutes after departure.
....Intercept OZR R-021 and proceed to SKIPO INT at _____(as assigned).
Thence via _____(transition).
BANBI TRANSITION: (SKIPO 1•BANBI) Proceed via RRS R-331 to BANBI INT.
Cross BANBI INT at _____(as assigned).
CHIRP TRANSTION: (SKIPO 1•CHIRP) Proceed via OZR R-021 to CHIRP INT.
Cross CHIRP INT at _____(as assigned).

REVISED PAGE

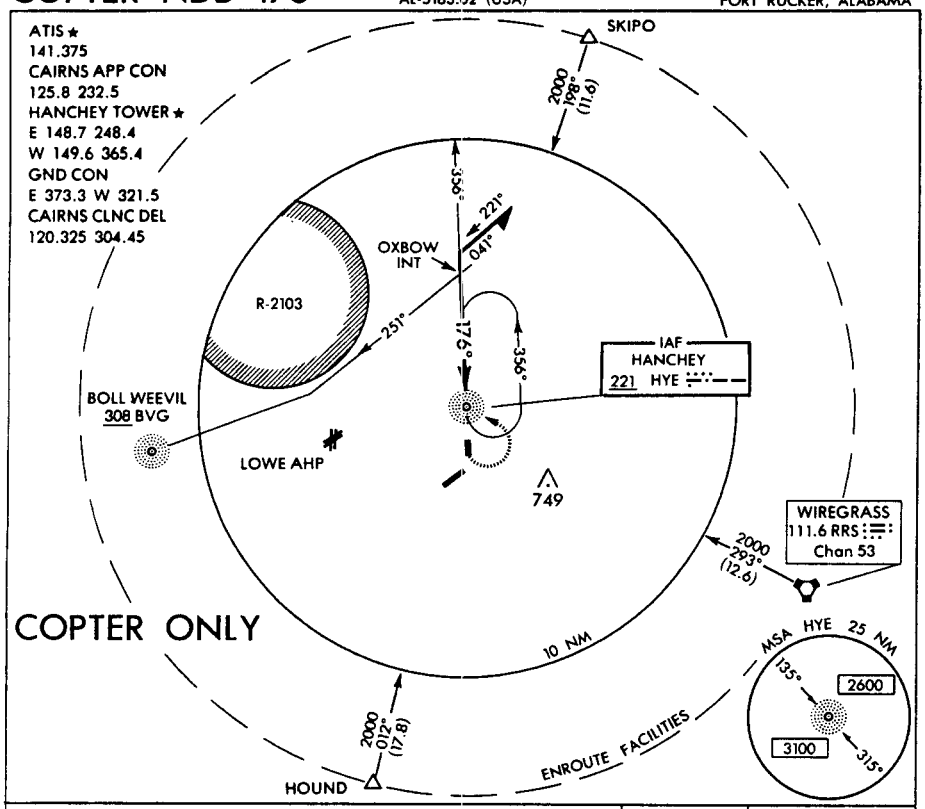
REVISED PG

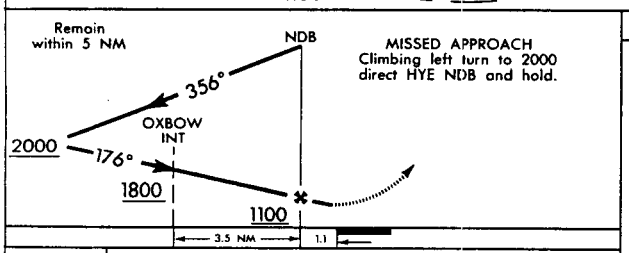
Amdt 1 91150

COPTER NDB 176°

AL-5183.02 (USA)

HANCHEY AHP (STRIP) (HEY)
FORT RUCKER, ALABAMA

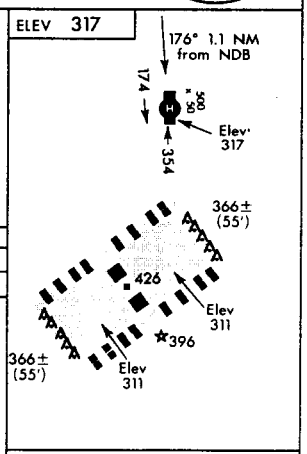




MISSED APPROACH
Climbing left turn to 2000 direct HYE NDB and hold.

CATEGORY	COPTER
H-176°	760-½ 443 (500-½)

△ NA



FAF to MAP 1.1 NM					
Knots	45	60	75	90	105
Min:Sec:	1:28	1:06	0:52	0:44	0:38

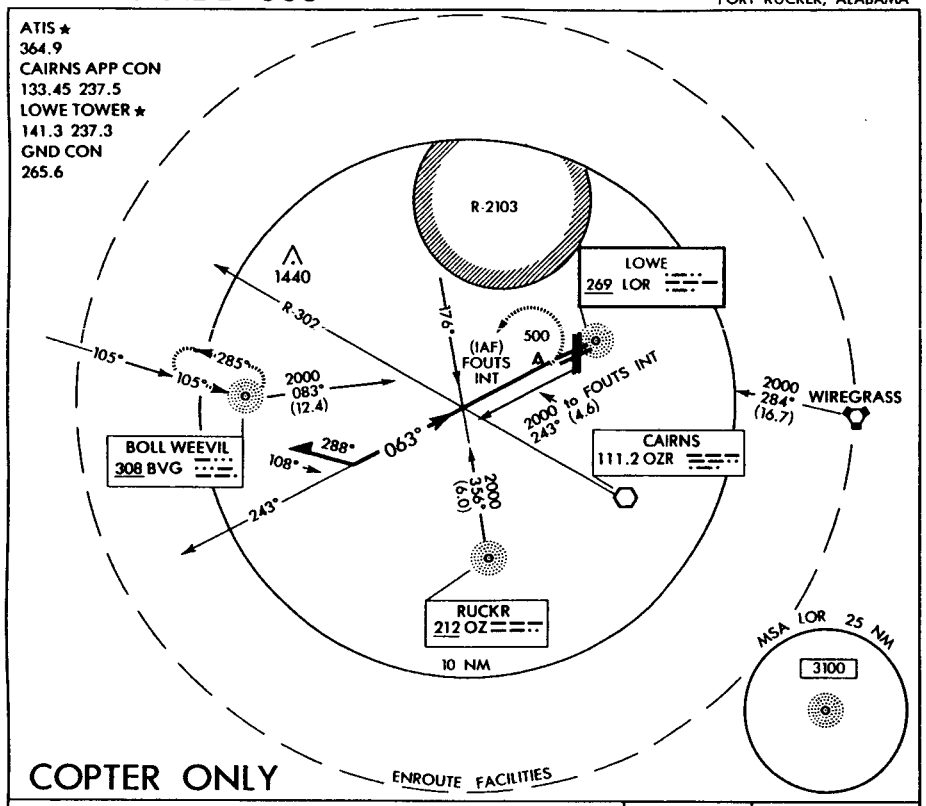
COPTER NDB 176°

31°21'N–85°40'W

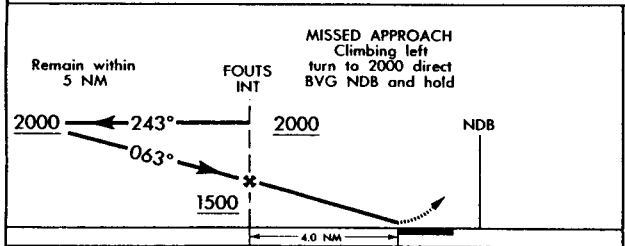
FORT RUCKER, ALABAMA
HANCHEY AHP (STRIP) (HEY)

25(S) J T Reynolds NAS Pensacola R(6-24-94)

COPTER NDB 063°



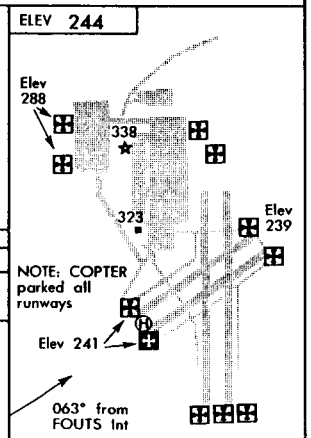
COPTER ONLY



CATEGORY	COPTER
H-063°	800-¾ 559 (600-¾)

Use Cairns altimeter setting

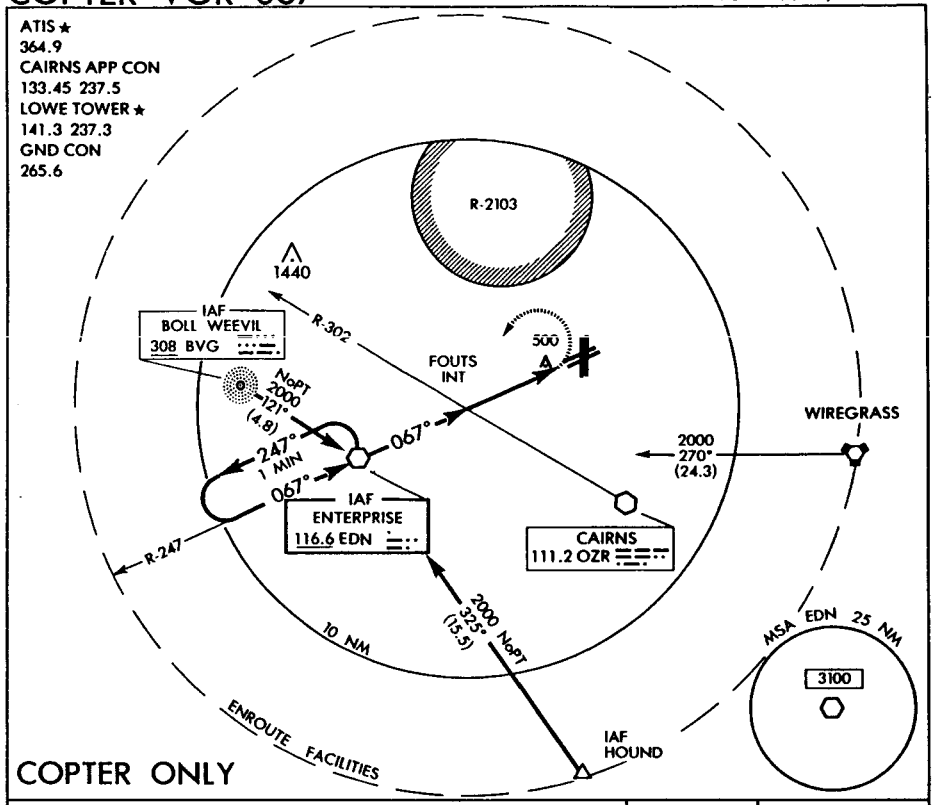
△ NA



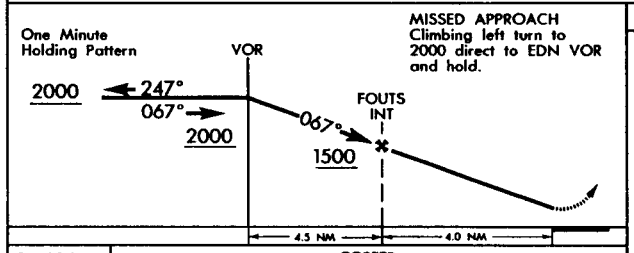
FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

25 (T) JT Reynolds NAS Pensacola LA R (6-24-94)

COPTER VOR 067°

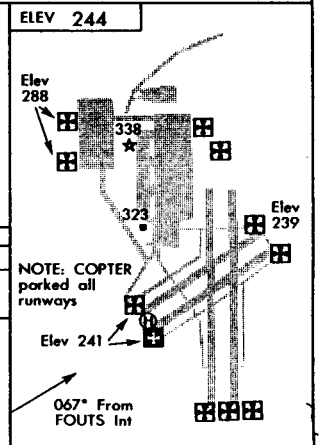


COPTER ONLY



CATEGORY	COPTER
H-067°	760-½ 519 (600-½)

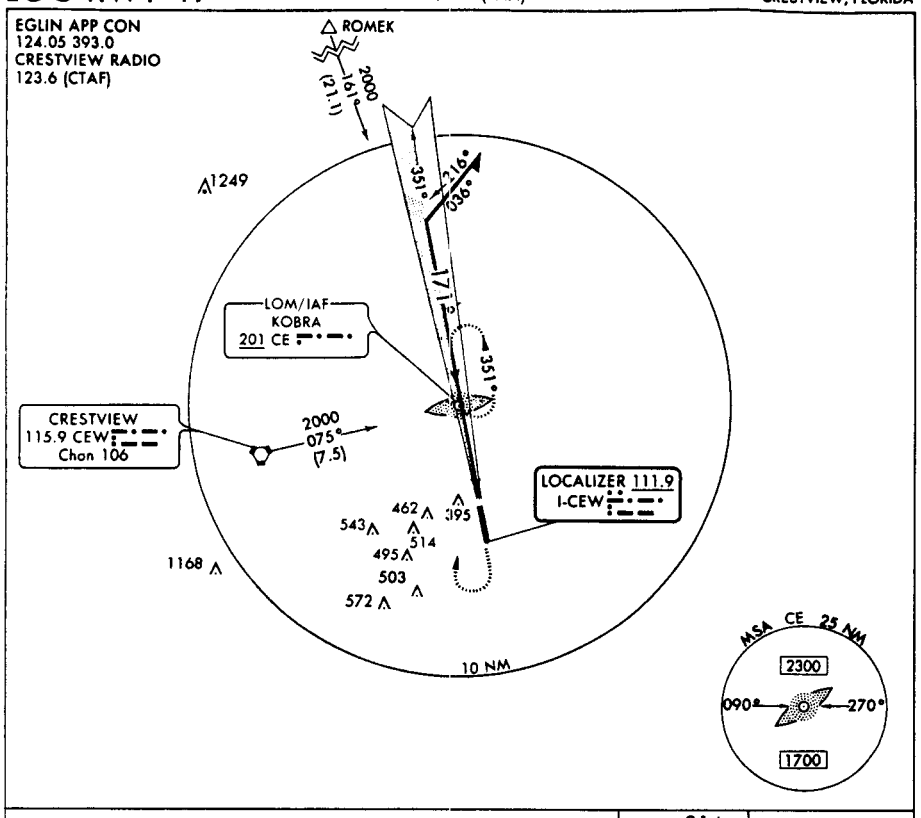
△ NA

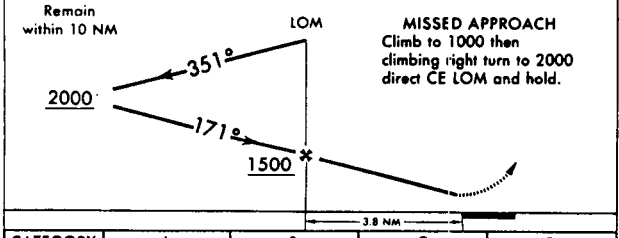


FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

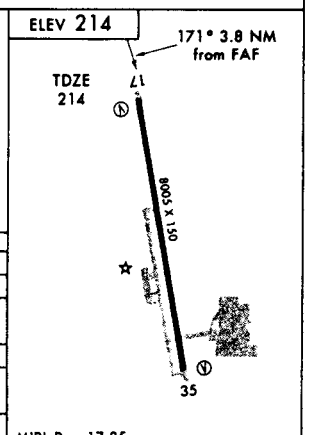
RELEASED 06

LOC RWY 17





MISSED APPROACH
Climb to 1000 then climbing right turn to 2000 direct CE LOM and hold.



MIRL Rwy 17-35

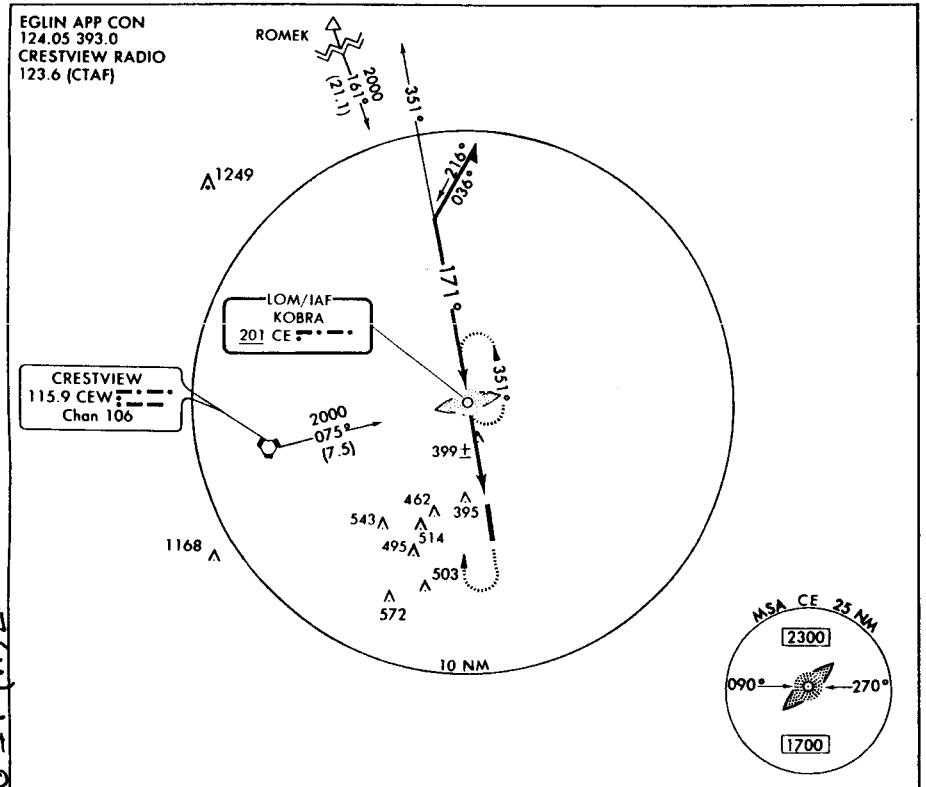
CATEGORY	A	B	C	D
S-17	640-1 426 (500-1)		640-1¼ 426 (500-1¼)	
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)
EGLIN AFB ALTIMETER SETTING MINIMUMS				
S-17	700-1 486 (500-1)		700-1¼ 486 (500-1¼)	700-1½ 486 (500-1½)
CIRCLING	760-1 546 (600-1)		760-1½ 546 (600-1½)	880-2 666 (700-2)

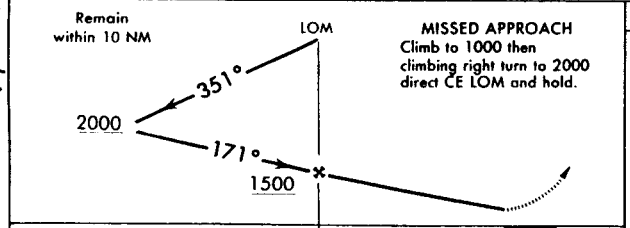
When local altimeter setting not received, use Eglin AFB altimeter setting.
ADF required.
△

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

25 (u) JT Reynolds NAS Pensacola R (6-24-94)

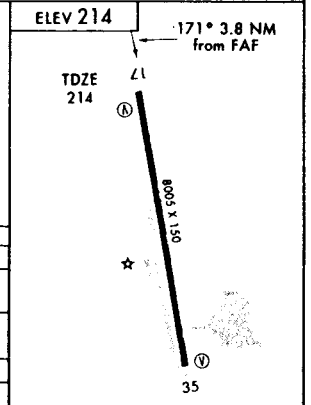
EGLIN APP CON
124.05 393.0
CRESTVIEW RADIO
123.6 (CTAF)





MISSED APPROACH
Climb to 1000 then climbing right turn to 2000 direct CE LOM and hold.

ELEV 214



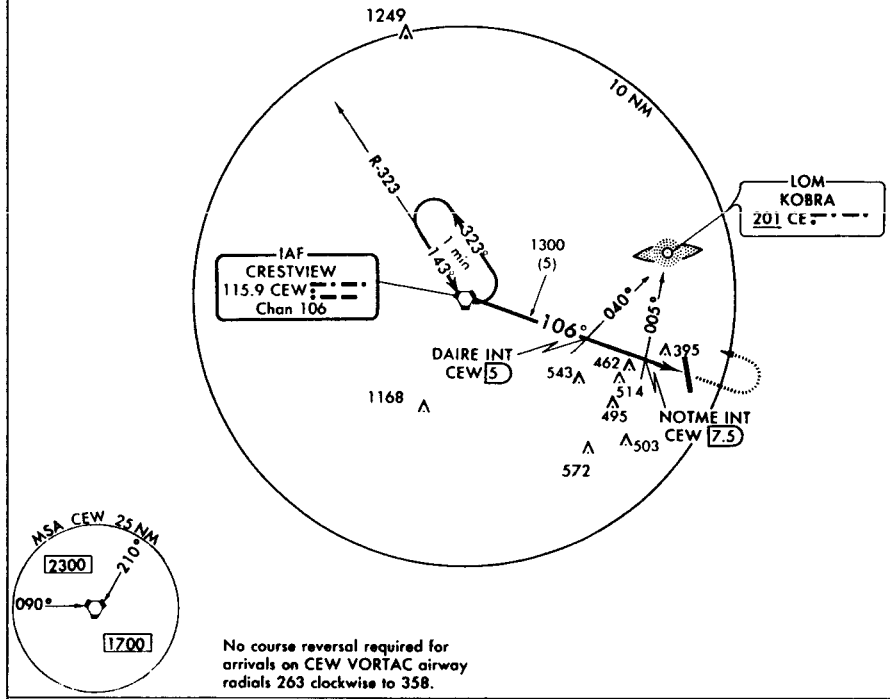
MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	700-1 486 (500-1)		700-1¼ 486 (500-1¼)	700-1½ 486 (500-1½)
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)
EGLIN AFB ALTIMETER SETTING MINIMUMS				
S-17	760-1 546 (600-1)		760-1½ 546 (600-1½)	760-1¾ 546 (600-1¾)
CIRCLING	760-1 546 (600-1)		760-1½ 546 (600-1½)	880-2 666 (700-2)

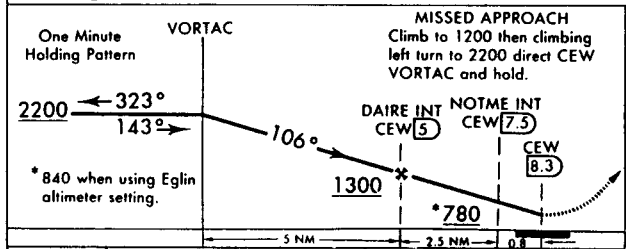
When local altimeter setting not received, use Eglin AFB altimeter setting. △

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

EGLIN APP CON
124.05 393.0
CRESTVIEW RADIO
123.6 (CTAF)



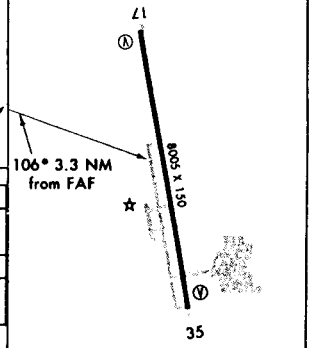
No course reversal required for arrivals on CEW VORTAC airway radials 263 clockwise to 358.



MISSED APPROACH
Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

* 840 when using Eglin altimeter setting.

ELEV 214



MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)
EGLIN AFB ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 546 (600-1)		760-1½ 546 (600-1½)	880-2 666 (700-2)

When local altimeter setting not received, use Eglin AFB altimeter setting.
ADF or DME required.
△

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

2J (V) JT Reynolds
NAS Pensacola R(6-24-94)

Rev: 5-27-94

REVISED 96

▽IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less – one statute mile. (2) Aircraft having more than two engines – one-half statute mile.

Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducting IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

MILITARY USERS: Special IFR departure procedures not published as Standard Instrument Departure (SIDs) and civil take-off minima are included below and are established to assist pilots in obstacle avoidance. Refer to appropriate service directives for take-off minimums.

AIRPORT NAME	TAKE-OFF MINIMUMS
ALABASTER, AL SHELBY COUNTY	Rwys 15, 33, 400–1
ALEXANDER CITY, AL THOMAS C. RUSSELL FIELD	Rwy 18, 36 climb rwy hdg to 1500 before turning on course.
ANDALUSIA-OPP, AL	Rwy 11–29, 200–1* Rwy 11–29 standard with minimum climb of 310/NM to 500. Rwy 11–29 climb rwy hdg to 500 before turning.
ANNISTON METROPOLITAN, AL	Rwy 5, 900-1* * Or standard with minimum climb of 350/NM to 1600. Rwy 5, climbing right turn hdg 090° to 3000 before proceeding on course. Rwy 23, climb rwy hdg to 3000 before turning on course.
AUBURN-OPELIKA ROBERT G. PITTS, AL.	Rwy 36 climb rwy hdg to 1500 before turning right. Rwy 10 climb rwy hdg to 1500 before turning left.
BIRMINGHAM INTL, AL	Rwy 5, 800-6* Rwy 18, 800-4** Rwy 36, 800-2 *Or std with min climb of 360/NM to 1700. **Or std with min climb of 340/NM to 1700. Rwy 5, climb rwy hdg to 1700 before turning on course. Rwy 18, climb rwy hdg to 2100 before turning on course. Rwy 23, climb rwy hdg to 2100 before turning on course. Rwy 36, climb rwy hdg to 1700 before turning on course.
BONIFAY, FL TRI CO	Rwys 1 and 19 climb rwy hdg to 2000 before turning West.
COLUMBUS-LOWNDES COUNTY, MS	Rwy 18, 300-1* Rwy 36, 400-1** * Or standard with minimum climb of 350/NM to 500. ** Or standard with minimum climb of 370/NM to 500. Rwys 18, 36 climb rwy hdg to 600 before turning.
DAYTONA BEACH REGIONAL, FL	Rwy 7R Rwys 16, 25L, 34, 300–1
DECATUR, AL PRYOR FIELD	Rwy 18, 300-1* *Or standard with minimum climb of 380/NM to 800.
DELAND MUNI-SIDNEY H. TAYLOR FIELD, FL	Rwy 5, 12, 30, 36 aircraft proceeding on course between 120° to 260° fly rwy hdg to 1800. Rwy 18 aircraft proceeding on course between 120° to 260°, fly hdg 120° to 1800. Rwy 23 aircraft proceeding on course between 120° to 260°, fly hdg 260° to 1800.
DESTIN-FT. WALTON BEACH, FL	Rwy 14, climb rwy hdg to 400 before making turn.
EUFAULA, AL WEEDON FIELD	Rwy 18, 36 climb rwy hdg to 1000 before turning Wbnd.
FAIRHOPE MUNI, AL	Rwy 1, 19, 300–1 Rwy 1–19 standard with minimum climb of 250/NM to 500.
FORT LAUDERDALE, FL FORT LAUDERDALE EXECUTIVE	Rwy 8, fly rwy hdg to 300 before turning North. Rwy 26, fly rwy hdg to 500 before turning South.

25-(W) JT Reynolds NAS Pensacola RC(6-24-94)

REVISED PG

RADAR INSTRUMENT APPROACH MINIMUMS

DESTIN-FT WALTON BEACH, FL (1 APR 93 FAA) **ELEV 22**
EGLIN RADAR - 132.1 ▼ ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	14		AB	440-1	418	(500-1)
			CD	440-1¼	418	(500-1¼)
	32		AB	440-1	418	(500-1)
			CD	440-1¼	418	(500-1¼)
CIR	All Rwy		AB	520-1	498	(500-1)
			C	520-1½	498	(500-1½)
			D	580-2	558	(600-2)

EGLIN AF AUX NR3 DUKE, FL (Valparaiso) (24 MAY 83 USAF) **ELEV 193**
RADAR - **(E)** 358.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	36		ABC	580-1	388	(400-1)
			DE	580-1¼	388	(400-1¼)
CIR	36		AB	680-1	487	(500-1)
			C	680-1½	487	(500-1½)
			D	760-2	567	(600-2)
			E	780-2	587	(600-2)

EGLIN AFB, FL (Valparaiso) (1 APR 93 USAF) **ELEV 85**
RADAR ⓐ - **(E)** 322.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR ⓑ	1 ⓒ		AB	500-½	439	(500-½)
			C	500-¾	439	(500-¾)
			DE	500-1	439	(500-1)
	12		ABC	480/50	395	(400-1)
			D	480-1¼	395	(400-1¼)
			E	480-1½	395	(400-1½)
	30 ⓒ		AB	520/24	450	(500-½)
			C	520/40	450	(500-¾)
			DE	520/50	450	(500-1)
	19 ⓓ		AB	540/40	476	(500-¾)
			C	540/50	476	(500-1)
			D	540/60	476	(500-1¼)
			E	540-1½	476	(500-1½)
CIR	All Rwy		AB	560-1	475	(500-1)
			C	560-1½	475	(500-1½)
			DE	640-2	555	(600-2)

ⓐ No-NOTAM preventive maint sked: ASR-0800-1000Z + + wkd, 1300-1500Z + + wkend ⓑ ASR apch avbl on ltd basis due to rstd/warning area activity. ⓒ Vis increased by ½ SM for inop apch lgt. ⓓ Vis increased by ¼ SM for inop apch lgt.

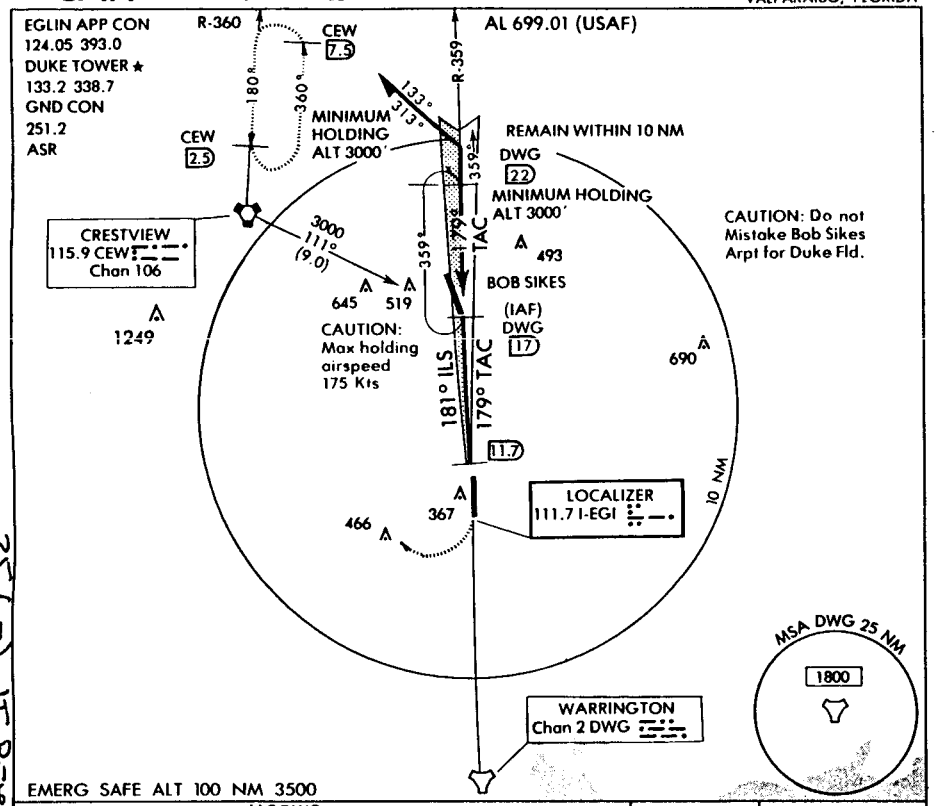
25 (X) JT Reynolds NAS Pensacola R (6-24-94)

94118

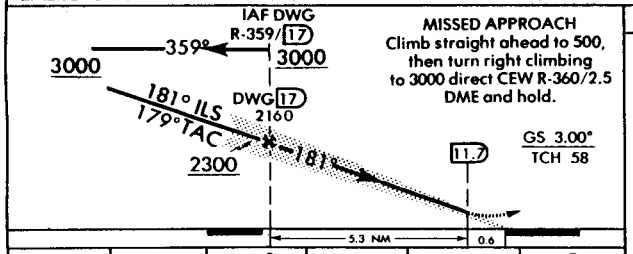
TACAN or ILS/DME RWY 18

64

EGLIN AF AUX NR3 DUKE (EGI)
VALPARAISO, FLORIDA

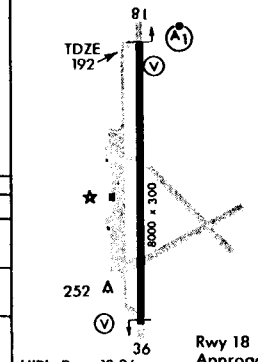


EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Climb straight ahead to 500, then turn right climbing to 3000 direct CEW R-360/2.5 DME and hold.

ELEV 193



HIRL Rwy 18-36
REIL Rwy 36

Rwy 18 Approach Lights 2000'

CATEGORY	A	B	C	D	E
S-ILS18	392-½ 200 (200-½)				
S-LOC 18	480/¾ 288 (300-¾)				
S-TAC 18	480/¾ 288 (300-¾)			480/1 288 (300-1)	
CIRCLING	680-1 487 (500-1)	680-1½ 487 (500-1½)	760-2 567 (600-2)	780-2 587 (600-2)	

ILS RPI and VASI RRP not coincidental.

30°39'N-86°31'W

25 (2) JT REPUBLIC NAS PENSACOLA R (6-24-99)

TACAN or ILS/DME RWY 18

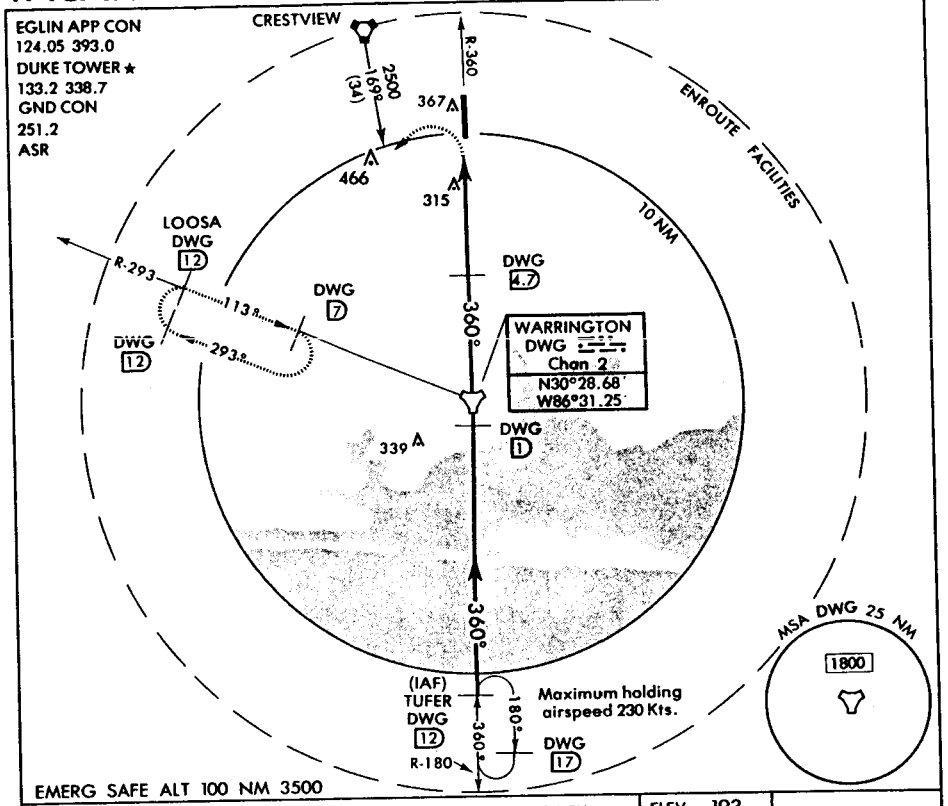
VALPARAISO, FLORIDA
EGLIN AF AUX NR3 DUKE (EGI)

93315

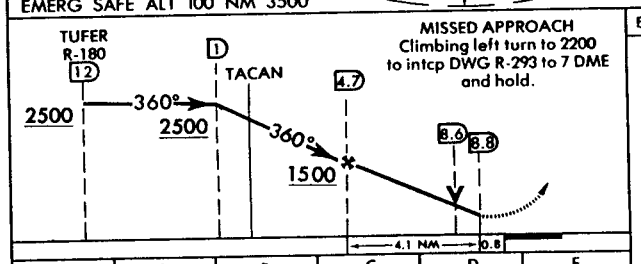
TACAN RWY 36

AL-699 (USAF)

EGLIN AF AUX NR3 DUKE (EGI)
VALPARAISO, FLORIDA

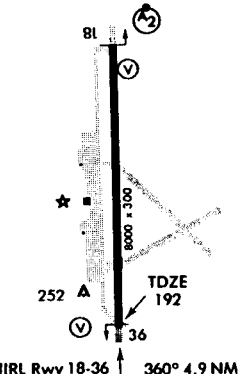


EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Climbing left turn to 2200 to intcp DWG R-293 to 7 DME and hold.

ELEV 193



HIRL Rwy 18-36
REIL Rwy 36

360° 4.9 NM from FAF

CATEGORY	A	B	C	D	E
S-TAC 36	580-1 388 (400-1)			580-1¼ 388 (400-1¼)	
CIRCLING	680-1 487 (500-1)	680-1½ 487 (500-1½)	760-2 567 (600-2)	780-2 587 (600-2)	
S-ASR 36	580-1 388 (400-1)			580-1¼ 388 (400-1¼)	

30°39'N-86°31'W

TACAN RWY 36

VALPARAISO, FLORIDA
EGLIN AF AUX NR3 DUKE (EGI)

65

REVISED PC

REVISED PG

DESTIN-FT WALTON BEACH, FL (1 APR 93 FAA) **ELEV 22**
EGLIN RADAR - 132.1 ▼ ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	14		AB	440-1	418	(500-1)
			CD	440-1¼	418	(500-1¼)
	32		AB	440-1	418	(500-1)
			CD	440-1¼	418	(500-1¼)
CIR	All Rwy		AB	520-1	498	(500-1)
			C	520-1½	498	(500-1½)
			D	580-2	558	(600-2)

EGLIN AF AUX NR3 DUKE, FL (Valparaiso) (24 MAY 83 USAF) **ELEV 193**
RADAR - (E) 358.3

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	36		ABC	580-1	388	(400-1)
			DE	580-1¼	388	(400-1¼)
CIR	36		AB	680-1	487	(500-1)
			C	680-1½	487	(500-1½)
			D	760-2	567	(600-2)
			E	780-2	587	(600-2)

EGLIN AFB, FL (Valparaiso) (1 APR 93 USAF) **ELEV 85**
RADARⓞ - (E) 322.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASRⓑ	1ⓒ		AB	500-½	439	(500-½)
			C	500-¾	439	(500-¾)
			DE	500-1	439	(500-1)
	12		ABC	480/50	395	(400-1)
			D	480-1¼	395	(400-1¼)
			E	480-1½	395	(400-1½)
	30ⓒ		AB	520/24	450	(500-½)
			C	520/40	450	(500-¾)
			DE	520/50	450	(500-1)
	19ⓓ		AB	540/40	476	(500-¾)
			C	540/50	476	(500-1)
			D	540/60	476	(500-1¼)
			E	540-1½	476	(500-1½)
CIR	All Rwy		AB	560-1	475	(500-1)
			C	560-1½	475	(500-1½)
			DE	640-2	555	(600-2)

ⓞ No-NOTAM preventive maint sked: ASR-0800-1000Z + + wkd, 1300-1500Z + + wkend. ⓑ ASR apch avbl on ltd basis due to rstd warning area activity. ⓒ Vis increased by ½ SM for inop apch lgt. ⓓ Vis increased by ¼ SM for inop apch lgt.

25 (Y) J T Reynolds
NAS Pensacola R (6-24-94)

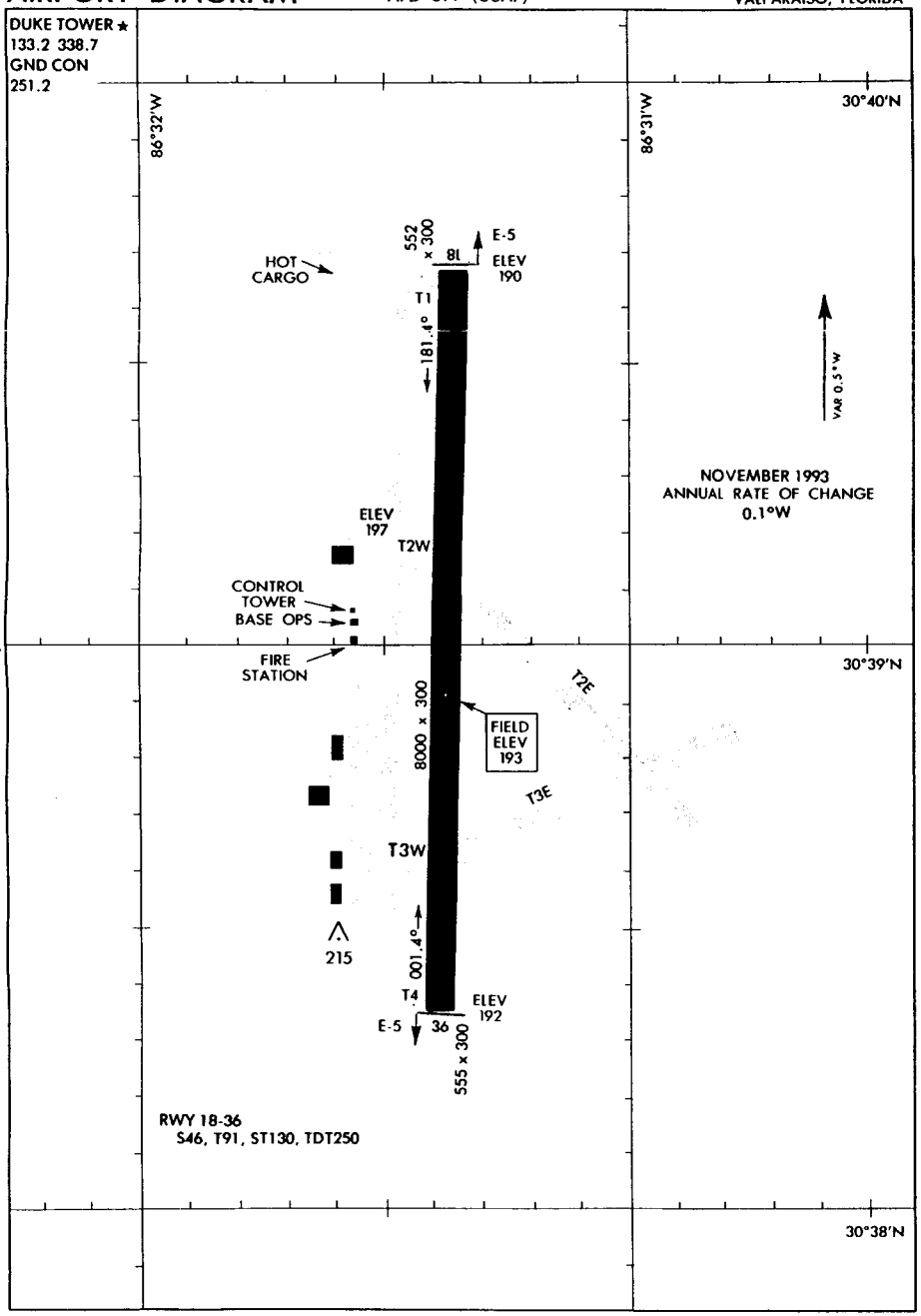
93287

AIRPORT DIAGRAM

66

AFD-699 (USAF)

EGLIN AF AUX NR3 DUKE (EGI)
VALPARAISO, FLORIDA



25 (AA) JTREYnolds NAS Pensacola R (6-24-94)

AIRPORT DIAGRAM

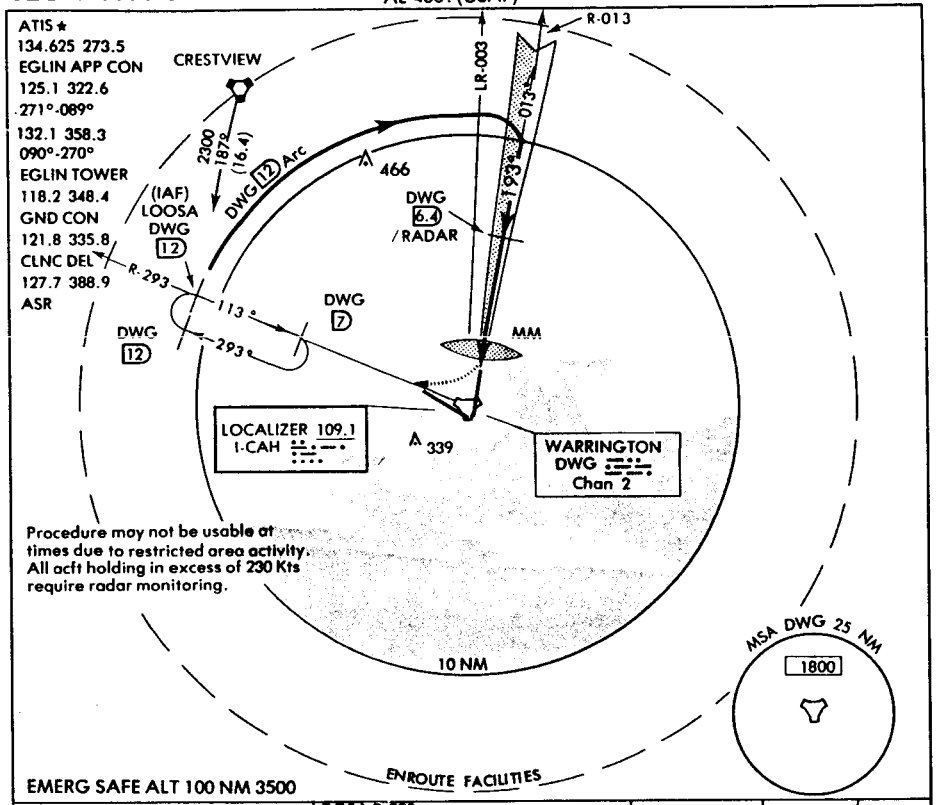
VALPARAISO, FLORIDA
EGLIN AF AUX NR3 DUKE (EGI)

93091

ILS 1 RWY 19

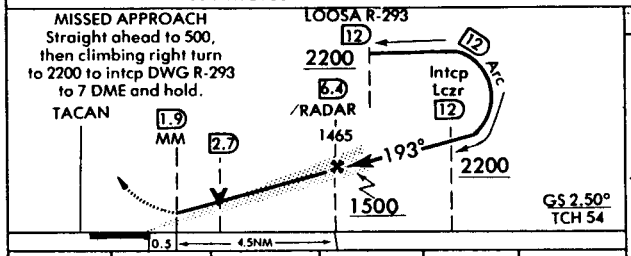
AL-436. (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

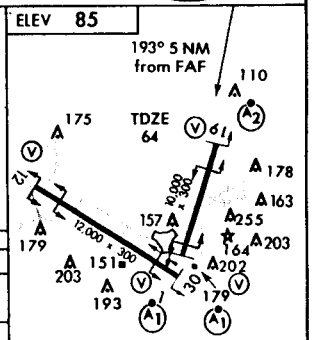


EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Straight ahead to 500, then climbing right turn to 2200 to intcp DWG R-293 to 7 DME and hold.



ELEV 85



HIRL Rwy 01-19, 12-30

CATEGORY	A	B	C	D	E
S-ILS 19*	264/24 200 (200-½)		264/40 200 (200-¾)		
S-LOC 19**	460/40 396 (400-¾)			460/50 396 (400-1)	460/60 396 (400-1¼)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 19**	540/40 476 (500-¾)		540/50 476 (500-1)	540/60 476(500-1½)	540-1½ 476 (500-1½)

*When apch lgt inop, vis increases to ¾ SM.
**When apch lgt inop, vis increased by ¼ SM.

LOC FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

Revised 9a

ILS 1 RWY 19

30°29'N - 86°32''

67

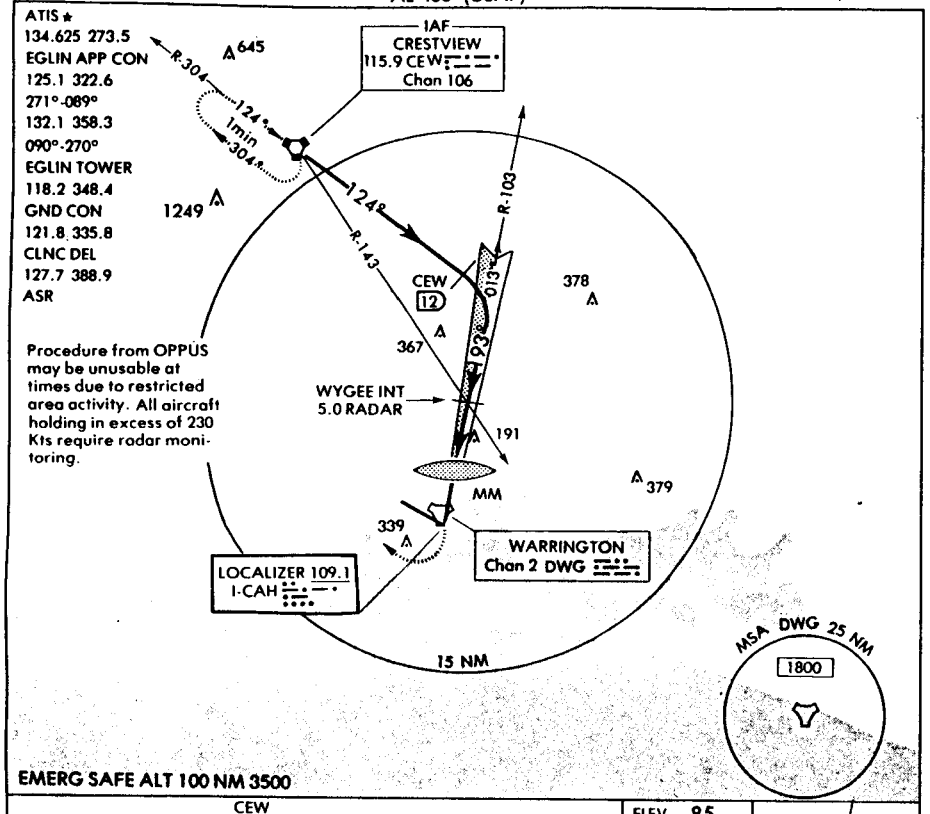
VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

ILS 2 RWY 19

AL-436 (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

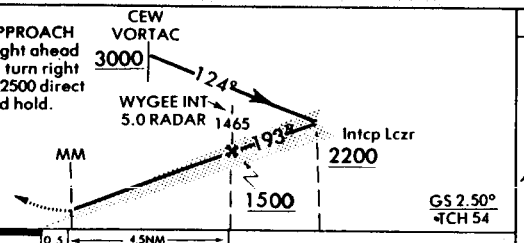
ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR



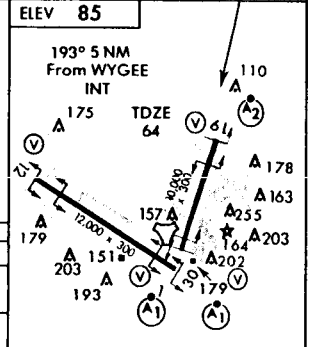
Procedure from OPPUS may be unusable at times due to restricted area activity. All aircraft holding in excess of 230 Kts require radar monitoring.

EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Climb straight ahead to 500 then turn right climbing to 2500 direct CEW and hold.



ELEV 85



HIRL Rwy 01-19,12-30

LOC FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 19*	264/24 200 (200-½)		264/40 200 (200-¾)	
S-LOC 19**	460/40 396 (400-¾)			460/50 396 (400-1)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)
S-ASR 19**	540/40 476 (500-¾)		540/50 476 (500-1)	540/60 476(500-1¼)

* When apch lgt inop, vis increases to ¾ SM.
** When apch lgt inop, vis increases by ¼ SM.

ILS 2 RWY 19 30°29'N - 86°32'W VALPARAISO, FLORIDA EGLIN AFB (KVPS)

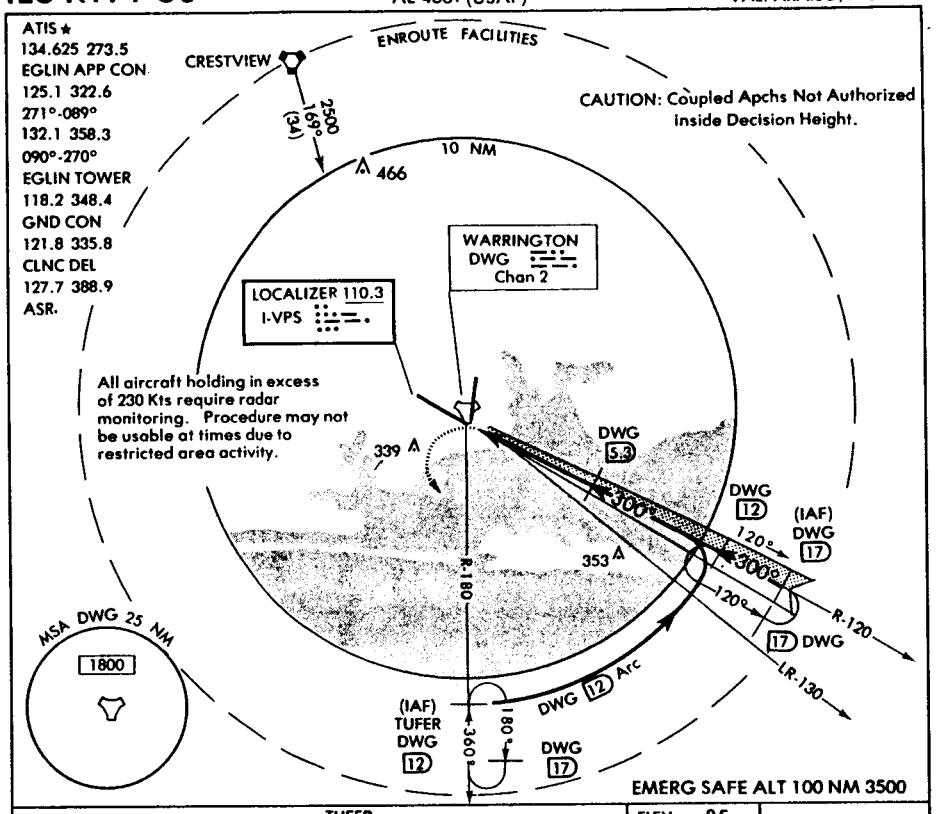
25 (88) J T Reynolds USN Pensacola R(6.24-88)

ILS RWY 30

AL-436. (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR.

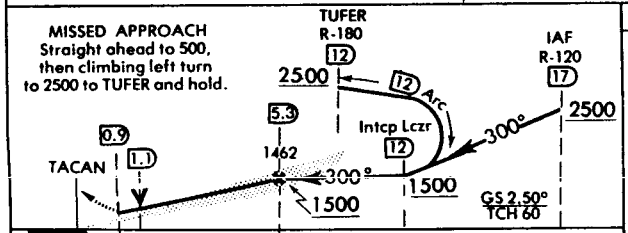


CAUTION: Coupled Apchs Not Authorized Inside Decision Height.

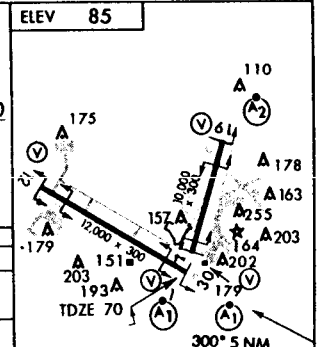
All aircraft holding in excess of 230 Kts require radar monitoring. Procedure may not be usable at times due to restricted area activity.

EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Straight ahead to 500, then climbing left turn to 2500 to TUFER and hold.



ELEV 85



HIRL Rwy 01-19,12-30

LOC FAF to MAP 4.4 NM

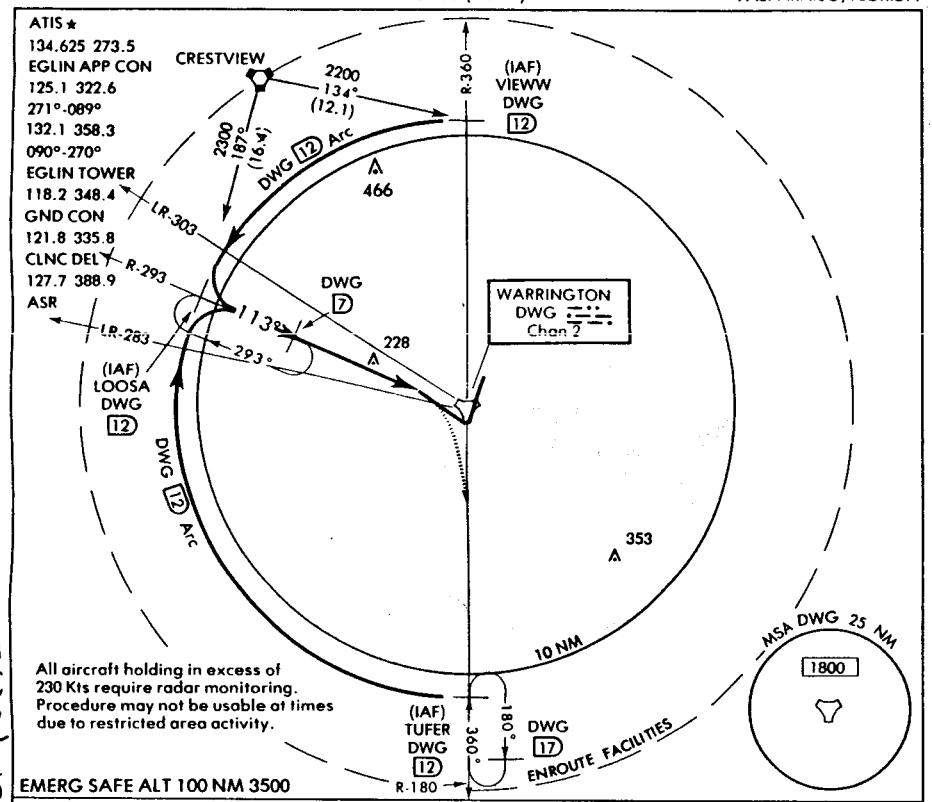
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

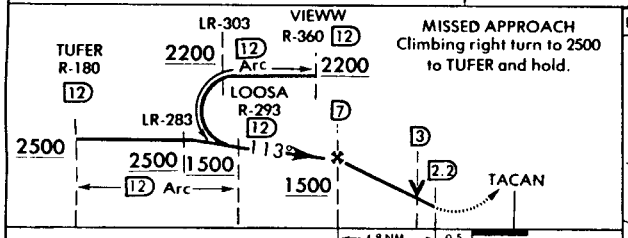
CATEGORY	A	B	C	D	E
S-ILS 30 *	270/24 200 (200-½)				
S-LOC 30**	320/24 250 (300-½)		320/40 250 (300-¾)		
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 30***	520/24 450 (500-½)		520/40 450 (500-¾)	520/50 450 (500-1)	

*When apch lgt inop, vis increases to ¾ SM.
**When apch lgt inop, vis increases to 1SM.
***When apch lgt inop, vis increased by ½ SM.

ILS RWY 30 30°29'N - 86°32'W VALPARAISO, FLORIDA EGLIN AFB (KVPS)

TACAN RWY 12

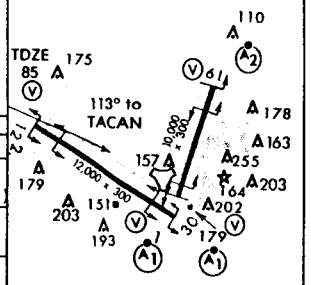




MISSED APPROACH
Climbing right turn to 2500 to TUFER and hold.

CATEGORY	A	B	C	D	E
S-TAC 12	480/50	395	(400-1)	480/60 395(400-1¼)	480-1½ 395(400-1½)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 12	480/50	395	(400-1)	480-1¼ 395(400-1¼)	480-1½ 395(400-1½)

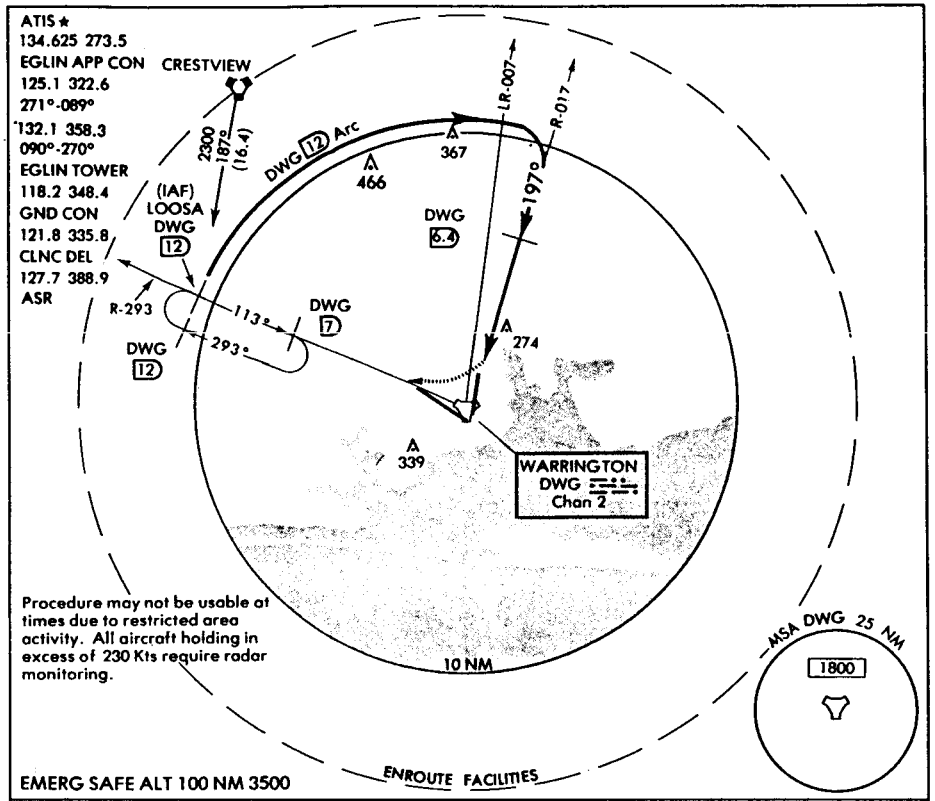
ELEV 85

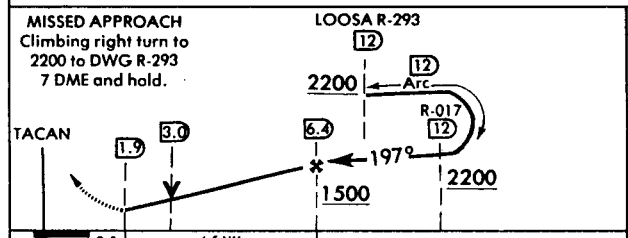


HIRL Rwy 01-19,12-30

25 (DD) JT Reynolds NAS Pensacola R(6-24-94)

TACAN RWY 19



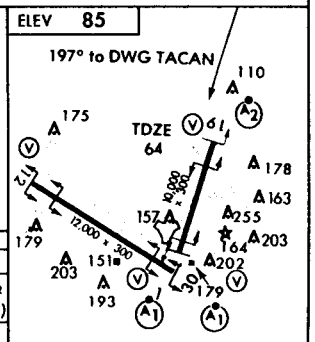


MISSED APPROACH
Climbing right turn to 2200 to DWG R-293 7 DME and hold.

CATEGORY	A	B	C	D	E
S-TAC 19*	540/40 476 (500-¾)		540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476(500-1½)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 19*	540/40 476 (500-¾)		540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476(500-1½)

* Vis increased by ¼ SM for inop apch lgt.

ELEV 85

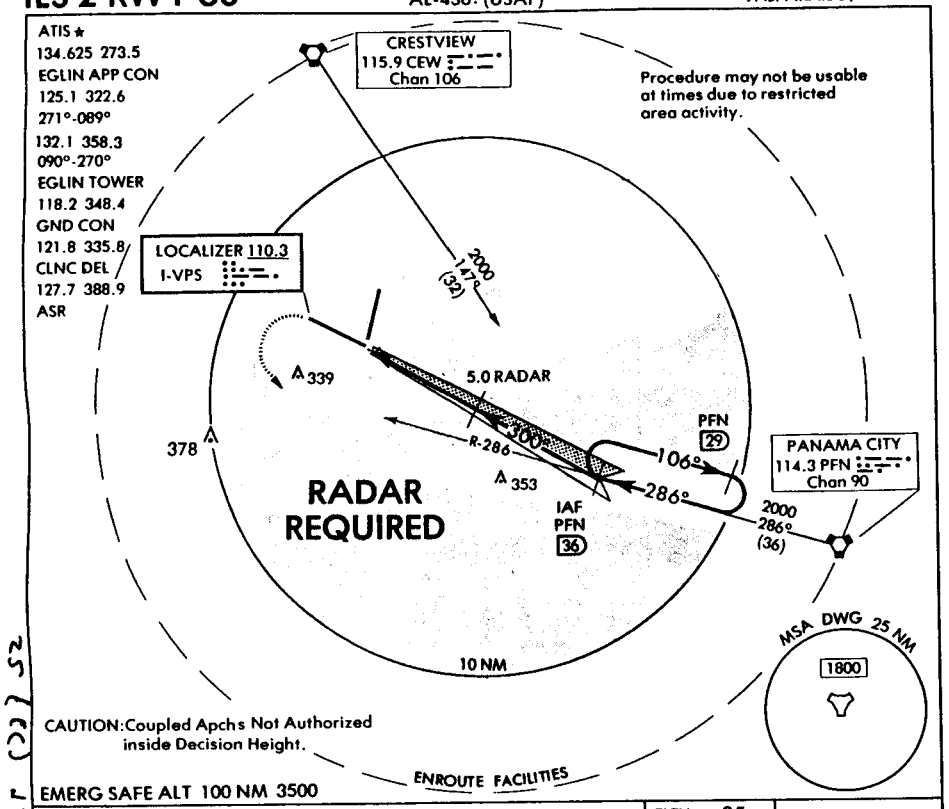


HIRL Rwy 01-19,12-30

REVISED

ILS 2 RWY 30

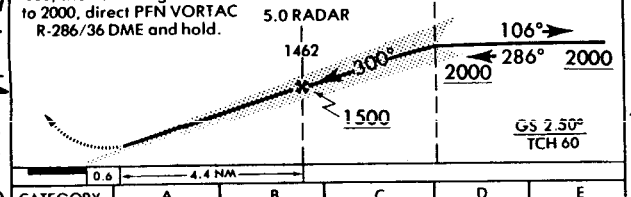
ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR



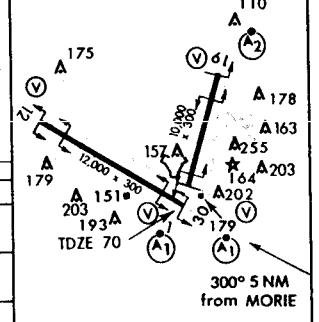
CAUTION: Coupled Apchs Not Authorized inside Decision Height.

EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Climb straight ahead to 500, then climbing left turn to 2000, direct PFN VORTAC R-286/36 DME and hold.



ELEV 85



HIRL Rwy 01-19,12-30

CATEGORY	A	B	C	D	E
S-ILS 30 *	270/24	200	(200-½)		
S-LOC 30**	320/24 250 (300-½)		320/40	250 (300-¾)	
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 30***	520/24 450 (500-½)		520/40 450 (500-¾)	520/50 450 (500-1)	

*When apch lgt inop, vis increases to ¾ SM.
**When apch lgt inop, vis increases to 1SM.
***When apch lgt inop, vis increased by ½ SM.

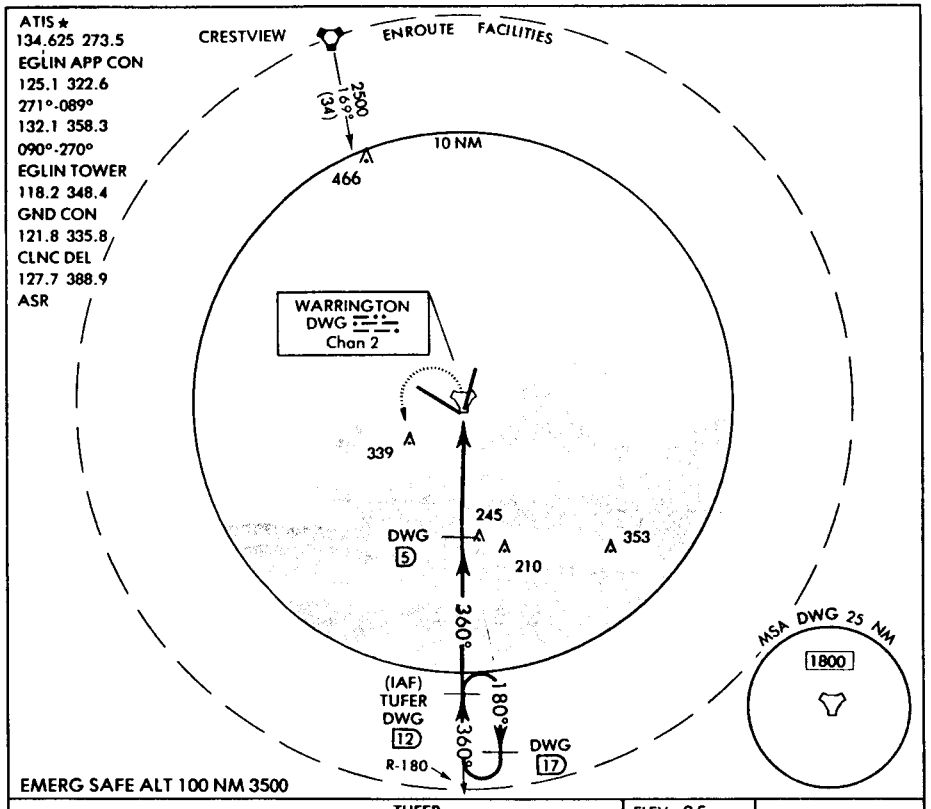
LOC FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

25 (CC) J TREYNOLDS MAJ PONSACKA R (6-29-94)

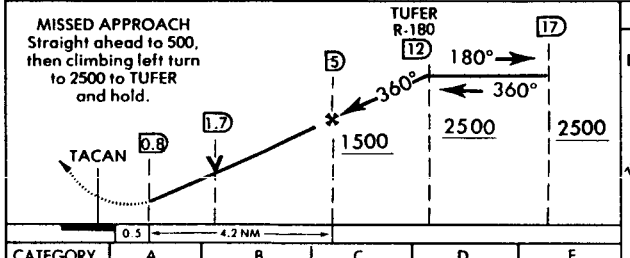
TACAN RWY1

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

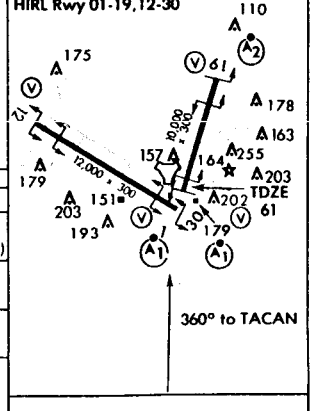


EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Straight ahead to 500, then climbing left turn to 2500 to TUFER and hold.



ELEV 85

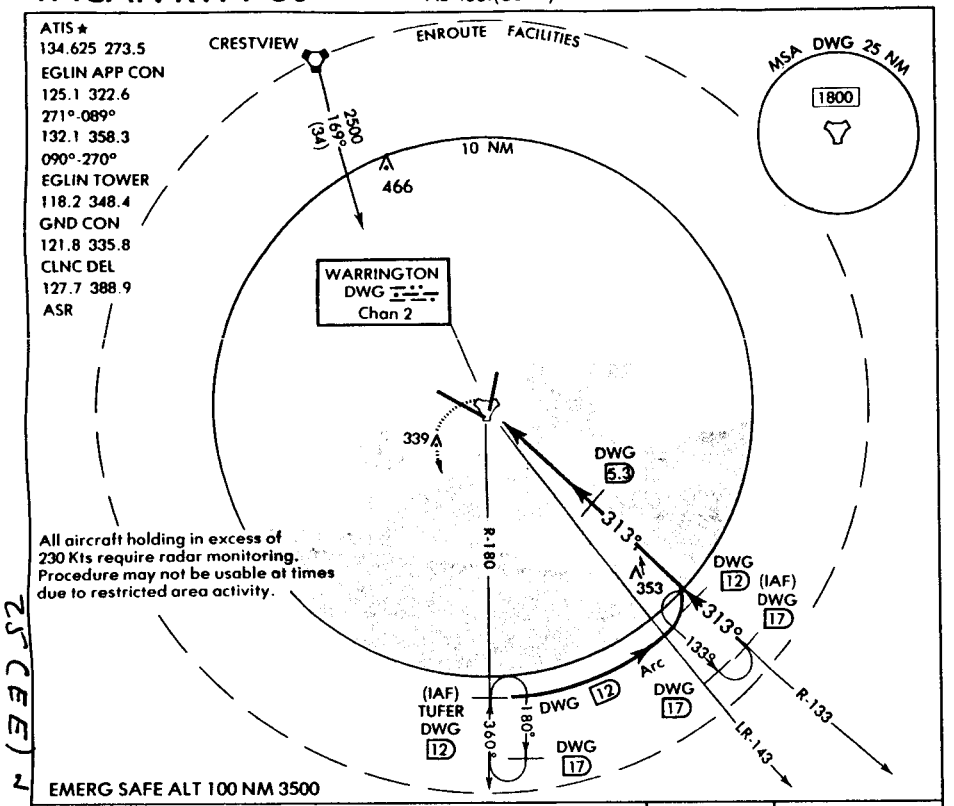


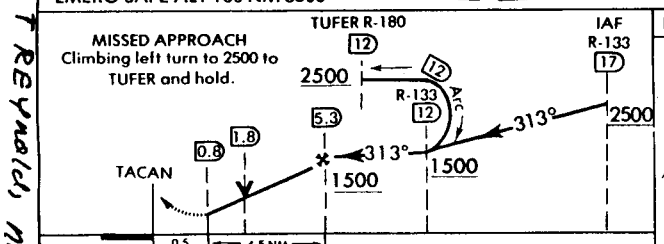
CATEGORY	A	B	C	D	E
S-TAC 1*	460-½ 399 (400-½)		460-¾ 399 (400-¾)		460-1 399 (400-1)
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 1*	500-½ 439 (500-½)		500-¾ 439 (500-¾)	500-1 439 (500-1)	

*Vis increased by ½ SM for inop apch lgt.

REVISED 1 MAR

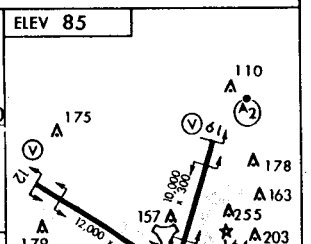
TACAN RWY 30



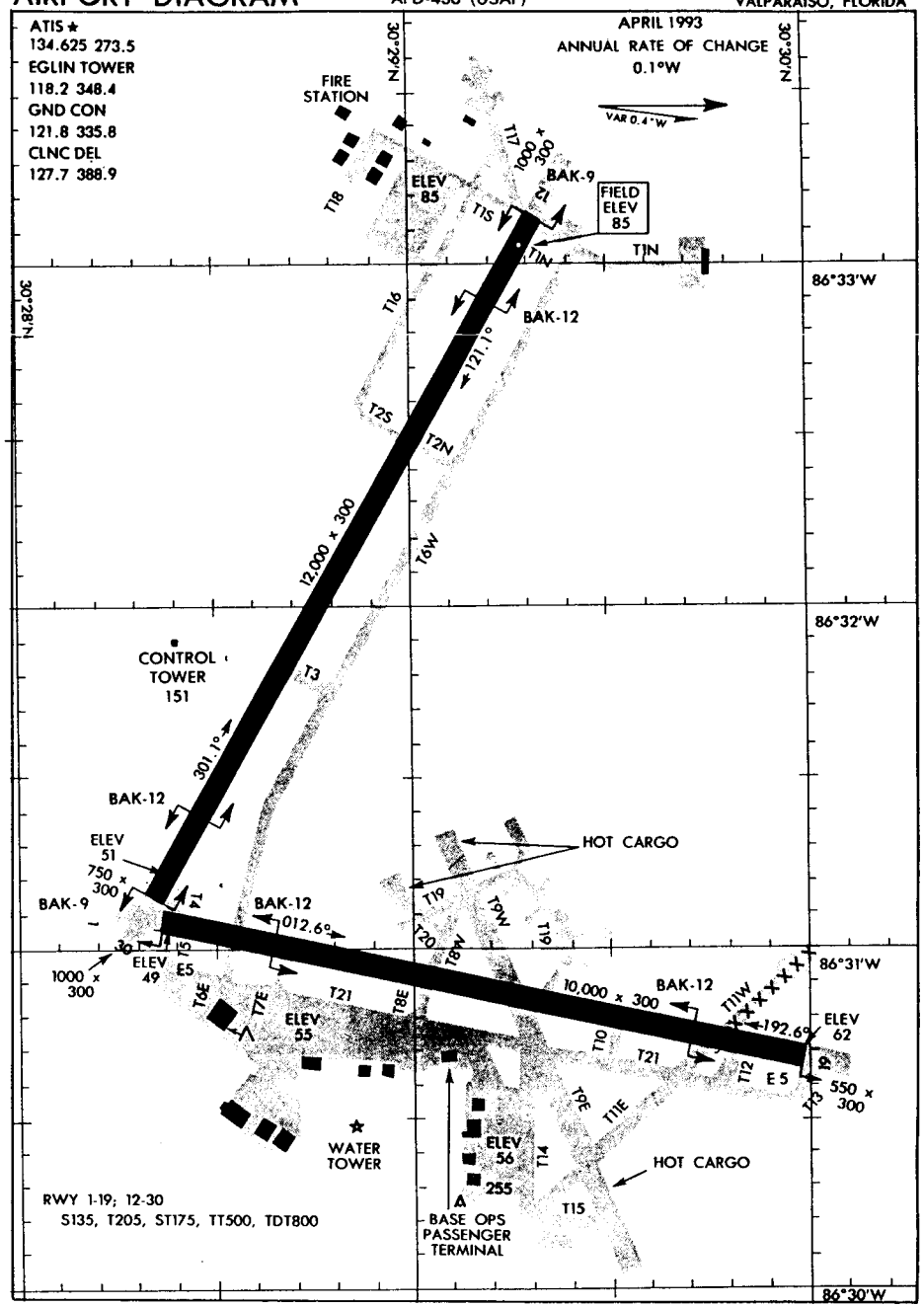


CATEGORY	A	B	C	D	E
S-TAC 30 *	520/24 450 (500-½)		520/40 450 (500-¾)	520/50 450 (500-1)	
CIRCLING	560-1 475 (500-1)		560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 30 *	520/24 450 (500-½)		520/40 450 (500-¾)	520/50 450 (500-1)	

* Vis increased by ½ SM for inop apch lgt.



AIRPORT DIAGRAM



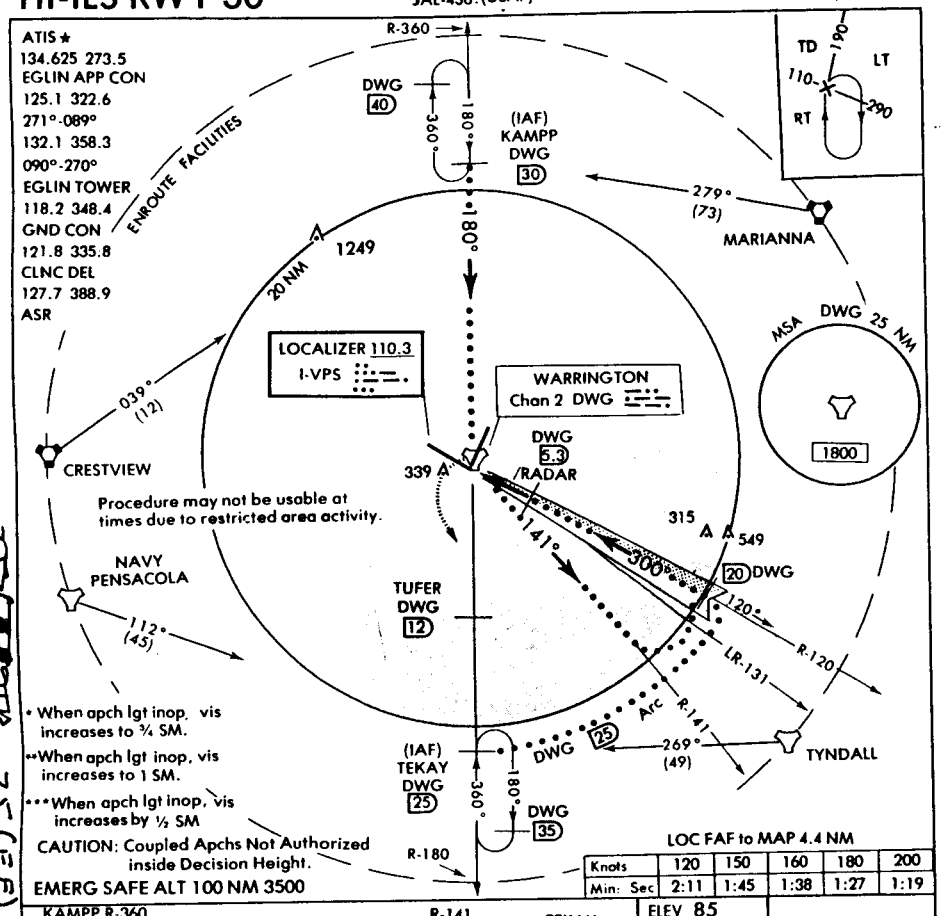
93175

HI-ILS RWY 30

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

JAL-436 (USAF)

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR



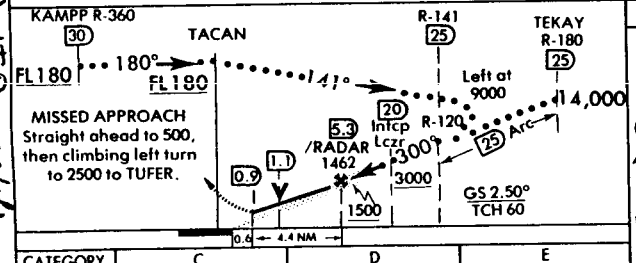
• When apch lgt inop, vis increases to ¾ SM.
•• When apch lgt inop, vis increases to 1 SM.
••• When apch lgt inop, vis increases by ½ SM

CAUTION: Coupled Apchs Not Authorized inside Decision Height.

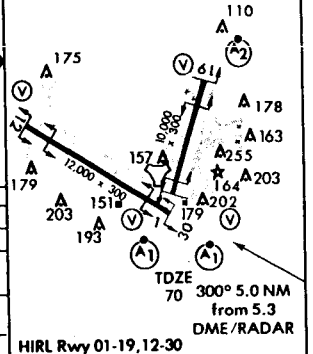
EMERG SAFE ALT 100 NM 3500

LOC FAF to MAP 4.4 NM

Knots	120	150	160	180	200
Min: Sec	2:11	1:45	1:38	1:27	1:19



ELEV 85



HIRL Rwy 01-19,12-30

CATEGORY	C	D	E
S-ILS 30 *	270/24 200 (200-½)		
S-LOC 30 **	320/24 250 (300-½)	320/40 250 (300-¾)	
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 30***	520/40 450 (500-¾)	520/50 450 (500-1)	

HI-ILS RWY 30

30°29′N - 86°32′W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

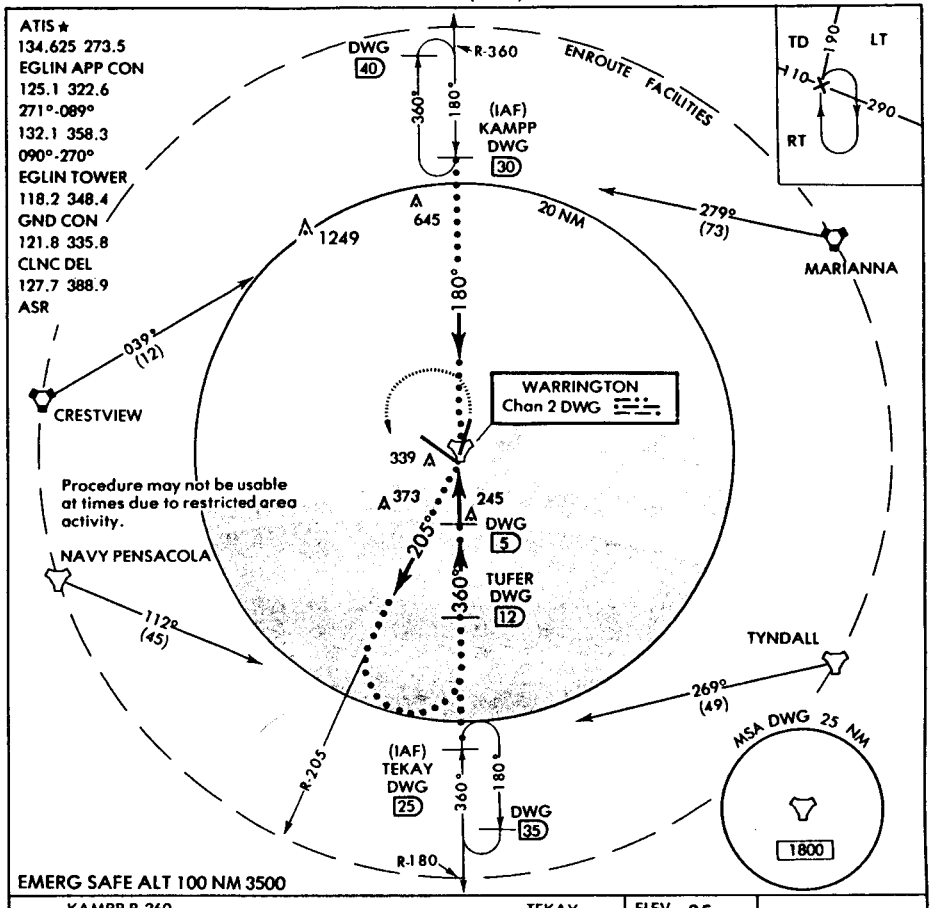
93119

HI-TACAN RWY 1

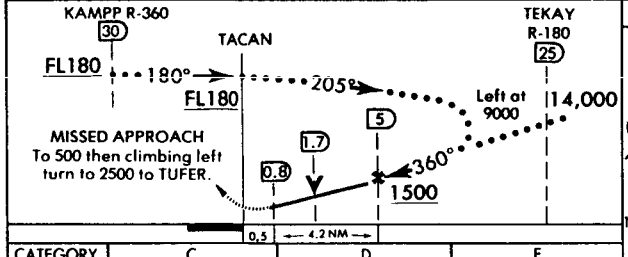
EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

JAL-436 (USAF)

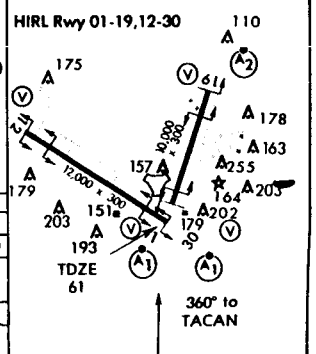
ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR



EMERG SAFE ALT 100 NM 3500



ELEV 85



CATEGORY	C	D	E
S-TAC 1 *	460-¾ 399 (400-¾)		460-1 399 (400-1)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 1 *	500-¾ 439 (500-¾)	500-1 439 (500-1)	

*Vis increased by ½ SM for inop apch lgt.

HI-TACAN RWY 1

30°29′N 86°32′W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

93287

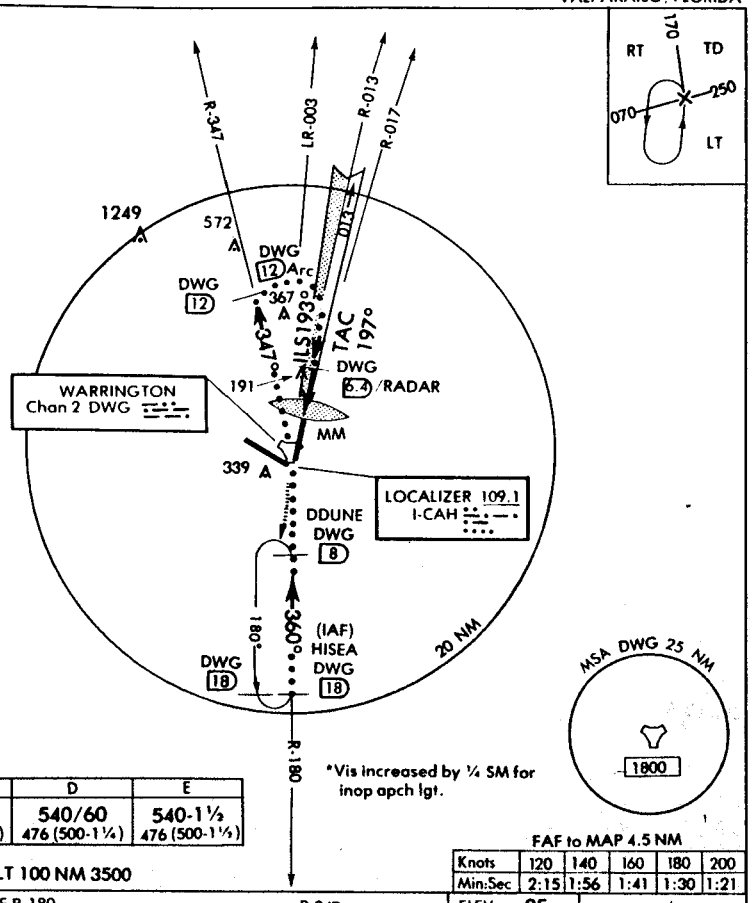
38

HI-ILSor TACAN RWY 19

JAL -436 (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

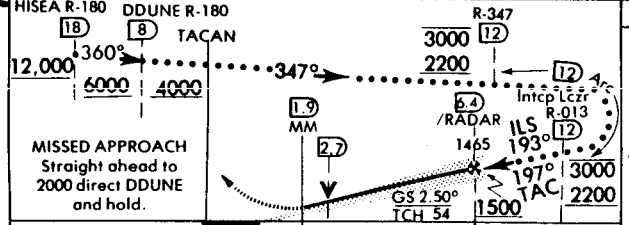


CATEGORY	C	D	E
S-ASR 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)

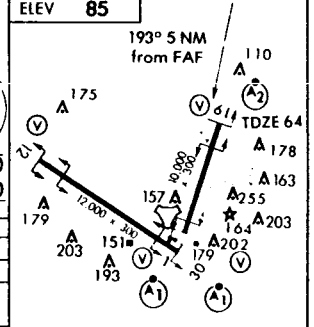
EMERG SAFE ALT 100 NM 3500

FAF to MAP 4.5 NM

Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21



ELEV 85



CATEGORY	C	D	E
S-ILS 19	264/40	200	(200-¾)
S-LOC 19*	460/40 396 (400-¾)	460/50 396 (400-1)	460/60 396 (400-1¼)
S-TAC 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	

HIRL Rwy 01-19,12-30

HI-ILS or TACAN RWY 19

30°29'N-86°32'W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

25 (GG) JT Retnolly NAS Pensacola R(6-24-94)

93119

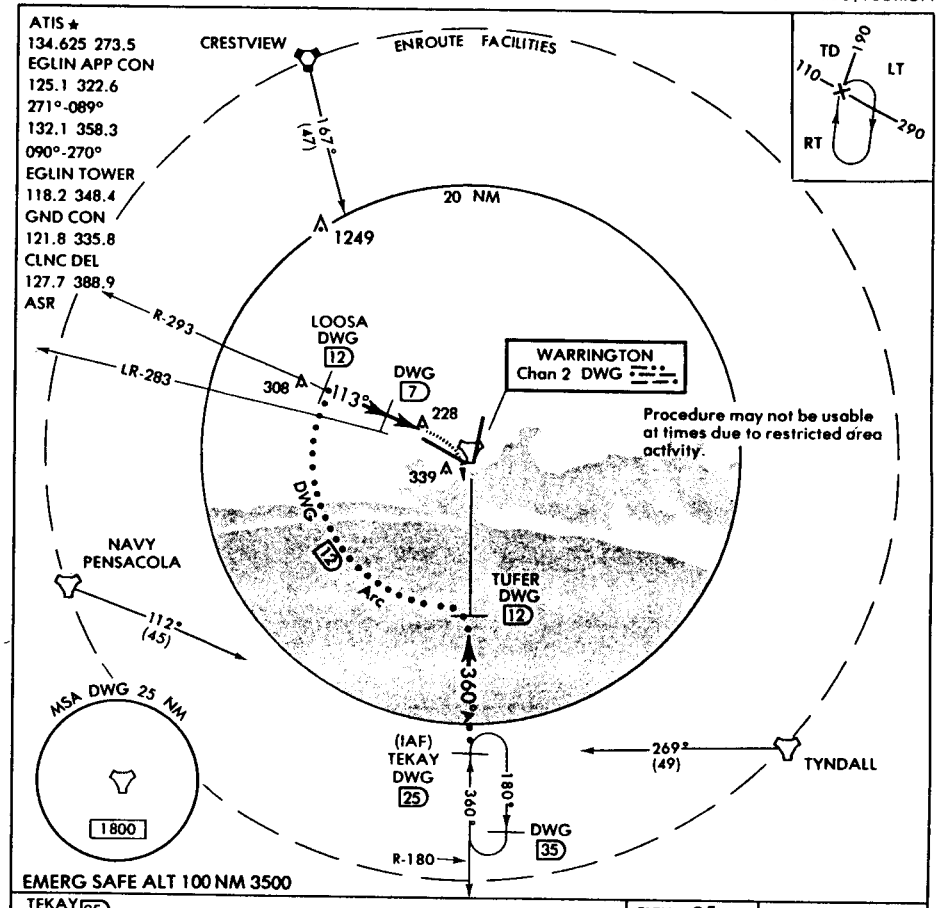
40

HI-TACAN RWY 12

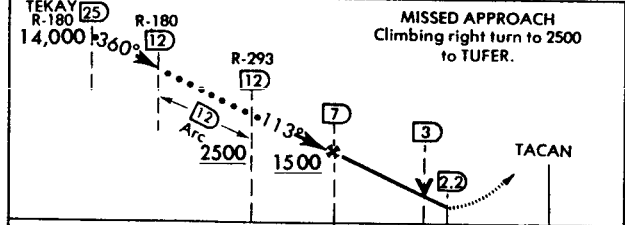
JAL-436. (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

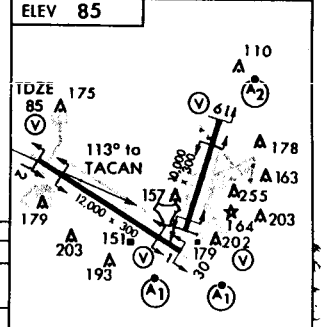
ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR



EMERG SAFE ALT 100 NM 3500



ELEV 85



CATEGORY	C	D	E
S-TAC 12	480/50 395 (400-1)	480/60 395 (400-1¼)	480-1½ 395 (400-1½)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 12	480/50 395 (400-1)	480-1¼ 395 (400-1¼)	480-1½ 395 (400-1½)

HIRL Rwy 01-19,12-30

HI-TACAN RWY 12

30°29'N-86°32'W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

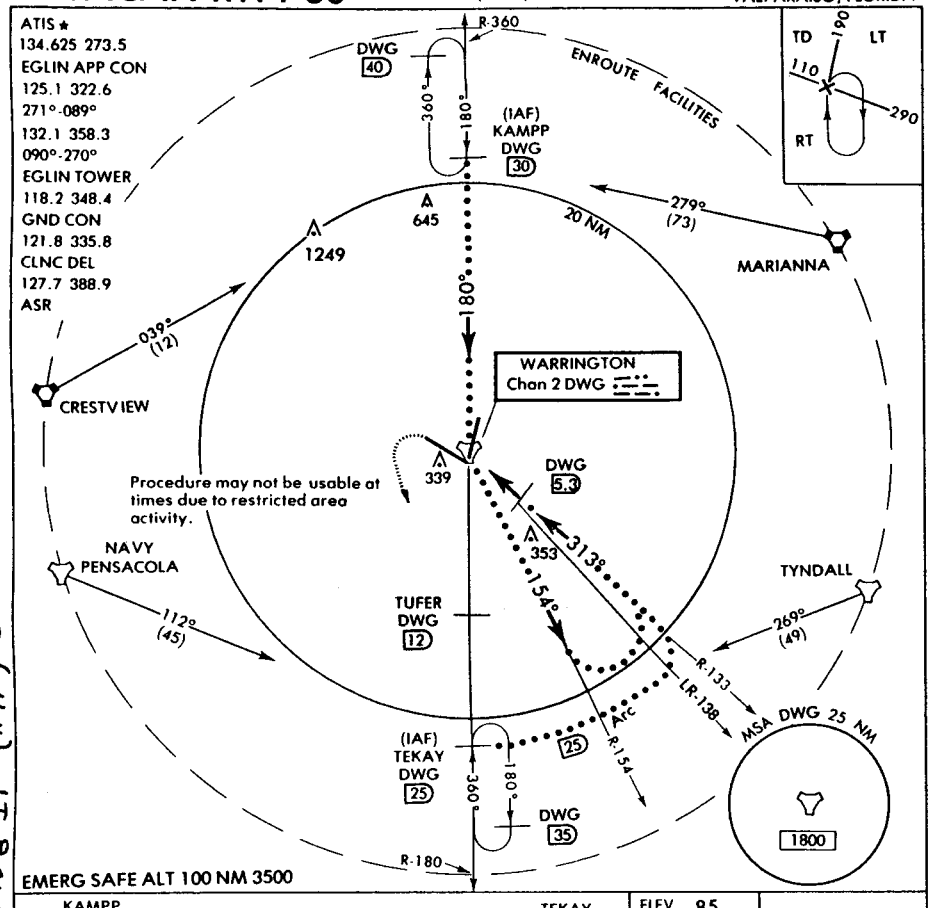
93119

HI-TACAN RWY 30

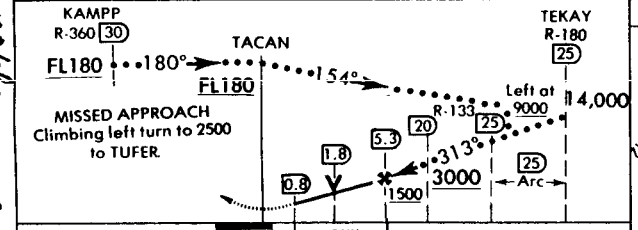
JAL-436.(USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR



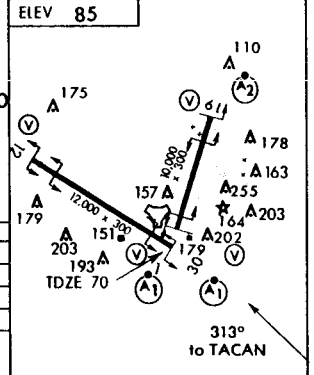
EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S-TAC 30*	520/40 450 (500-¾)	520/50 450 (500-1)	
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 30*	520/40 450 (500-¾)	520/50 450 (500-1)	

* Vis increased by ½ SM for inop apch lgt.

ELEV 85



HIRL Rwy 01-19,12-30

25 (NN) JT Reynolds NAS Pensacola R (6-24-91)

HI-TACAN RWY 30

30°29'N 86°32'W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

93119

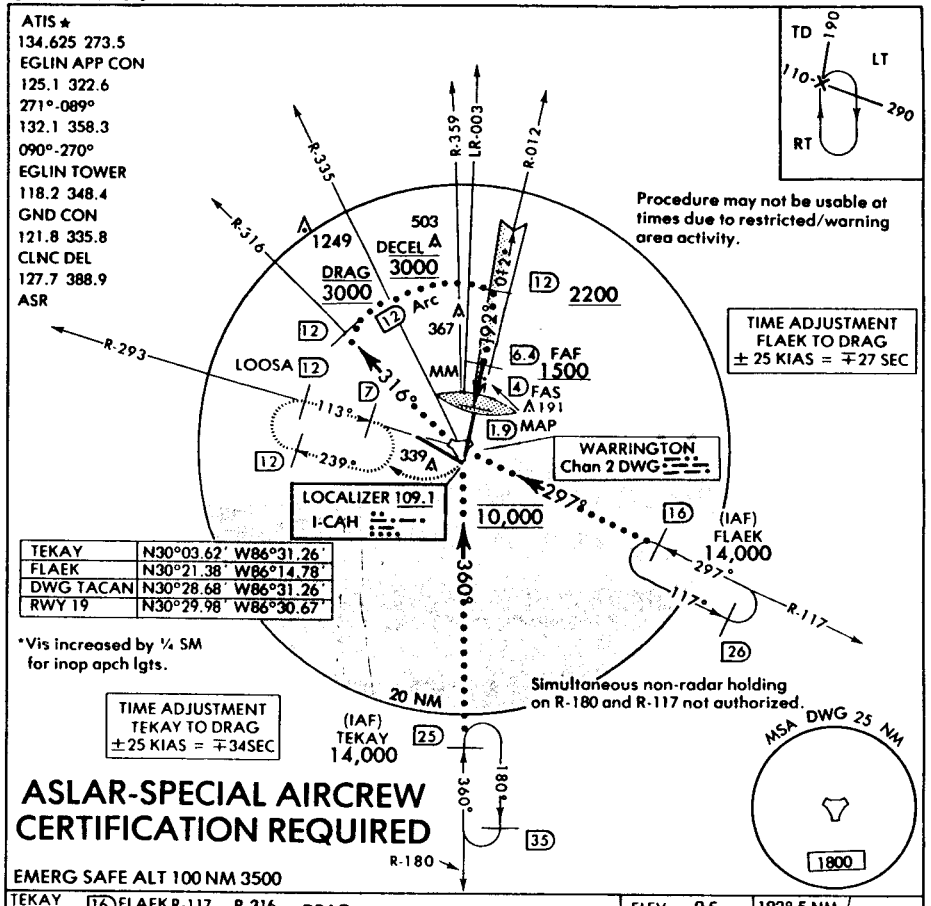
(ASLAR) HI-ILS 3 RWY 19

A-196

ALR-436. (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

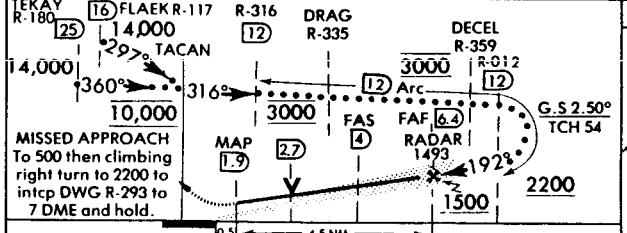


TEKAY	N30°03.62'	W86°31.26'
FLAEK	N30°21.38'	W86°14.78'
DWG TACAN	N30°28.68'	W86°31.26'
RWY 19	N30°29.98'	W86°30.67'

*Vis increased by ¼ SM for inop apch lgts.

ASLAR-SPECIAL AIRCREW CERTIFICATION REQUIRED

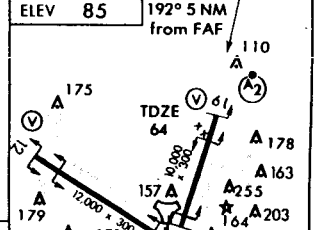
EMERG SAFE ALT 100 NM 3500



CATEGORY	C	D	E
S-ILS 19	264/40 200 (200-¾)		
S-LOC 19*	460/40 396 (400-¾)	460/50 396 (400-1)	460/60 396 (400-1¼)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)

ELEV 85

192° 5 NM from FAF



HIRL Rwy 01-19,12-30

FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

(ASLAR) HI-ILS 3 RWY 19

30°29'N - 86°32'W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

93175

(ASLAR) HI-ILS
2 RWY 30

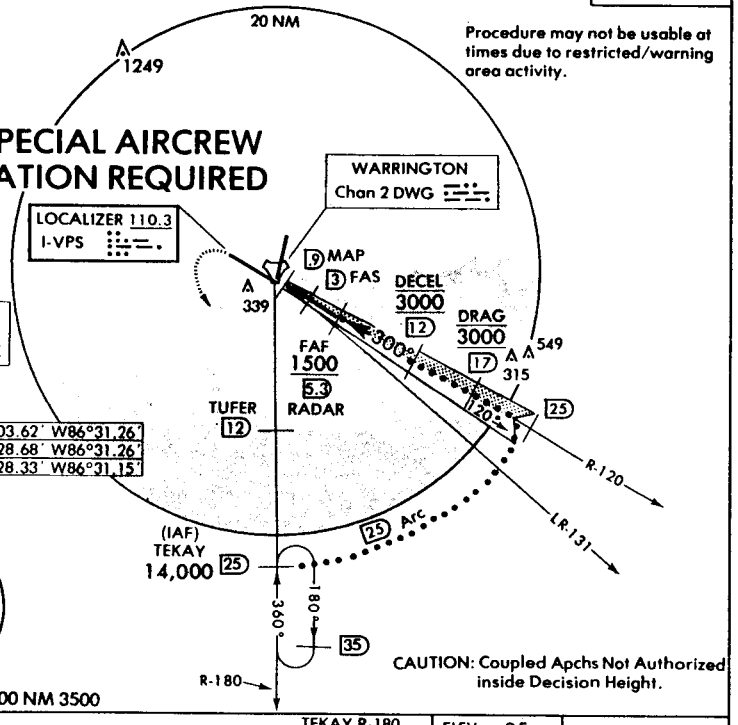
ALR-436. (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

ASLAR-SPECIAL AIRCREW CERTIFICATION REQUIRED

Procedure may not be usable at times due to restricted/warning area activity.



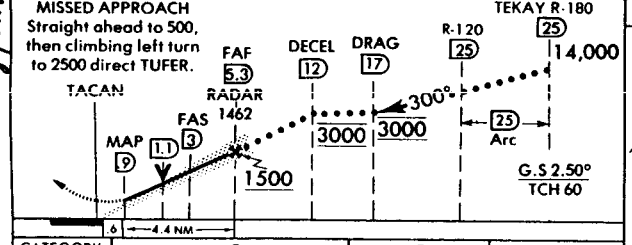
TIME ADJUSTMENT
TEKAY TO DRAG
±25 KIAS = ∓28 SEC

TEKAY	N30°03.62' W86°31.26'
DWG TACAN	N30°28.68' W86°31.26'
RWY 30	N30°28.33' W86°31.15'

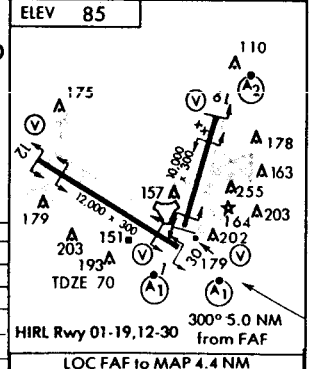
CAUTION: Coupled Apchs Not Authorized inside Decision Height.

EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Straight ahead to 500, then climbing left turn to 2500 direct TUFER.



ELEV 85



CATEGORY	C	D	E
S-ILS 30*	270/24 200 (200-½)		
S-LOC 30**	320/24 250 (300-½)	320/40 250 (300-¾)	
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 30***	520/40 450 (500-¾)	520/50 450 (500-1)	

*When apch lgts inop, vis increases to ¾ SM.
**When apch lgts inop, vis increases to 1 SM.
***When apch lgts inop, vis increases by ½ SM.

LOC FAF to MAP 4.4 NM

Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

93119

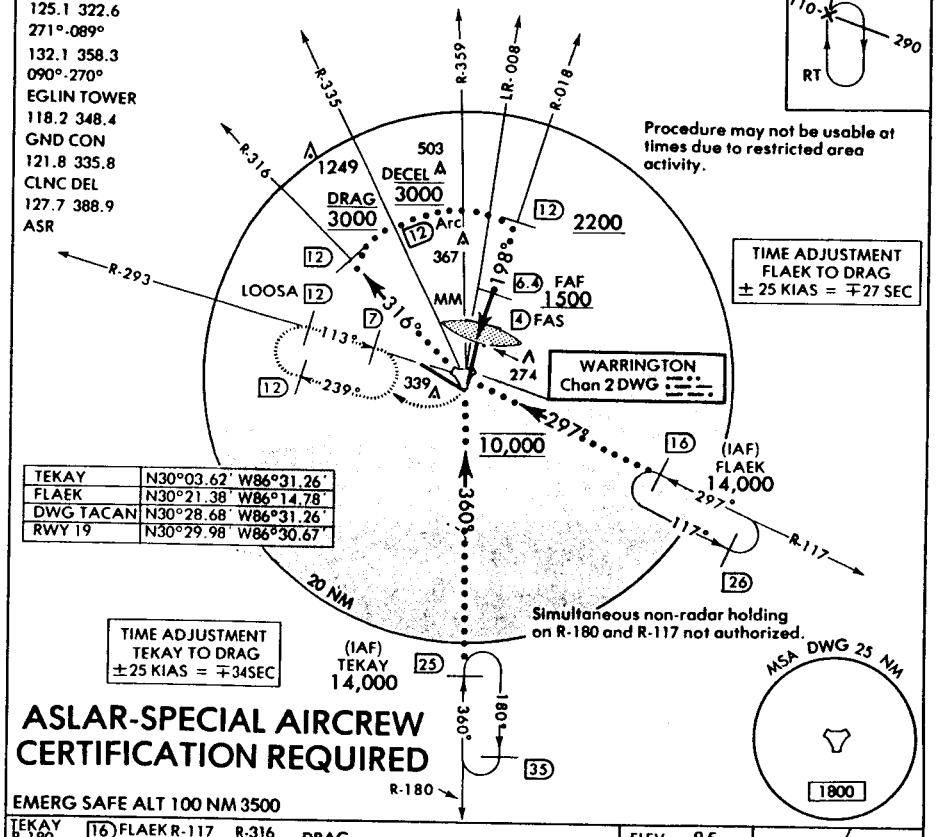
(ASLAR) HI-TACAN
3 RWY 19

ALR-436. (USAF)

EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

Procedure may not be usable at times due to restricted area activity.



TIME ADJUSTMENT
FLAEK TO DRAG
±25 KIAS = ∓27 SEC

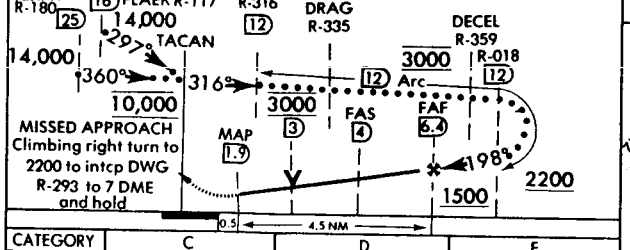
TEKAY	N30°03.62' W86°31.26'
FLAEK	N30°21.38' W86°14.78'
DWG TACAN	N30°28.68' W86°31.26'
RWY 19	N30°29.98' W86°30.67'

Simultaneous non-radar holding on R-180 and R-117 not authorized.

TIME ADJUSTMENT
TEKAY TO DRAG
±25 KIAS = ∓34SEC

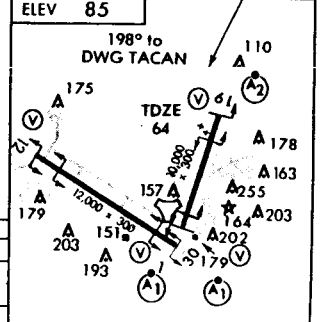
ASLAR-SPECIAL AIRCREW CERTIFICATION REQUIRED

EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Climbing right turn to 2200 to intcp DWG R-293 to 7 DME and hold

ELEV 85



CATEGORY	C	D	E
S-TAC 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)

*Vis increased by ¼ SM for inop apch lgt.

ZJ (FF) JT REYNOLDS, NAS Pensacola R (6-29-94)

93119

(ASLAR) HI-TACAN 2 RWY 12

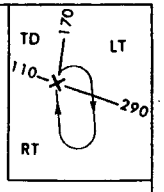
A-198

ALR-436. (USAF)

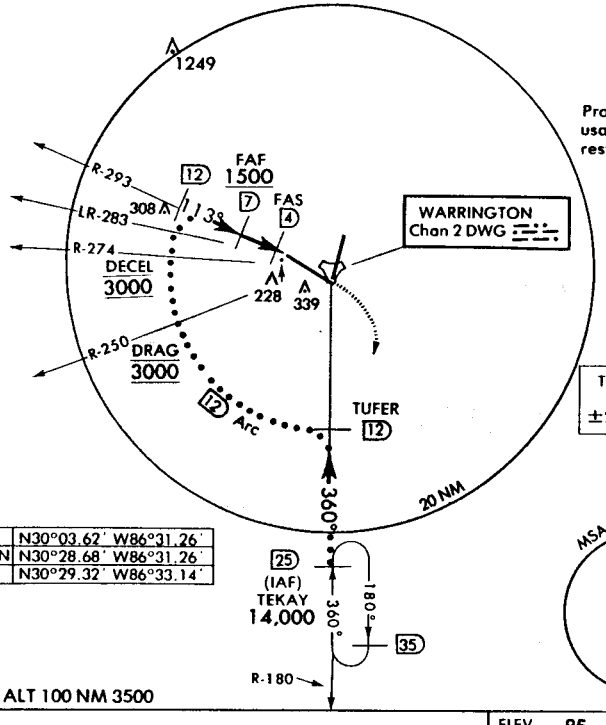
EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

ASLAR-SPECIAL AIRCREW CERTIFICATION REQUIRED

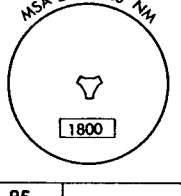


Procedure may not be usable at times due to restricted area activity.

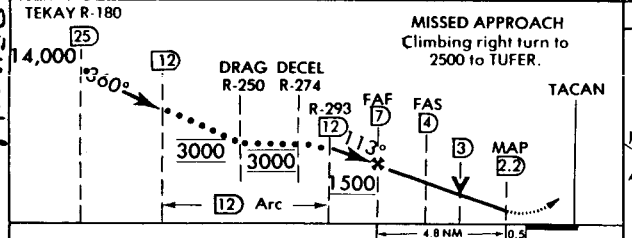


TIME ADJUSTMENT
TEKAY TO DRAG
±25 KIAS = ∓23 SEC

TEKAY	N30°03.62' W86°31.26'
DWG TACAN	N30°28.68' W86°31.26'
RWY 12	N30°29.32' W86°33.14'

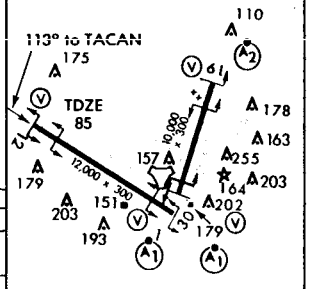


EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Climbing right turn to 2500 to TUFER.

ELEV 85



CATEGORY	C	D	E
S-TAC 12	480/50 395 (400-1)	480/60 395 (400-1¼)	480-1½ 395 (400-1½)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 12	480/50 395 (400-1)	480/60 395 (400-1¼)	480-1½ 395 (400-1½)

HIRL Rwy 01-19,12-30

(ASLAR) HI-TACAN 2 RWY 12

30°29'N-86°32'W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

25 (JJ) JT Reynolds
NAS Pensacola
R (6-24-99)

93119

(ASLAR) HI-TACAN 4 RWY 19

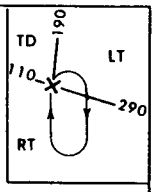
A-200

ALR-436. (USAF)

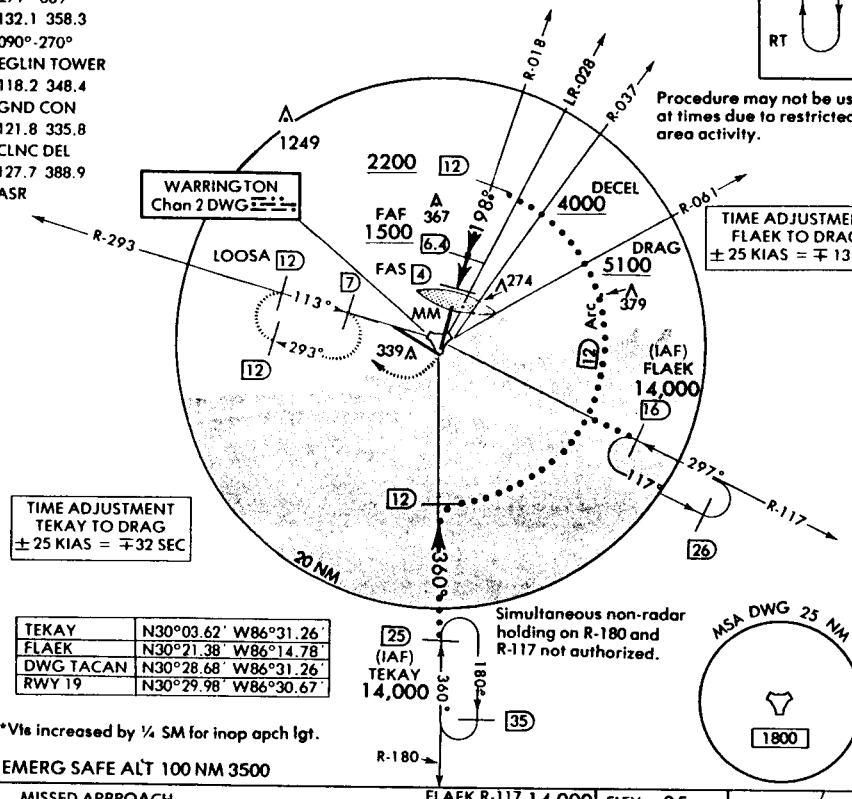
EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

ASLAR-SPECIAL AIRCREW CERTIFICATION REQUIRED



Procedure may not be usable at times due to restricted area activity.

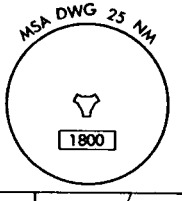


TIME ADJUSTMENT
FLAEK TO DRAG
±25 KIAS = ∓13 SEC

TIME ADJUSTMENT
TEKAY TO DRAG
±25 KIAS = ∓32 SEC

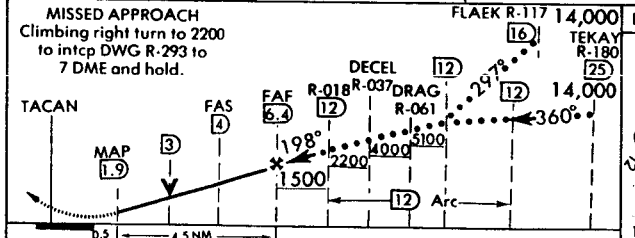
TEKAY	N30°03.62' W86°31.26'
FLAEK	N30°21.38' W86°14.78'
DWG TACAN	N30°28.68' W86°31.26'
RWY 19	N30°29.98' W86°30.67'

Simultaneous non-radar holding on R-180 and R-117 not authorized.



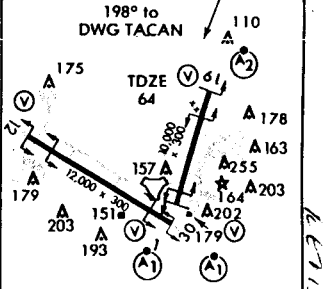
*Vis increased by ¼ SM for inop apch lgt.

EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Climbing right turn to 2200 to intcp DWG R-293 to 7 DME and hold.

ELEV 85



CATEGORY	C	D	E
S-TAC 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	560-1½ 475 (500-1½)	640-2 555 (600-2)	
S-ASR 19*	540/50 476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)

HIRL Rwy 01-19, 12-30

(ASLAR) HI-TACAN 4 RWY 19

30°29'N 86°32'W

VALPARAISO, FLORIDA
EGLIN AFB (KVPS)

Eglin AFB

REVISED PAGE

93119

(ASLAR) HI-TACAN
2 RWY 30

ALR-436. (USAF)

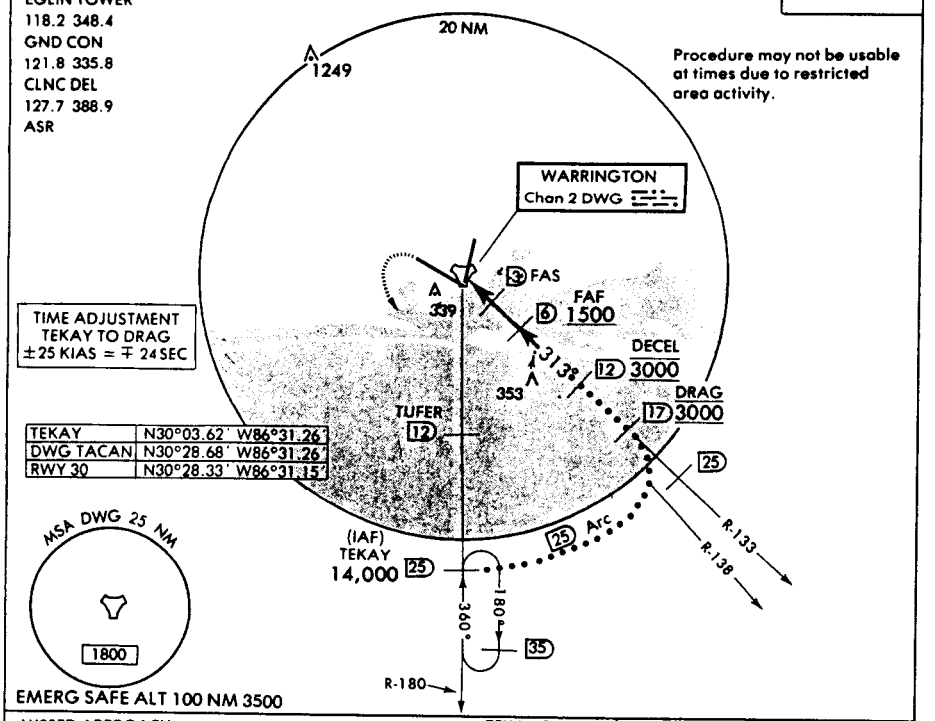
EGLIN AFB (KVPS)
VALPARAISO, FLORIDA

ATIS ★
134.625 273.5
EGLIN APP CON
125.1 322.6
271°-089°
132.1 358.3
090°-270°
EGLIN TOWER
118.2 348.4
GND CON
121.8 335.8
CLNC DEL
127.7 388.9
ASR

ASLAR-SPECIAL AIRCREW CERTIFICATION REQUIRED

TD 190 LT 110 290 RT

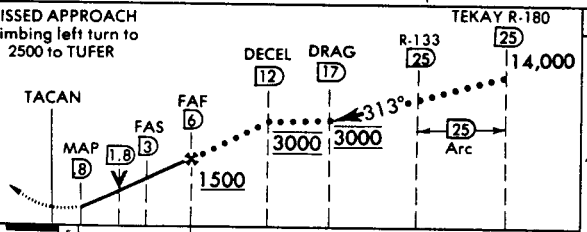
Procedure may not be usable at times due to restricted area activity.



TIME ADJUSTMENT
TEKAY TO DRAG
±25 KIAS = ∓ 24 SEC

TEKAY	N30°03.62' W86°31.26'
DWG TACAN	N30°28.68' W86°31.26'
RWY 30	N30°28.33' W86°31.15'

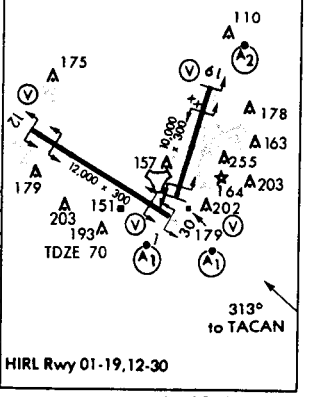
MISSED APPROACH
Climbing left turn to 2500 to TUFER



CATEGORY	C			D		E
S-TAC 30*	520/40	450	(500-¾)	520/50	450	(500-1)
CIRCLING	560-1½	475	(500-1½)	640-2	555	(600-2)
S-ASR 30*	520/40	450	(500-¾)	520/50	450	(500-1)

*Vis increased by ½ SM for inop apch lgt.

ELEV 85



HIRL Rwy 01-19,12-30

25 (KK) JT REYNOLDS NAS PENSACOLA R(6-24-99)

REVISED PAGE

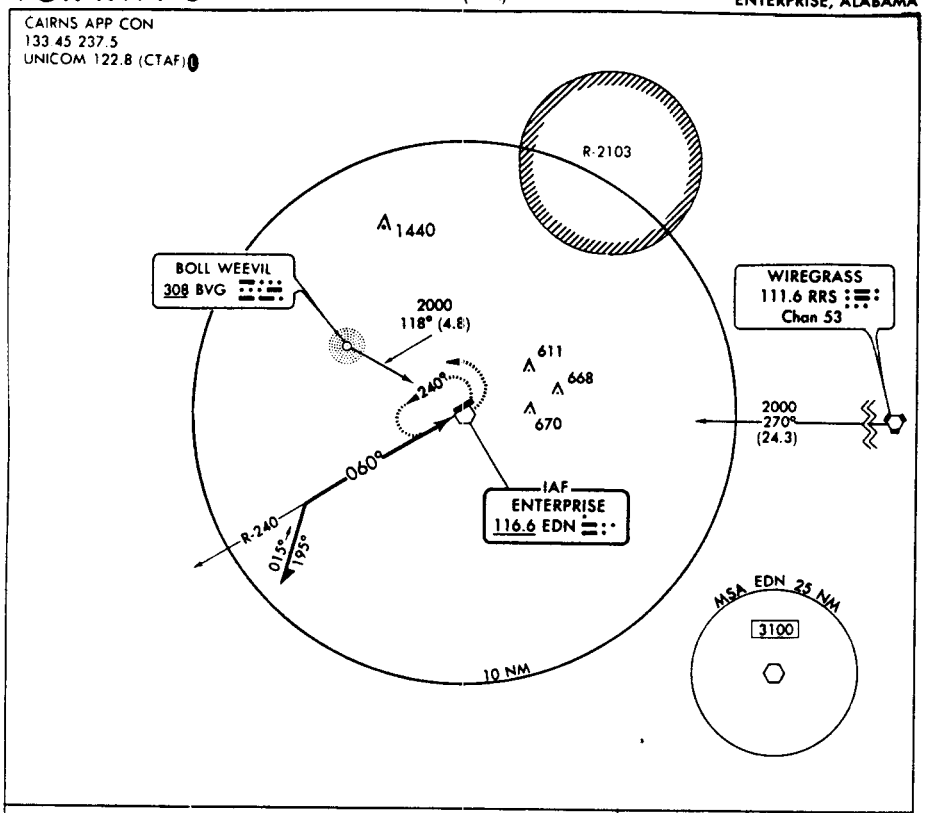
Amdt 2 93203

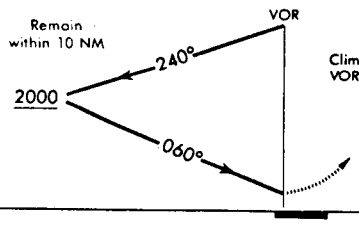
VOR RWY 5

76
AL-6568 (FAA)

ENTERPRISE MUNI (EDN)
ENTERPRISE, ALABAMA

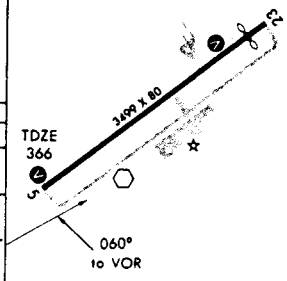
CAIRNS APP CON
133 45 237.5
UNICOM 122.8 (CTAF)





MISSED APPROACH
Climbing left turn to 2000 in EDN VOR holding pattern.

ELEV 368 | Rwy 23 ldg 3189'



MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	800-1 434 (500-1)		800-1¼ 434 (500-1¼)	NA
CIRCLING	800-1 431 (500-1)	840-1 471 (500-1)	840-1½ 471 (500-1½)	NA

Use Cairns AAF altimeter setting.
△

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 5

31°18'N-85°54'W

ENTERPRISE, ALABAMA
ENTERPRISE MUNI (EDN)

25(LL) JT Reynolds NAS Pensacola R(6-24-94)

REVISED 86

▽IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

CIVIL USERS: FAR 91 prescribes take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less – one statute mile. (2) Aircraft having more than two engines – one-half statute mile.

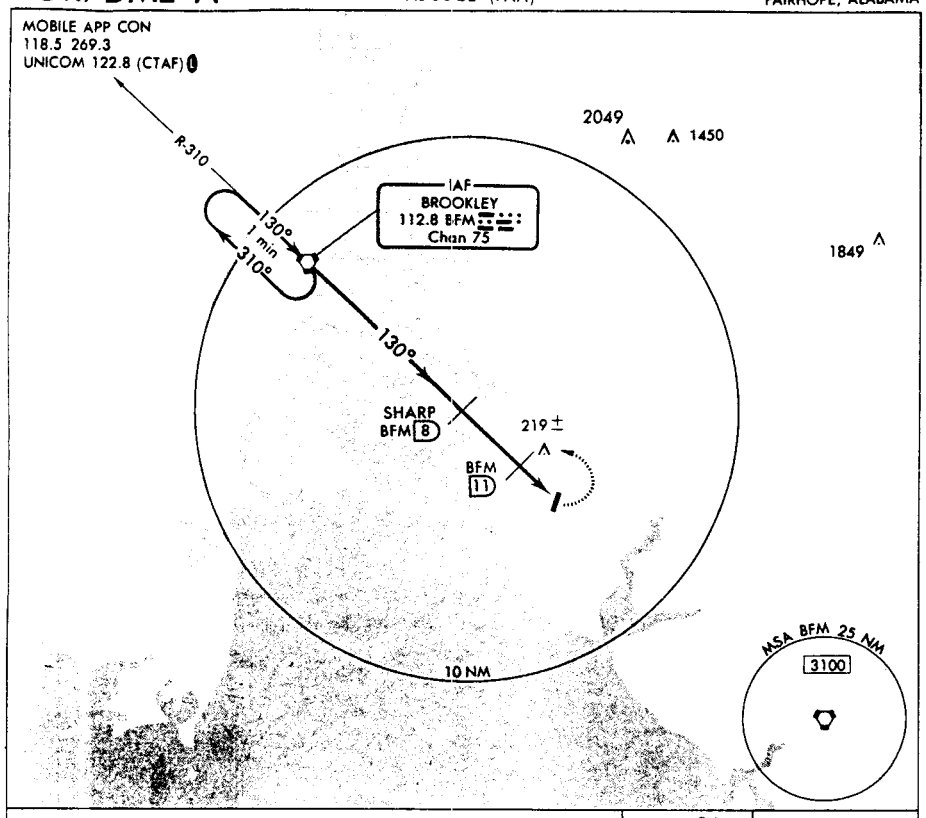
Airports with IFR take-off minimums other than standard are listed below. Departure procedures and/or ceiling visibility minimums are established to assist all pilots conducting IFR flight in avoiding obstacles during climb to the minimum enroute altitude. Take-off minimums and departures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in feet MSL.

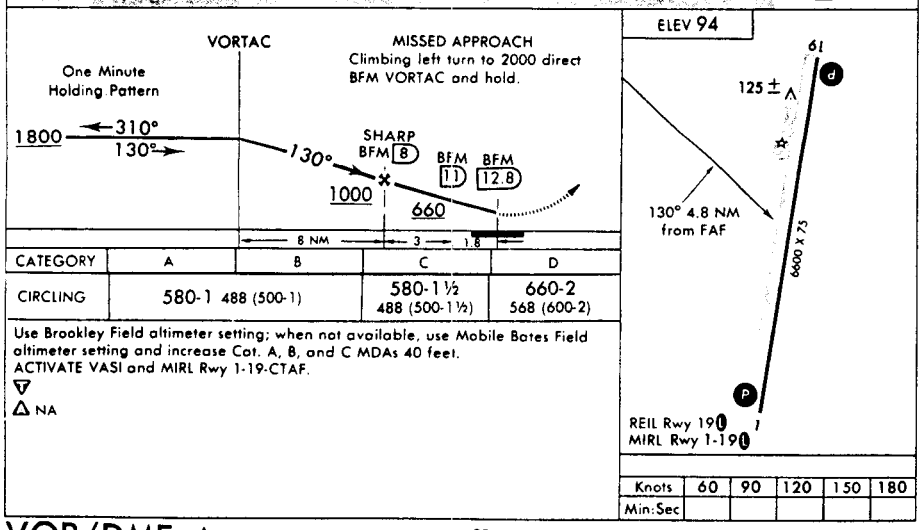
MILITARY USERS: Special IFR departure procedures not published as Standard Instrument Departure (SIDs) and civil take-off minima are included below and are established to assist pilots in obstacle avoidance. Refer to appropriate service directives for take-off minimums.

AIRPORT NAME	TAKE-OFF MINIMUMS
ALABASTER, AL	
SHELBY COUNTY	Rwys 15, 33, 400–1
ALEXANDER CITY, AL	
THOMAS C. RUSSELL FIELD	Rwy 18, 36 climb rwy hdg to 1500 before turning on course.
ANDALUSIA-OPP, AL	Rwy 11–29, 200–1* Rwy 11–29 standard with minimum climb of 310/NM to 500. Rwy 11–29 climb rwy hdg to 500 before turning.
ANNISTON METROPOLITAN, AL	Rwy 5, 900-1* * Or standard with minimum climb of 350/NM to 1600. Rwy 5, climbing right turn hdg 090° to 3000 before proceeding on course. Rwy 23, climb rwy hdg to 3000 before turning on course.
AUBURN-OPELIKA ROBERT G. PITTS, AL	Rwy 36 climb rwy hdg to 1500 before turning right. Rwy 10 climb rwy hdg to 1500 before turning left.
BIRMINGHAM INTL, AL	Rwy 5, 800-6* Rwy 18, 800-4** Rwy 36, 800-2 *Or std with min climb of 360/NM to 1700. **Or std with min climb of 340/NM to 1700. Rwy 5, climb rwy hdg to 1700 before turning on course. Rwy 18, climb rwy hdg to 2100 before turning on course. Rwy 23, climb rwy hdg to 2100 before turning on course. Rwy 36, climb rwy hdg to 1700 before turning on course.
BONIFAY, FL	
TRI CO	Rwys 1 and 19 climb rwy hdg to 2000 before turning West.
COLUMBUS-LOWNDES COUNTY, MS	Rwy 18, 300-1* Rwy 36, 400-1** * Or standard with minimum climb of 350/NM to 500. ** Or standard with minimum climb of 370/NM to 500. Rwys 18, 36 climb rwy hdg to 600 before turning.
DAYTONA BEACH REGIONAL, FL	Rwy 7R Rwys 16, 25L, 34, 300–1
DECATUR, AL	
PRYOR FIELD	Rwy 18, 300-1* *Or standard with minimum climb of 380/NM to 800.
DELAND MUNI-SIDNEY H. TAYLOR FIELD, FL	Rwy 5, 12, 30, 36 aircraft proceeding on course between 120° to 260° fly rwy hdg to 1800. Rwy 18 aircraft proceeding on course between 120° to 260°, fly hdg 120° to 1800. Rwy 23 aircraft proceeding on course between 120° to 260°, fly hdg 260° to 1800.
DESTIN-FT. WALTON BEACH, FL	Rwy 14, climb rwy hdg to 400 before making turn.
EUFAULA, AL	
WEEDON FIELD	Rwy 18, 36 climb rwy hdg to 1000 before turning Wbnd.
FAIRHOPE MUNI, AL	Rwy 1, 19, 300–1 Rwy 1–19 standard with minimum climb of 250/NM to 500.
FORT LAUDERDALE, FL	
FORT LAUDERDALE EXECUTIVE	Rwy 8, fly rwy hdg to 300 before turning North. Rwy 26, fly rwy hdg to 500 before turning South.

25 (mm) J T Reynolds NAS Pensacola R (6-29-94)

REVISED PAGE





CATEGORY	A	B	C	D
CIRCLING	580-1 488 (500-1)		580-1½ 488 (500-1½)	660-2 568 (600-2)

Use Brookley Field altimeter setting; when not available, use Mobile Bates Field altimeter setting and increase Cat. A, B, and C MDAs 40 feet.
ACTIVATE VASI and MIRL Rwy 1-19-CTAF.
▽
△ NA

Knots	60	90	120	150	180
Min:Sec					

25 (nm) JT Reynolds NAS Pensacola R (6-24-94)

REVISED PAGE

FORT LAUDERDALE-HOLLYWOOD INTL . . . . . Rwys 9R, 13, 27L, 300-1*

* Or std with min climb of 300/NM to 300. Rwys 9L, 27L climb rwy hdg to 500 before turning left. Rwys 9R, 13 climb rwy hdg to 500 before turning right.

FORT MYERS, FL
PAGE FIELD . . . . . Rwy 31, 300-1*

* Or std with minimum climb of 280/NM to 300.

FORT PIERCE, FL
ST. LUCIE COUNTY INTL

Rwy 14, 32 climb rwy hdg to 600 before turning right.

GADSDEN MUNI, AL . . . . . Rwy 18, 800–1*
Rwy 24, 1300–2**
Rwy 36, 700–1***

* Std with min climb of 300/NM to 1500.
** Std with min climb of 270/NM to 1900.
*** Std with min climb of 230/NM to 1500.

Rwy 6, 18, 36 climb rwy hdg to 1500 before turning on crs.
Rwy 24 climb GAD R–235 SWbnd to 1900 before turning on crs.

GREENWOOD-LEFLORE, MS . . Rwy 5, 400–1*

*Or standard with minimum climb of 270' per NM to 400.

GRENADA MUNI, MS

Rwy 4, 31 climb to 700 before turning on course.

Rwy 13, 22 climb to 800 before turning on course.

GULFPORT-BILOXI REGIONAL, MS

Rwy 18, 500–1*
Rwy 32, 600–1**
Rwy 36, 600–1***

* Or standard with minimum climb of 280/NM to 500.
** Or standard with minimum climb of 280/NM to 600.
*** Or standard with minimum climb of 240/NM to 600.

Rwy 18 climb rwy hdg to 500 before turning.
Rwys 32, 36 climb rwy hdg to 600 before turning.

HAMILTON, AL
MARION CO . . . . . Rwy 18, 400–1
Rwy 36, 500–1

Rwy 18 climb on rwy hdg to 1500 before making turn.

HOLLY SPRINGS-MARSHALL COUNTY, MS

Rwy 36, climb on rwy hdg to 800 before making left turn.

HUNTSVILLE INTL-CARL T. JONES FLD, AL

Rwys 36L and 36R climb rwy heading to 800 before turning.

INDIANOLA MUNI, MS

Rwy 17 climb rwy hdg to 2200 before turning East.
Rwy 35, climb rwy hdg to 700 before turning East.

JACKSON, MS
HAWKINS FIELD . . . . . Rwy 16, 300–1

Rwys 11, 34 climb rwy hdg to 800 before making turn. Rwy 16 climb rwy hdg to 1300 before making right turn. Rwy 29 climb rwy hdg to 1200 before making left turn.

JACKSON INTL . . . . . Rwy 15R, 300-1*

*Or standard with minimum climb of 280' per NM to 700'.

JACKSONVILLE, FL
CRAIG MUNI . . . . . Rwy 23, 1100–3*

* Standard with minimum climb of 320/NM to 1100. Rwy 14 climb rwy heading to 1000 before turning right.

KISSIMMEE MUNI, FL . . . . . Rwy 6, 300–1

LAUREL-HATTIESBURG, MS
HATTIESBURG-LAUREL REGIONAL

Rwy 18, 36, climb runway heading to 1000 before turning East.

LAUREL, MS
HESLER-NOBLE FIELD

Rwy 13 climb rwy hdg 500 before making turn.

MADISON, MS
BRUCE CAMPBELL FIELD . . Rwy 35, 200–1

MERIDIAN, MS
KEY FIELD . . . . . Rwys 4, 22, 300–1*

* Standard with minimum climb of 320/NM to 500 Rwys 1, 4, 19, 22 climb rwy hdg to 800 before proceeding on course.

25 (00) LT REYNOLDS NAS PENSACOLA R(6-24-94)

REVISED 16

FORT MYERS/SOUTHWEST FLORIDA INTL, FL (27 MAY 93 FAA)

ELEV 31

RADAR ⓐⓑ - 126.8 306.2 △

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	6		ABC	380/24	351	(400-½)
			D ⓒ	380/50	351	(400-1)
	24		ABC	380-1	349	(400-1)
			D	380-1¼	349	(400-1¼)
CIR	6-24		A	440-1	409	(500-1)
			B	500-1	469	(500-1)
			C	500-1½	469	(500-1½)
			D	600-2	569	(600-2)

ⓐ CAUTION-Bright lgt on hwy ¼ mile NW and parl to rwy may be mistaken for rwy lgt. ⓑ Opr 1100-0500Z++.
ⓒ When MALSR inop, increase vis CAT D ¼ mile.

GULFPORT-BILOXI REGIONAL, MS (3 MAR 94 FAA)

ELEV 28

RADAR - (E) 124.6ⓐ 126.75 x 127.5ⓑ 254.25ⓑ354.1 ⓐ 397.95x △

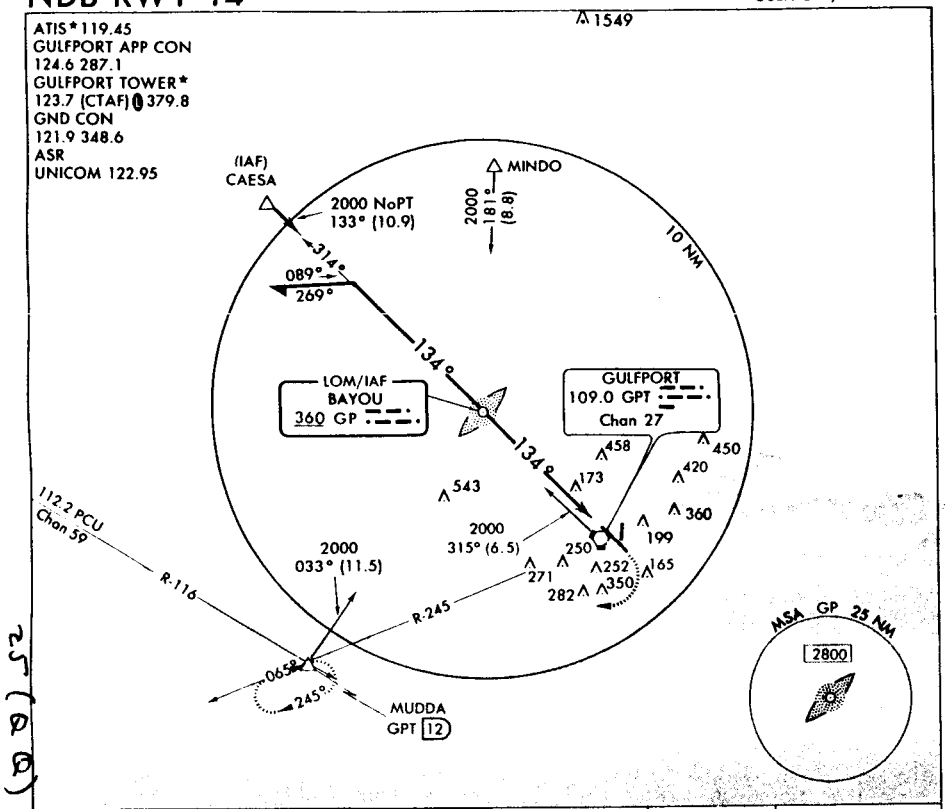
	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR ⓒ	32		ABC	420-½	393	(400-½)
			DE	420-1	393	(400-1)
	14		AB	460/24	433	(500-½)
			C	460/40	433	(500-¾)
			DE	460/50	433	(500-1)
CIR	14-32		A	520-1	492	(500-1)
			B	560-1	532	(600-1)
			C	660-1¾	632	(700-1¾)
			D	660-2	632	(700-2)
			E	760-2½	732	(800-2½)

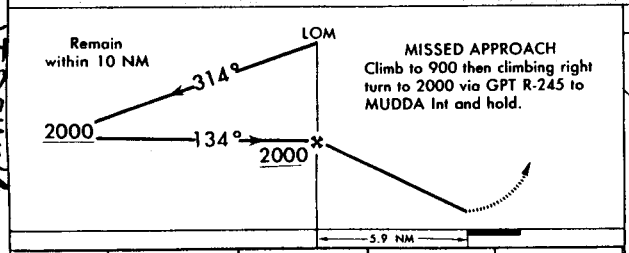
ⓐ130°-309°. ⓑ 310°-129°. ⓒ Opr 1130-0500Z++. Cat D S-14 vis increased ½ mile for inop SSALSR. Cat D S-32 vis increased ¼ mile for inop MALSR. Cat E S-32 vis increased ½ mile for inop MALSR.

25 (PP) JT Reynolds NAS Pensacola R (6-24-94)

NDB RWY 14

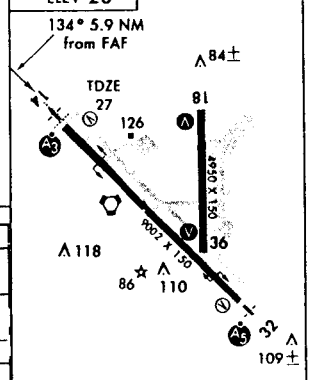
ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95





MISSED APPROACH
Climb to 900 then climbing right turn to 2000 via GPT R-245 to MUDDA Int and hold.

ELEV 28



CATEGORY	A	B	C	D
S-14	520/40 493 (500-¾)			520/60 493 (500-1¼)
CIRCLING	520-1 492 (500-1)	560-1 532 (600-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)
MOBILE ALTIMETER SETTING MINIMUMS				
S-14	740-¾ 713 (800-¾)		740-1½ 713 (800-1½)	740-2 713 (800-2)
CIRCLING	740-1 712 (800-1)	760-1 732 (800-1)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)

If local altimeter not received, except for operators with approved weather reporting service, use Mobile altimeter setting. ▽△

MIRL Rwy 18-36
HIRL Rwy 14-32

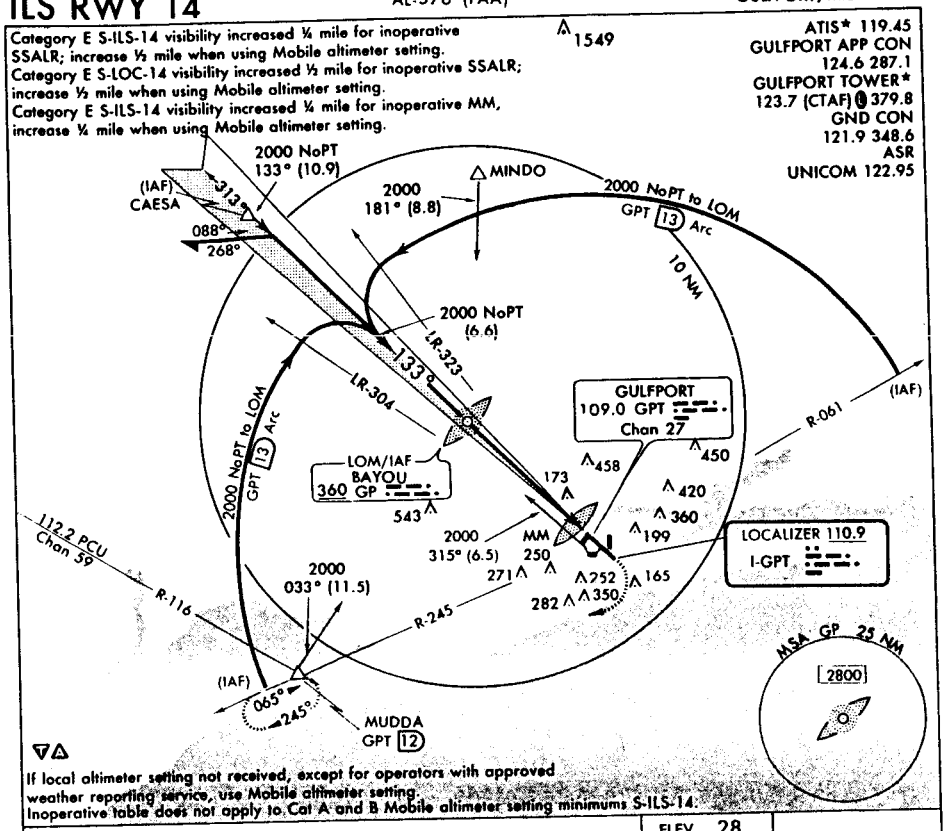
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

25 (DD) JTREYNOLDS NAS Pensacola R (6-24-94)

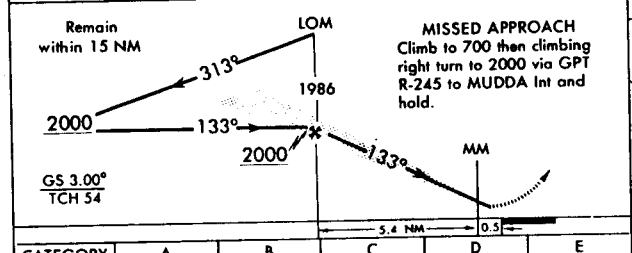
ILS RWY 14

Category E S-ILS-14 visibility increased ¼ mile for inoperative SSALR; increase ½ mile when using Mobile altimeter setting.
Category E S-LOC-14 visibility increased ½ mile for inoperative SSALR; increase ½ mile when using Mobile altimeter setting.
Category E S-ILS-14 visibility increased ¼ mile for inoperative MM, increase ¼ mile when using Mobile altimeter setting.

ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95

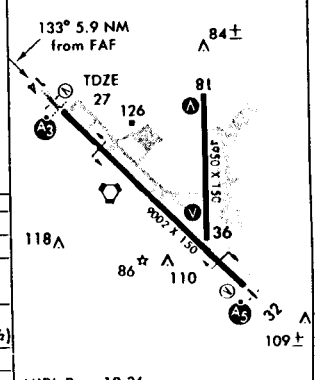


▽△
If local altimeter setting not received, except for operators with approved weather reporting service, use Mobile altimeter setting.
Inoperative table does not apply to Cat A and B Mobile altimeter setting minimums S-ILS-14.



MISSED APPROACH
Climb to 700 then climbing right turn to 2000 via GPT R-245 to MUDDA Int and hold.

ELEV 28



CATEGORY	A	B	C	D	E
S-ILS 14	227/24 200 (200-½)				
S-LOC 14	460/24 433 (500-½)		460/40 433 (500-¾)	460/50 433 (500-1)	
CIRCLING	520-1 492 (500-1)	560-1 532 (600-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
MOBILE ALTIMETER SETTING MINIMUMS					
S-ILS 14	435-1 408 (500-1)				
S-LOC 14	680-½ 653 (700-½)		680-1¼ 653 (700-1¼)	680-1½ 653 (700-1½)	680-1¾ 653 (700-1¾)
CIRCLING	720-1 692 (700-1)	760-1 732 (800-1)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)

MIRL Rwy 18-36
HIRL Rwy 14-32

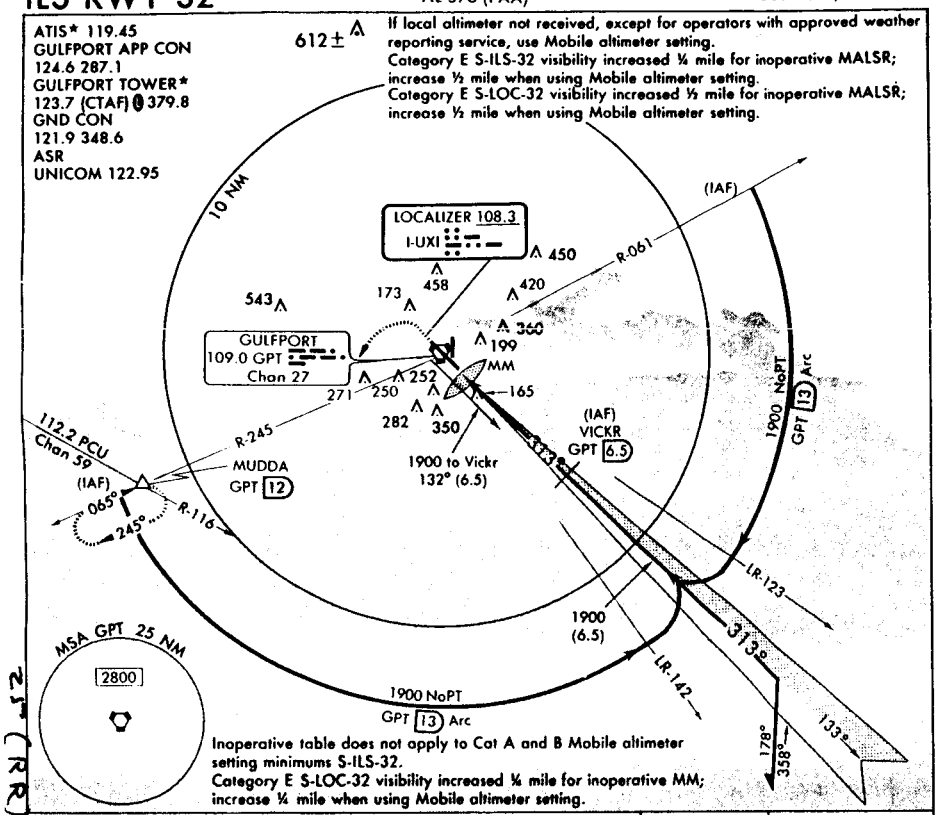
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

REVISED 5-26-2

ILS RWY 32

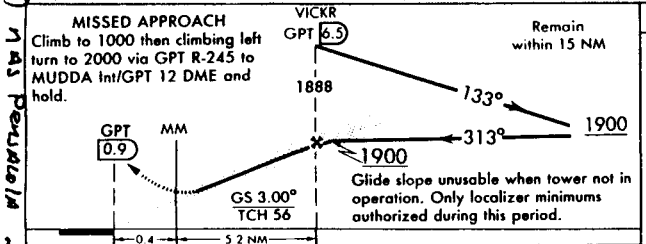
ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95

If local altimeter not received, except for operators with approved weather reporting service, use Mobile altimeter setting.
Category E S-ILS-32 visibility increased ¼ mile for inoperative MALSR; increase ½ mile when using Mobile altimeter setting.
Category E S-LOC-32 visibility increased ½ mile for inoperative MALSR; increase ½ mile when using Mobile altimeter setting.



Inoperative table does not apply to Cat A and B Mobile altimeter setting minimums S-ILS-32.
Category E S-LOC-32 visibility increased ¼ mile for inoperative MM; increase ¼ mile when using Mobile altimeter setting.

MISSED APPROACH
Climb to 1000 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

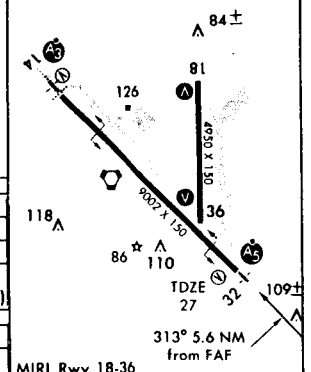


Glide slope unusable when tower not in operation. Only localizer minimums authorized during this period.

CATEGORY	A	B	C	D	E
S-ILS 32	227-½ 200 (200-½)				
S-LOC 32	400-½ 373 (400-½)			400-¾ 373 (400-¾)	
CIRCLING	520-1 492 (500-1)	560-1 532 (600-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
MOBILE ALTIMETER SETTING MINIMUMS					
S-ILS 32	432-1 405 (500-1)				
S-LOC 32	620-½ 593 (600-½)		620-1 593 (600-1)	620-1¼ 593 (600-1¼)	620-1½ 593 (600-1½)
CIRCLING	720-1 692 (700-1)	760-1 732 (800-1)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)

RADAR or DME required. ▽△

ELEV 28

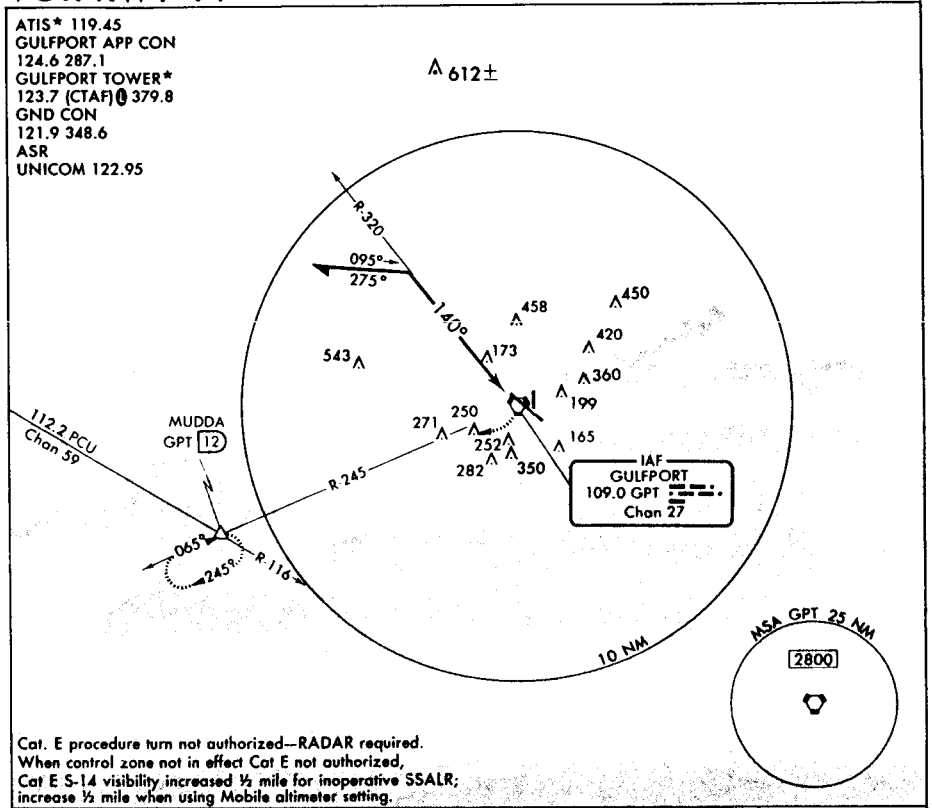


MIRL Rwy 18-36
HIRL Rwy 14-32

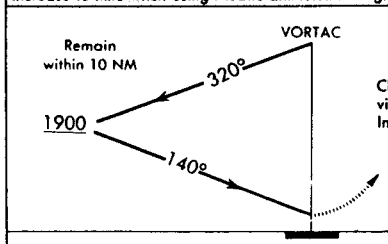
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

VOR RWY 14

ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95



Cat. E procedure turn not authorized—RADAR required.
When control zone not in effect Cat E not authorized,
Cat E S-14 visibility increased ½ mile for inoperative SSALR; increase ½ mile when using Mobile altimeter setting.

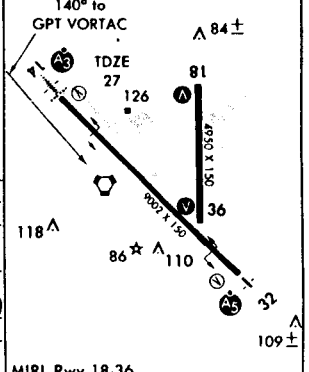


MISSED APPROACH
Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

CATEGORY	A	B	C	D	E
S-14	580/24 553 (600-½)		580/50 553 (600-1)	580/60 553 (600-1¼)	580-1½ 553 (600-½)
CIRCLING	580-1 552 (600-1)		660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
MOBILE ALTIMETER SETTING MINIMUMS					
S-14	780-½ 753 (800-½)	780-¾ 753 (800-¾)	780-1¾ 753 (800-1¾)	780-2 753 (800-2)	NA
CIRCLING	780-1 752 (800-1)	780-1¼ 752 (800-1¼)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	NA

If local altimeter setting not received, except for operators with approved weather reporting service, use Mobile altimeter setting. ▽△

ELEV 28

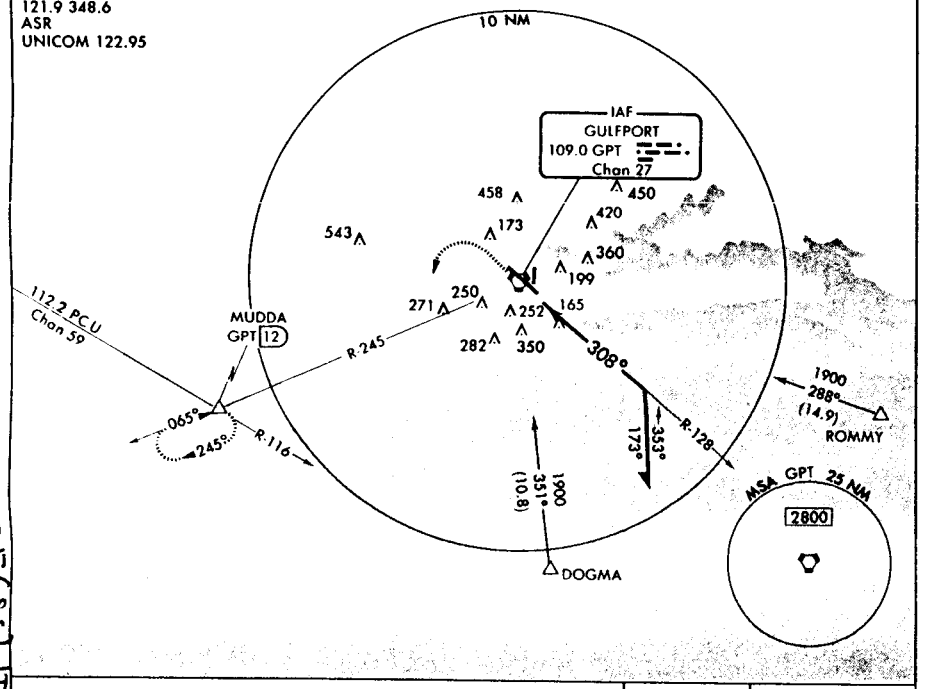


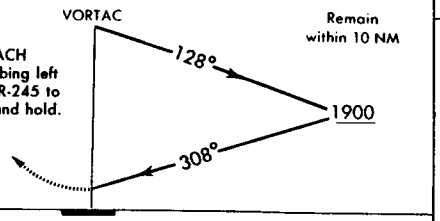
MIRL Rwy 18-36
HIRL Rwy 14-32

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 32

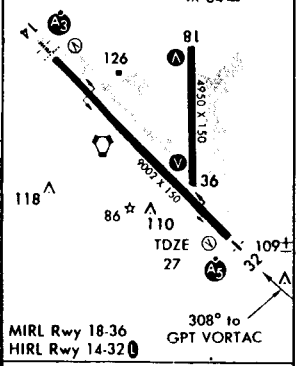
ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95





MISSED APPROACH
Climb to 900 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ELEV 28



MIRL Rwy 18-36
HIRL Rwy 14-32

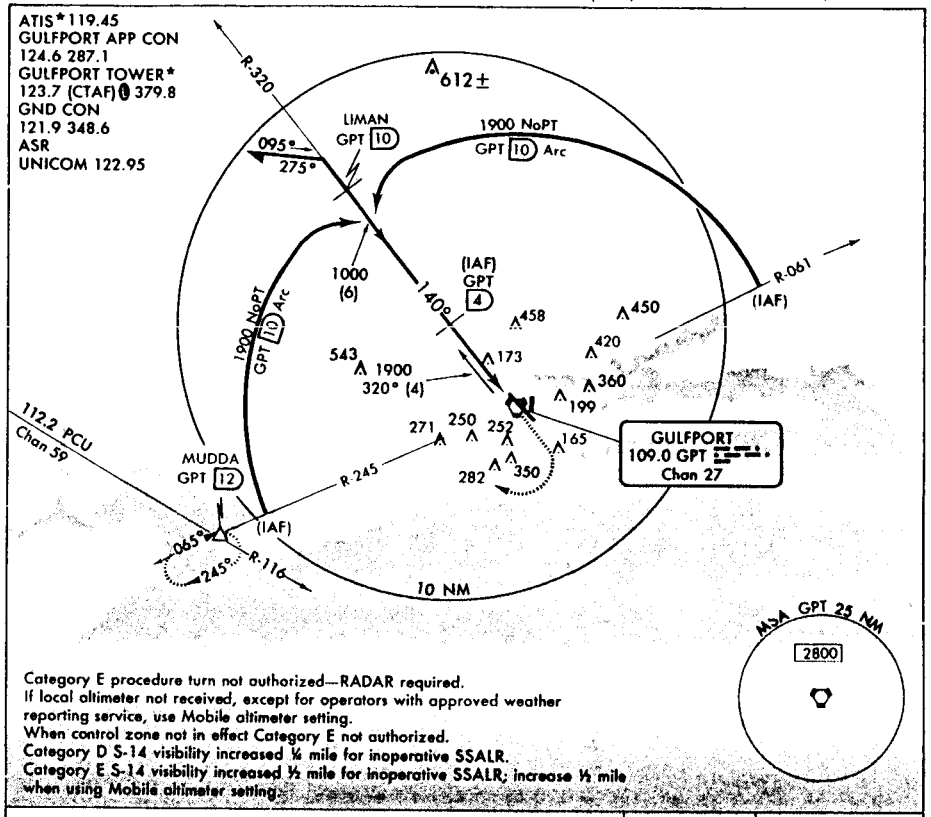
CATEGORY	A	B	C	D
S-32	480-½ 453 (500-½)		480-¾ 453 (500-¾)	480-1 453 (500-1)
CIRCLING	520-1 492 (500-1)	560-1 532 (600-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)
MOBILE ALTIMETER SETTING MINIMUMS				
S-32	680-½ 653 (700-½)		680-1¼ 653 (700-1¼)	680-1½ 653 (700-1½)
CIRCLING	720-1 692 (700-1)	760-1 732 (800-1)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)

If local altimeter setting not received, except for operators with approved weather reporting service, use Mobile altimeter setting. ▽△

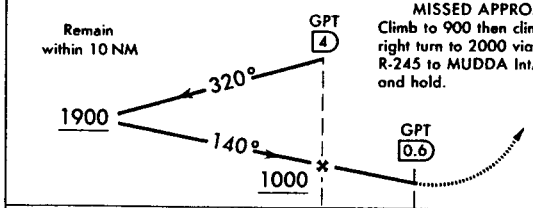
Knots	60	90	120	150	180
Min:Sec					

VOR/DME or TACAN RWY 14

ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95

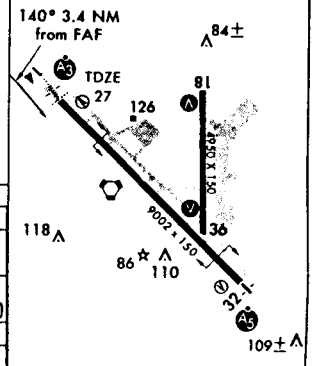


Category E procedure turn not authorized—RADAR required.
If local altimeter not received, except for operators with approved weather reporting service, use Mobile altimeter setting.
When control zone not in effect Category E not authorized.
Category D S-14 visibility increased ¼ mile for inoperative SSALR.
Category E S-14 visibility increased ½ mile for inoperative SSALR; increase ½ mile when using Mobile altimeter setting.



MISSED APPROACH
Climb to 900 then climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

ELEV 28



MIRL Rwy 18-36
HIRL Rwy 14-32

CATEGORY	A	B	C	D	E
S-14	440/24 413 (500-½)		440/40 413 (500-¾)	440/50 413 (500-1)	
CIRCLING	520-1 492 (500-1)	560-1 532 (600-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
MOBILE ALTIMETER SETTING MINIMUMS					
S-14	640-½ 613 (700-½)		640-1¼ 613 (700-1¼)	640-1½ 613 (700-1½)	NA
CIRCLING	720-1 692 (700-1)	760-1 732 (800-1)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	NA

▽△

Knots	60	90	120	150	180
Min:Sec					

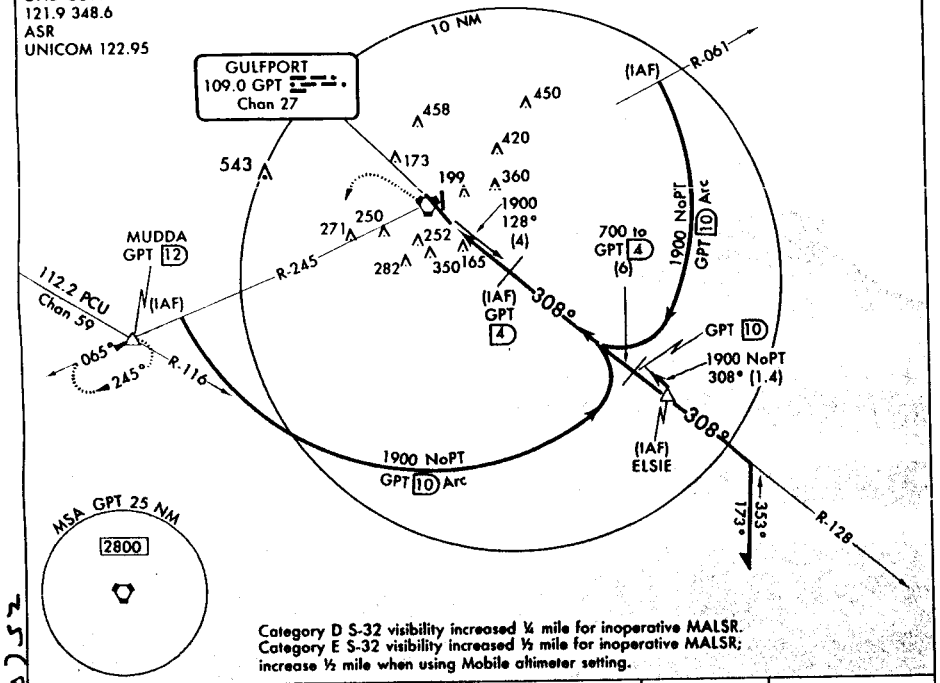
TJ (SS) JTREYNOLDS
NAS Pensacola
R (6-24-94)

REVISED 11-18-95

VOR/DME or TACAN RWY 32

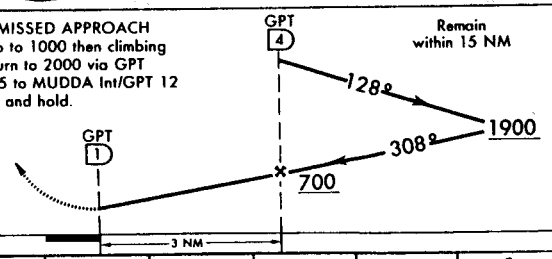
AL-576 (FAA)

ATIS* 119.45
GULFPORT APP CON
124.6 287.1
GULFPORT TOWER*
123.7 (CTAF) 379.8
GND CON
121.9 348.6
ASR
UNICOM 122.95

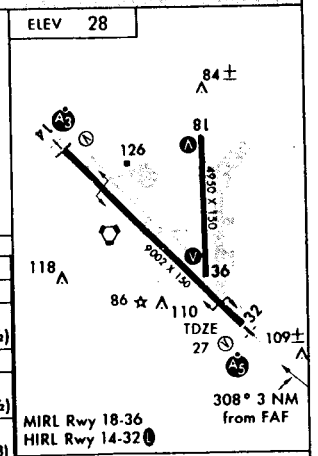


Category D S-32 visibility increased ¼ mile for inoperative MALSR.
Category E S-32 visibility increased ½ mile for inoperative MALSR; increase ½ mile when using Mobile altimeter setting.

MISSED APPROACH
Climb to 1000 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.



ELEV 28



MIRL Rwy 18-36
HIRL Rwy 14-32

Knots	60	90	120	150	180
Min:Sec					

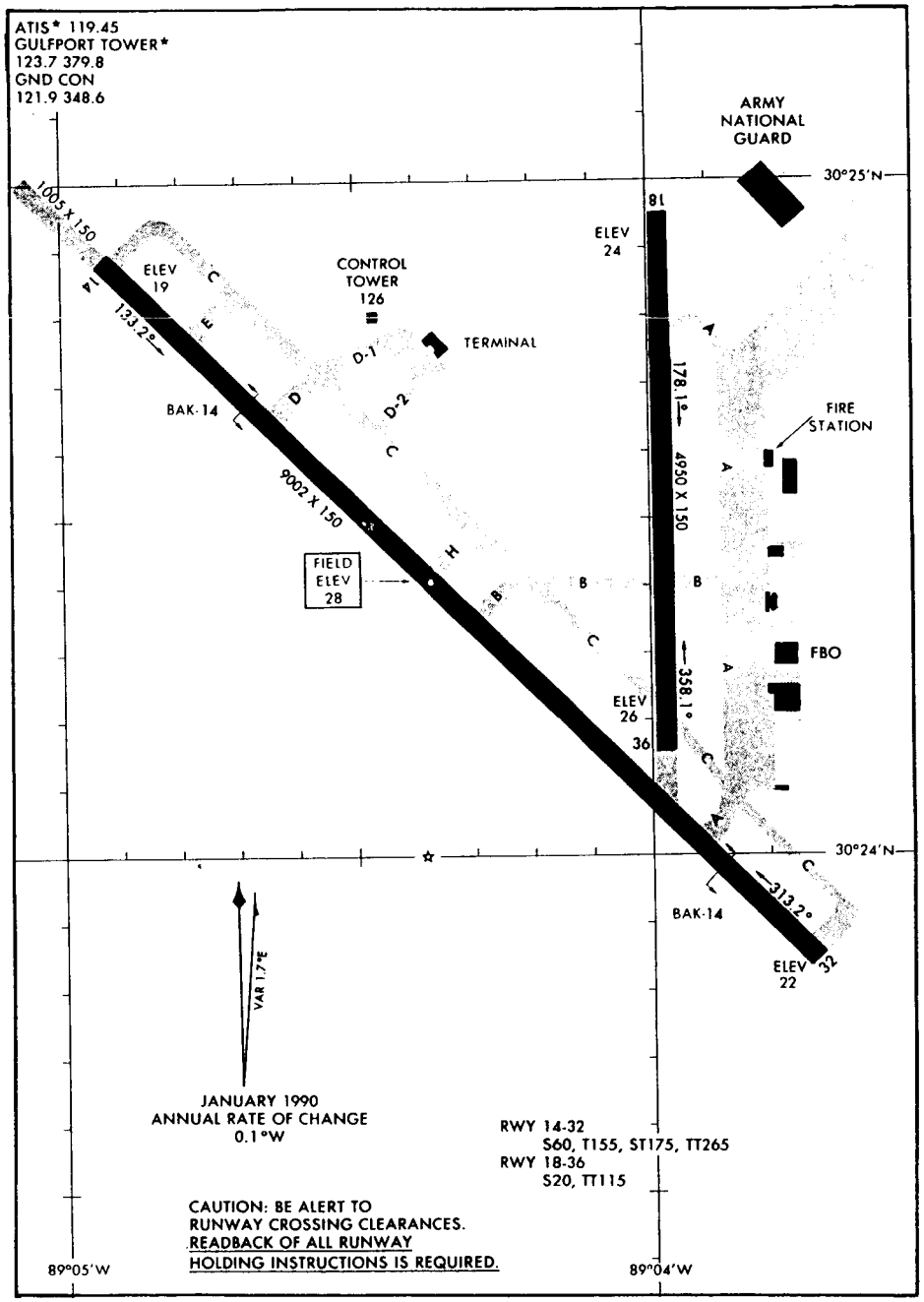
CATEGORY	A	B	C	D	E
S-32	420-½ 393 (400-½)			420-1 393 (400-1)	
CIRCLING	520-1 492 (500-1)	560-1 532 (600-1)	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
MOBILE ALTIMETER SETTING MINIMUMS					
S-32	620-½ 593 (600-½)		620-1 593 (600-1)	620-1¼ 593 (600-1¼)	620-1½ 593 (600-1½)
CIRCLING	720-1 692 (700-1)	760-1 732 (800-1)	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)

If local altimeter not received, except for operators with approved weather reporting service, use Mobile altimeter setting. ▽△

AIRPORT DIAGRAM

AL-576 (FAA)

ATIS* 119.45
GULFPORT TOWER*
123.7 379.8
GND CON
121.9 348.6

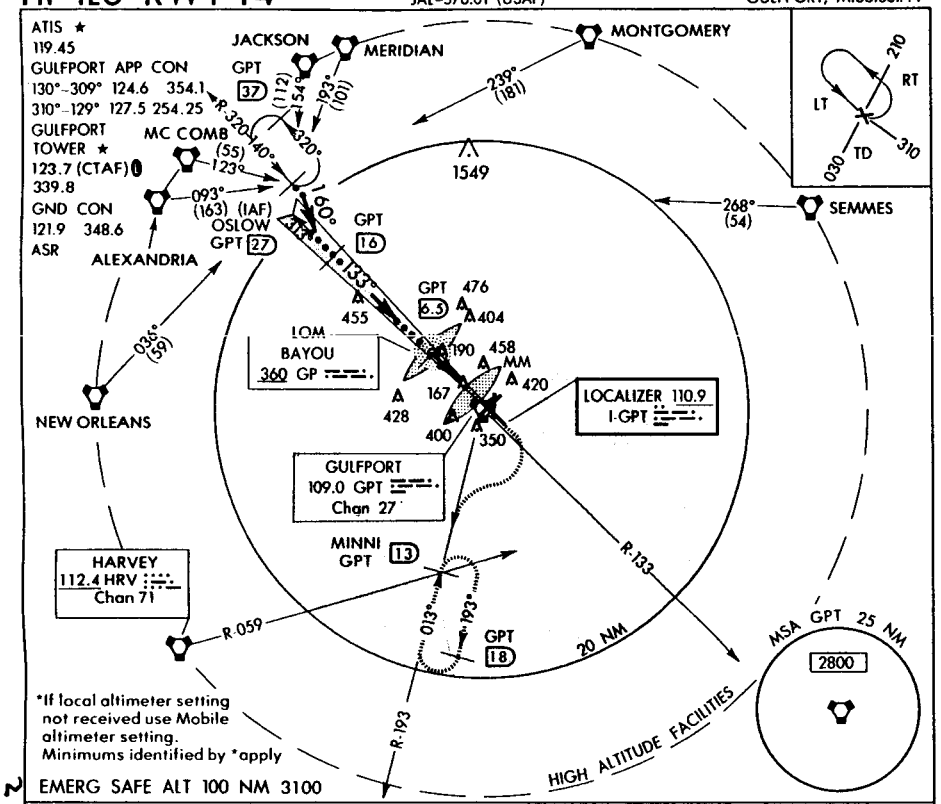


HI–ILS RWY 14

JAL-576.01 (USAF)

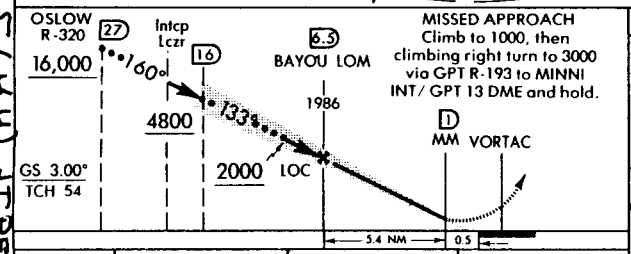
GULFPORT–BILOXI REGIONAL (GPT)
GULFPORT, MISSISSIPPI

ATIS ★ 119.45
GULFPORT APP CON
130°–309° 124.6 354.1
310°–129° 127.5 254.25
GULFPORT TOWER ★ 123.7 (CTAF) 339.8
GND CON 121.9 348.6
ASR



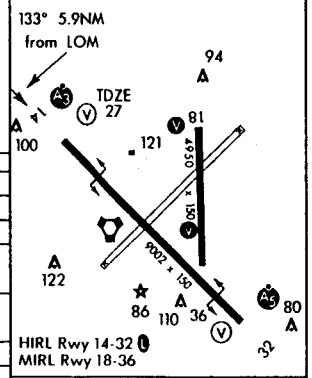
*If local altimeter setting not received use Mobile altimeter setting. Minimums identified by *apply

EMERG SAFE ALT 100 NM 3100



MISSED APPROACH
Climb to 1000, then climbing right turn to 3000 via GPT R-193 to MINNI INT/ GPT 13 DME and hold.

ELEV 28



CATEGORY	C	D	E
S-ILS 14	227/24 200 (200-½)		
S-LOC 14	460/40 433 (500-¾)	460/50 433 (500-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
S-ASR 14	460/40 433 (500-¾)	460/50 433 (500-1)	
*S-ILS 14	435-1 408 (500-1)		
*S-LOC 14	680-1¼ 653 (700-1¼)	680-1½ 653 (700-1½)	680-1¾ 653 (700-1¾)
*CIRCLING	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)

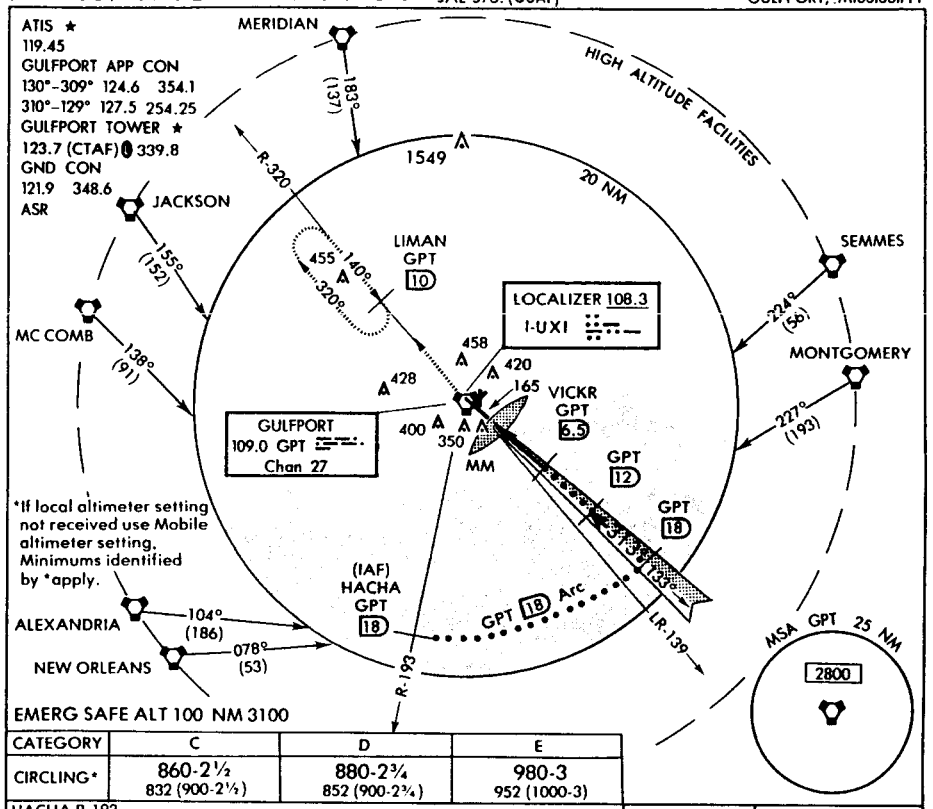
LOC FAF to MAP 5.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:57	2:32	2:13	1:58	1:46

HI-ILS/TACAN RWY 32

JAL-576. (USAF)

GULFPORT–BILOXI REGIONAL (GPT)
GULFPORT, MISSISSIPPI

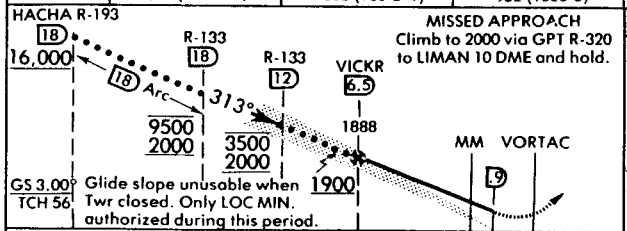
ATIS ★ 119.45
GULFPORT APP CON
130°–309° 124.6 354.1
310°–129° 127.5 254.25
GULFPORT TOWER ★ 123.7 (CTAF) 339.8
GND CON 121.9 348.6
ASR



*If local altimeter setting not received use Mobile altimeter setting. Minimums identified by *apply.

EMERG SAFE ALT 100 NM 3100

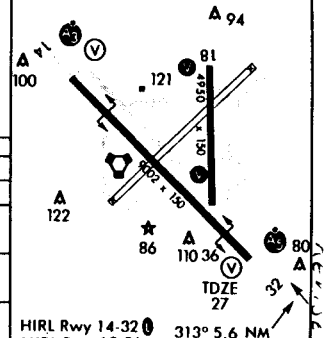
CATEGORY	C	D	E
CIRCLING*	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)



MISSED APPROACH
Climb to 2000 via GPT R-320 to LIMAN 10 DME and hold.

Glide slope unusable when Twr closed. Only LOC MIN. authorized during this period.

ELEV 28



CATEGORY	C	D	E
S-ILS 32	227-½ 200 (200-½)		
S-LOC 32	400-½ 373 (400-½)	400-¾ 373 (400-¾)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
S-ASR 32	420-½ 393 (400-½)	420-1 393 (400-1)	
S-ILS 32*	432-1 405 (500-1)		
S-LOC 32*	620-1 593 (600-1)	620-1¼ 593 (600-1¼)	620-1½ 593 (600-1½)

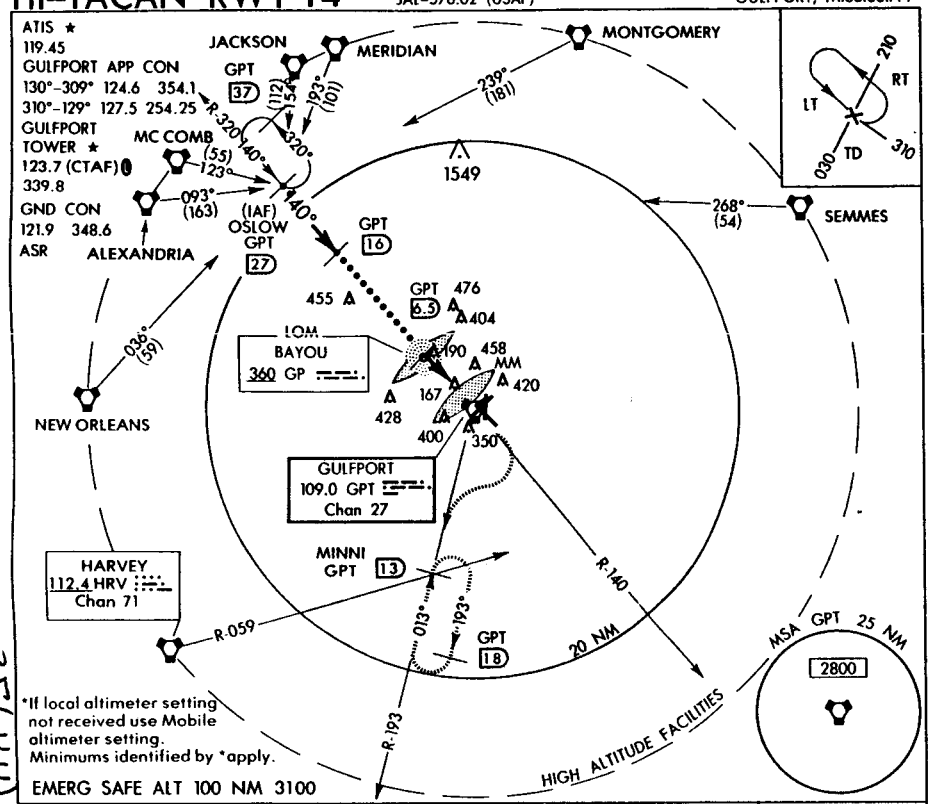
FAF to MAP 5.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:48	2:24	2:06	1:52	1:41

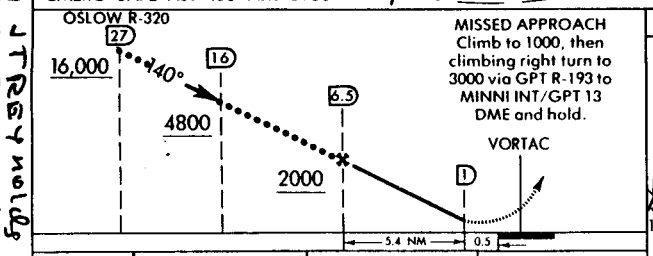
25 (LU) JT Reynolds
NAS Pensacola
R (6-24-94)

HI-TACAN RWY 14

JAL-576.02 (USAF)

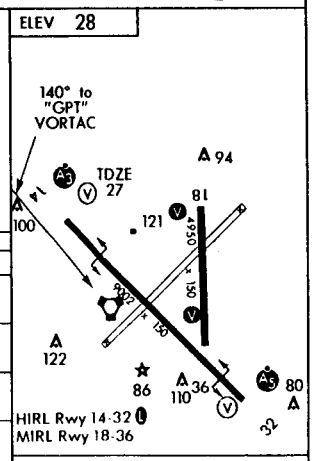
GULFPORT-BILOXI REGIONAL (GPT)
GULFPORT, MISSISSIPPI





MISSED APPROACH
Climb to 1000, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13 DME and hold.

ELEV 28

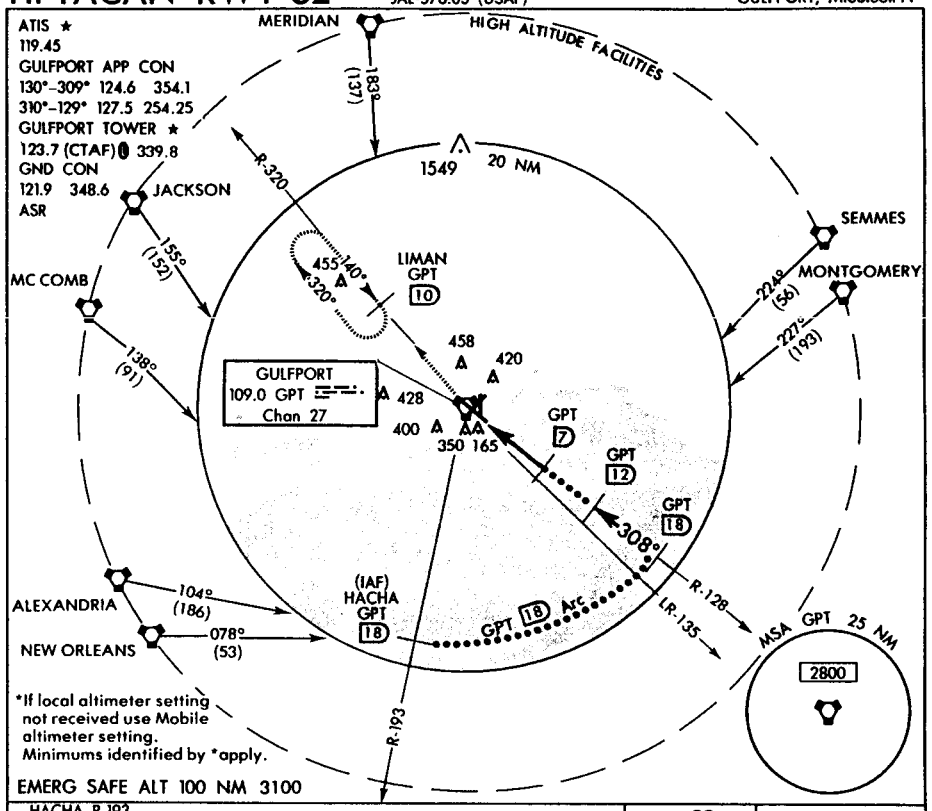


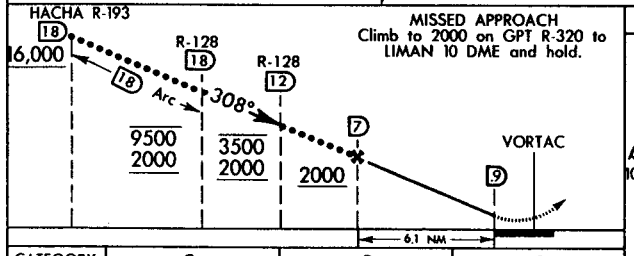
CATEGORY	C	D	E
S-TAC 14	460/40 433 (500-¾)	460/50 433 (500-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
S-ASR 14	460/40 433 (500-¾)	460/50 433 (500-1)	
*S-TAC 14	680-1¼ 653 (700-1¼)	680-1½ 653 (700-1½)	680-1¾ 653 (700-1¾)
*CIRCLING	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)

HI-TACAN RWY 32

JAL-576.03 (USAF)

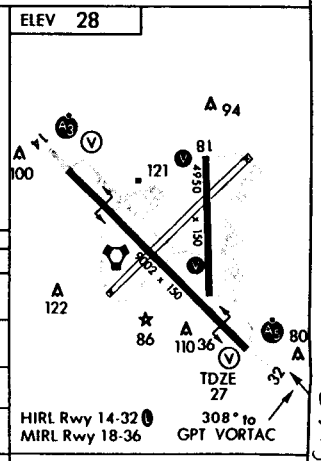
GULFPORT-BILOXI REGIONAL (GPT)
GULFPORT, MISSISSIPPI





MISSED APPROACH
Climb to 2000 on GPT R-320 to LIMAN 10 DME and hold.

ELEV 28



CATEGORY	C	D	E
S-32	420-½ 393 (400-½)	420-1 393 (400-1)	
CIRCLING	660-1¾ 632 (700-1¾)	660-2 632 (700-2)	760-2½ 732 (800-2½)
S-ASR 32	420-½ 393 (400-½)	420-1 393 (400-1)	
*S-32	640-1¼ 613 (700-1¼)	640-1½ 613 (700-1½)	640-1¾ 613 (700-1¾)
*CIRCLING	860-2½ 832 (900-2½)	880-2¾ 852 (900-2¾)	980-3 952 (1000-3)

REVISED PG

RADAR INSTRUMENT APPROACH MINIMUMS

HURLBURT FIELD, FL (Mary Esther) (11 NOV 93 USAF) **ELEV 38**
GLIN RADAR - (E) 125.1 322.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	36		ABCD	**440**/40	403	(500-¾)
			E	**440**/50	403	(500-1)
	18		ABCDE	**380**-1	345	(400-1)
CIR	18-36		AB	**640**-1¼	602	(700-1¼)
			C	**640**-1¾	602	(700-1¾)
			D	**640**-2	602	(700-2)
			E	**820**-2¾	782	(800-2¾)

JACKSON INTL, MS (13 DEC 90 FAA) **ELEV 346**
RADAR ⓐ **- (E)** 120.0 ⓑ 123.9 ⓒ 317.7 ⓒ 319.2 ⓑ ▼

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	15L ⓓ		AB	**740**/24	429	(500-½)
			C	**740**/40	429	(500-¾)
			DE	**740**/50	429	(500-1)
	33L ⓔ		AB	**800**-½	472	(500-½)
			C	**800**-¾	472	(500-¾)
			D	**800**-1	472	(500-1)
			E	**800**-1¼	472	(500-1¼)
	15R		AB	**740**-1	421	(500-1)
			CD	**740**-1¼	421	(500-1¼)
			E	**740**-1½	421	(500-1½)
	33R		AB	**820**/50	474	(500-1)
			C	**820**/60	474	(500-1¼)
			D	**820**-1½	474	(500-1½)
			E	**820**-1¾	474	(500-1¾)
CIR	15L/R,		A	**840**-1	494	(500-1)
	33L/R		B	**880**-1	534	(600-1)
			C	**880**-1½	534	(600-1½)
			D	**900**-2	554	(600-2)
			E ⓕ	**940**-2	594	(600-2)

ⓐ Opr 1200-0500Z + +. ⓑ 153°-332°. ⓒ 333°-152°. ⓓ When ALSF-2 inop, increase vis CAT E ½ mile. ⓔ When MALSR inop, increase vis CAT E ½ mile. ⓕ Cir not auth SW of Rwy 15L-33R.

25(WW) LT REYNOLDS NAS Pensacola R (6-29-94)

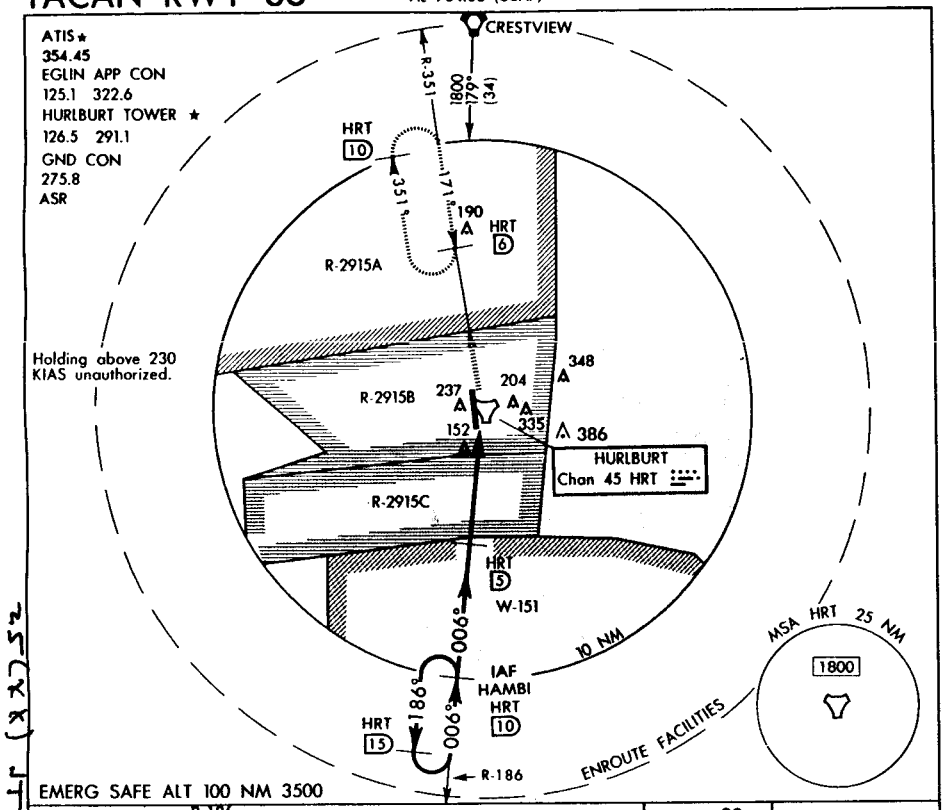
93315

TACAN RWY 36

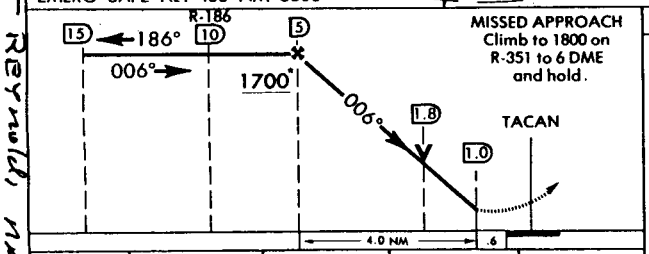
AL-734.03 (USAF)

HURLBURT FLD (KHRT)
MARY ESTHER, FLORIDA

ATIS★
354.45
EGLIN APP CON
125.1 322.6
HURLBURT TOWER ★
126.5 291.1
GND CON
275.8
ASR

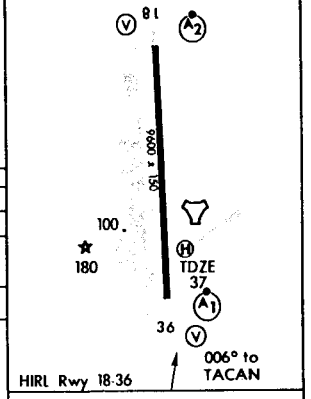


EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Climb to 1800 on R-351 to 6 DME and hold.

ELEV 38



CATEGORY	A	B	C	D
S-36	440/24 403 (500-½)		440/40 403 (500-¾)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)
S-ASR 36	440/40 403 (500-¾)			

*AT or above 1500 when assigned by ATC.

TACAN RWY 36

30°26'N-86°41'W

MARY ESTHER, FLORIDA
HURLBURT FLD (KHRT)

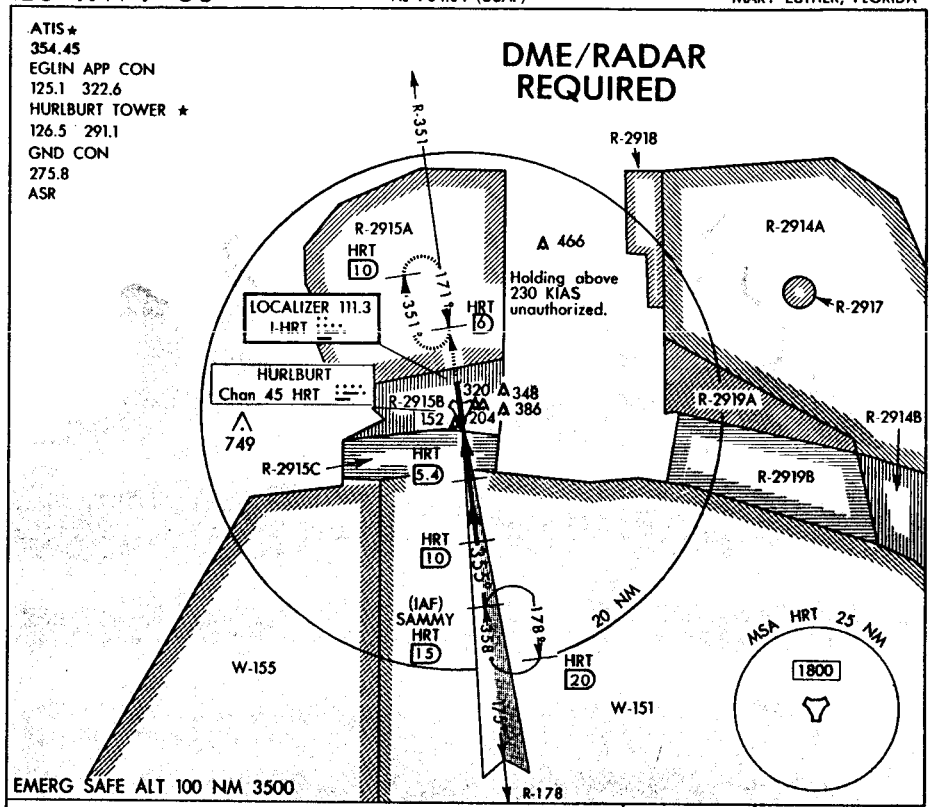
93315

ILS RWY 36

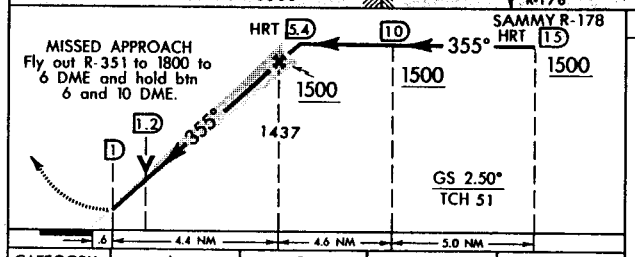
AL-734.04 (USAF)

HURLBURT FLD (KHRT)
MARY ESTHER, FLORIDA

ATIS★
354.45
EGLIN APP CON
125.1 322.6
HURLBURT TOWER ★
126.5 291.1
GND CON
275.8
ASR

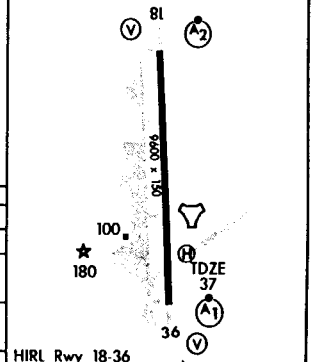


EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Fly out R-351 to 1800 to 6 DME and hold btn 6 and 10 DME.

ELEV 38



CATEGORY	A	B	C	D
S-ILS 36	237/24 200 (200-½)			
S-LOC 36	300/24 263 (300-½)		300/40 263 (300-¾)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)
S-ASR 36	440/40 403 (500-¾)			

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:23	2:55	2:11	1:45	1:27

ILS RWY 36

30°26'N-86°41'W

MARY ESTHER, FLORIDA
HURLBURT FLD (KHRT)

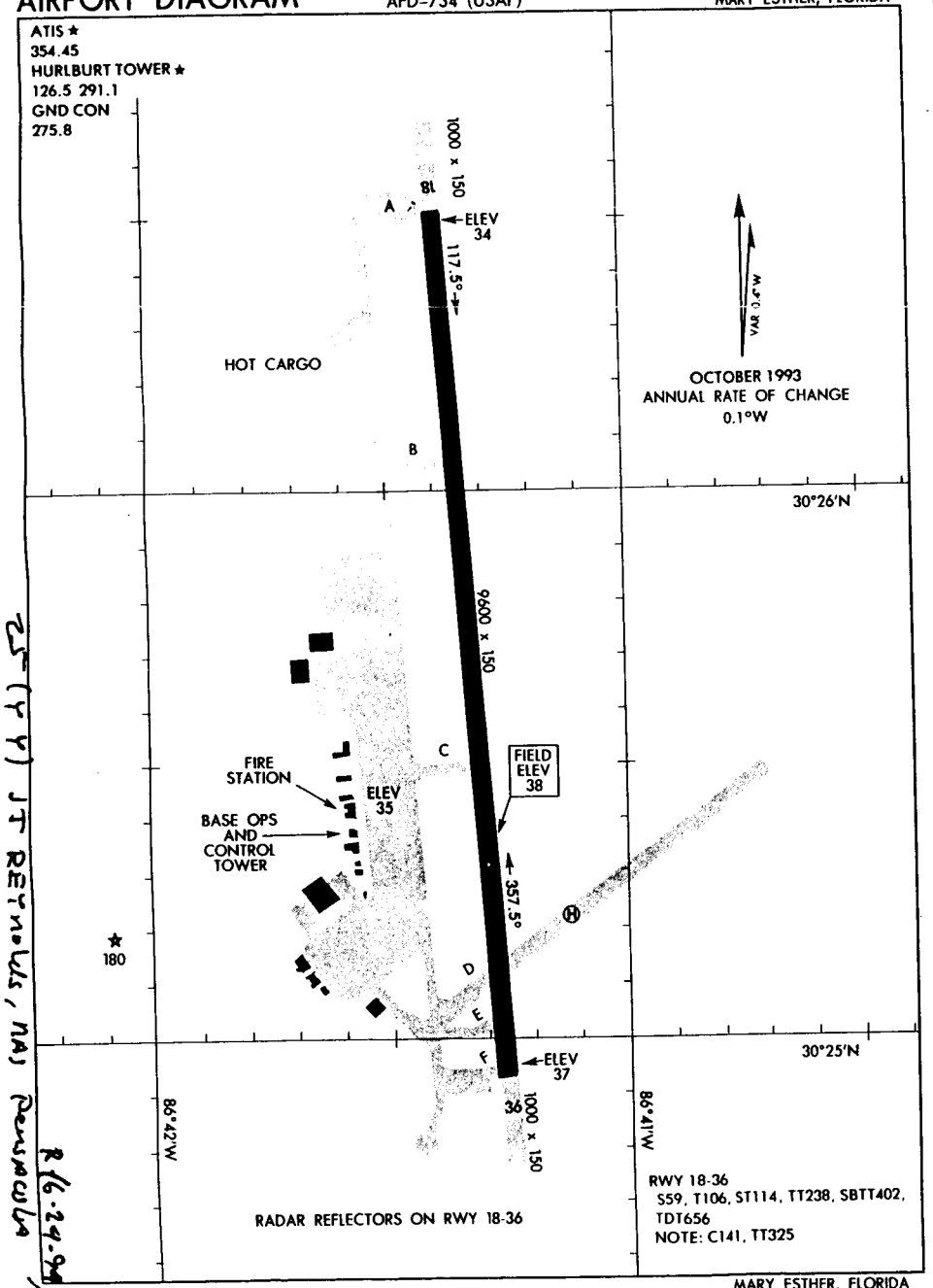
93287

AIRPORT DIAGRAM

128

AFD-734 (USAF)

HURLBURT FLD (KHRT)
MARY ESTHER, FLORIDA



MARY ESTHER, FLORIDA
HURLBURT FLD (KHRT)

AIRPORT DIAGRAM

25 (YY) JT REYNOLDS, NAS Pensacola

R 6-24-94

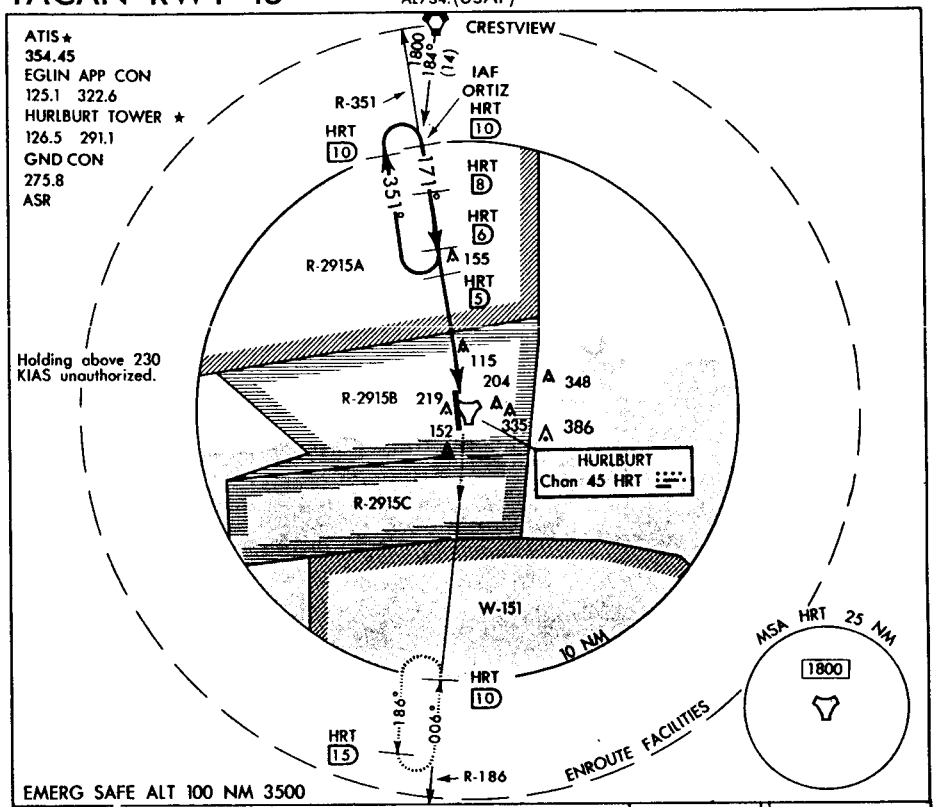
93315

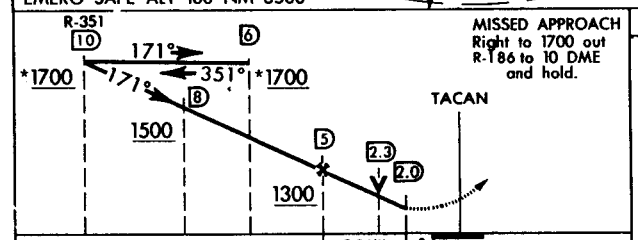
TACAN RWY 18

126

AL734 (USAF)

HURLBURT FLD (KHRT)
MARY ESTHER, FLORIDA

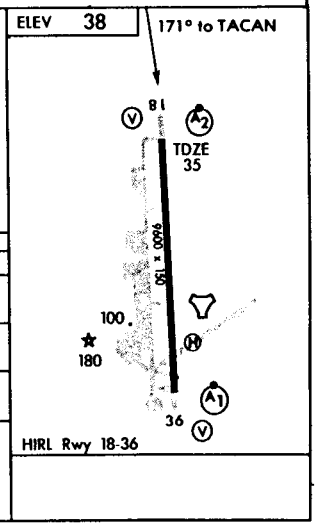




MISSED APPROACH
Right to 1700 out R-186 to 10 DME and hold.

ELEV 38

171° to TACAN



CATEGORY	A	B	C	D
S-18	380-¾ 345 (400-¾)			380-1 345 (400-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)
S-ASR 18	380-1 345 (400-1)			

*At or above 1500 when assigned by ATC.

TACAN RWY 18

30°26'N–86°41'W

MARY ESTHER, FLORIDA
HURLBURT FLD (KHRT)

REVISED 16

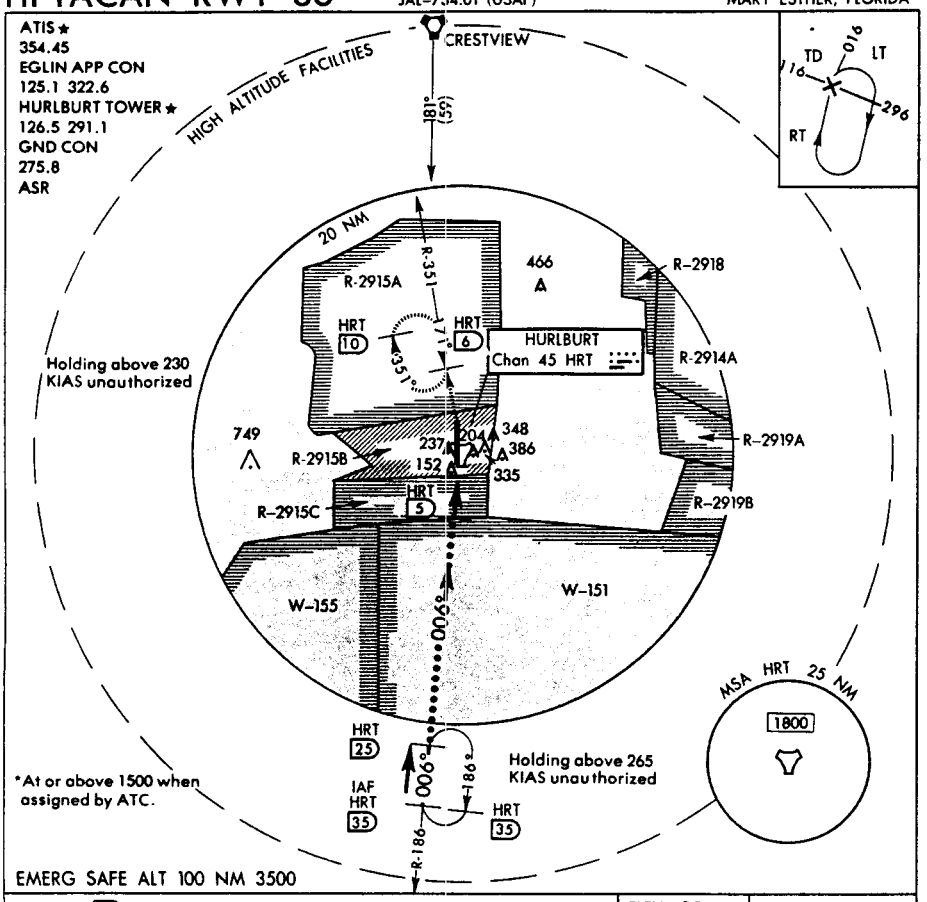
Revised 06

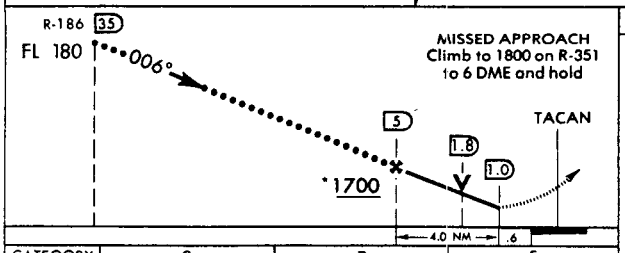
94146

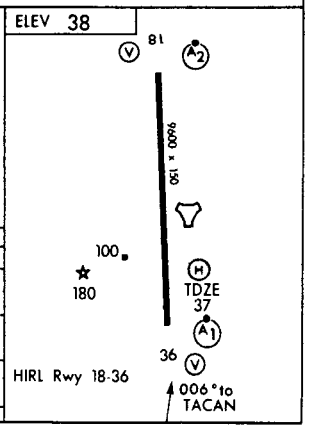
HI-TACAN RWY 36

JAL-734.01 (USAF)

HURLBURT FLD (KHRT)
MARY ESTHER, FLORIDA







CATEGORY	C	D	E
S-36	440/40 403 (500-¾)		440/50 403 (500-1)
CIRCLING	640-1¾ 602 (700-1¾)	640-2 602 (700-2)	820-2¾ 782 (800-2¾)
S-ASR 36	440/40 403 (500-¾)		440/50 403 (500-1)

HI-TACAN RWY 36

30°26'N-86°41'W

MARY ESTHER, FLORIDA
HURLBURT FLD (KHRT)

R (6-24-99)
25(22) JT Reynolds, NAS Pensacola

REVISED 16

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSONVILLE NAS, (TOWERS FIELD) FL (24 JUN 93 USN) **ELEV 22**

RADARⓒ -3(E) 124.0x 127.7x 133.25x 266.8x 276.4x 278.8x 299.6x 305.8 314.8x 315.4 325.2x 328.4 337.2x 348.0x 350.8x 354.8x 363.6x 374.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR ⓑ	9	3.0°/40/778	ABCDE	**122**-¼	100	(100-¼)
	27	3.0°/41/746	ABCDE	**113**-¼	100	(100-¼)
PAR	9		ABCD	**360**-¾	338	(400-¾)
W/O GS			E	**360**-1	338	(400-1)
	27		ABCDE	**300**-¾	287	(300-¾)
ASR	27 ⓑ		AB	**440**-¾	427	(500-¾)
			C	**440**-1	427	(500-1)
			DE	**440**-1¼	427	(500-1¼)
	9 ⓑ		ABCD	**360**-¾	338	(400-¾)
			E	**360**-1	338	(400-1)
	32		AB	**460**-1	449	(500-1)
			C	**460**-1¼	449	(500-1¼)
			DE	**460**-1½	449	(500-1½)
CIR	9-27		AB	**500**-1	478	(500-1)
PAR W/O GS			C	**500**-1½	478	(500-1½)
			D	**580**-2	558	(600-2)
			E	**920**-3	898	(900-3)

ⓒ No-NOTAM preventive maint schedule: PAR 1200-1600Z++ Sat. ⓑ When ALS inop, increase vis ¼ mile.

KEESLER AFB, MS (Biloxi) (22 JUL 93 USAF) **ELEV 34**

RADAR - Ctc GULFPORT APP CON 109.0T 127.5 254.25

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	21		ABCD	**420/40**	401	(400-¾)
	3		AB	**480**-1	456	(500-1)
			C	**480**-1¼	456	(500-1¼)
			D	**480**-1½	456	(500-1½)
CIR	3-21		AB	**500**-1	466	(500-1)
			C	**560**-1½	526	(600-1½)
			D	**680**-2	646	(700-2)

25 (AAA) JT REYNOLDS NAS PENSACOLA R(6-24-94)

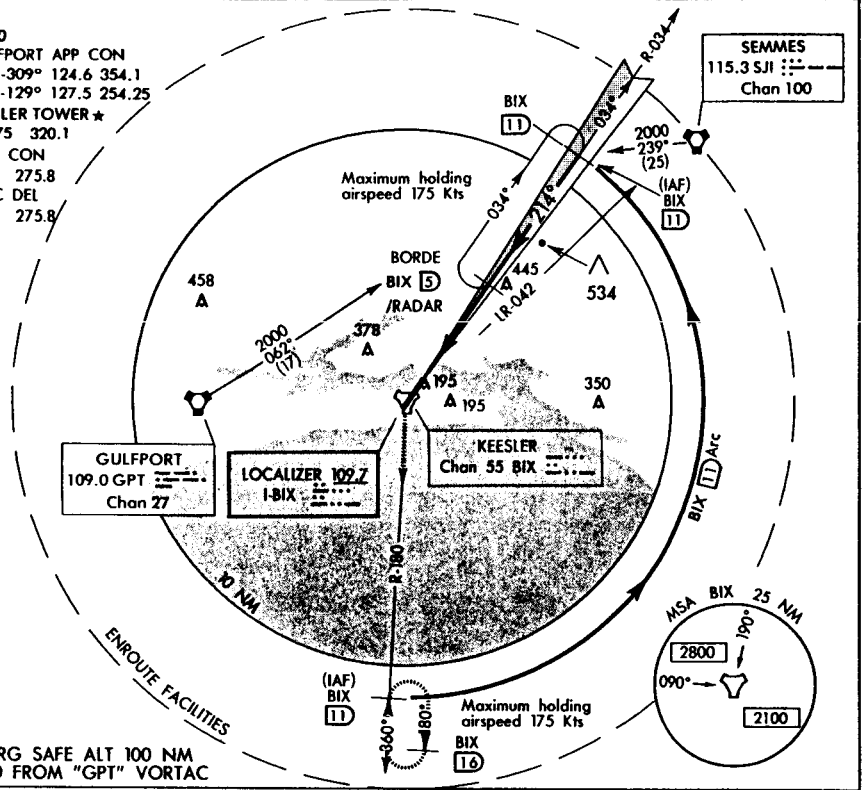
93203

ILS RWY 21

AL-49.01 (USAF)

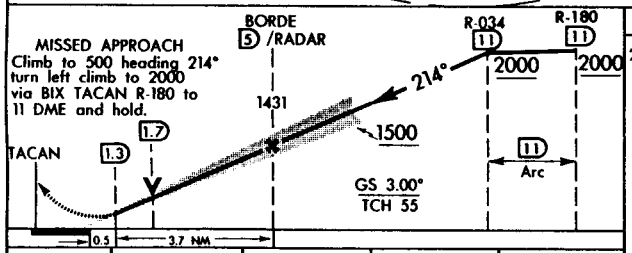
KEESLER AFB (KBIX)
BILOXI, MISSISSIPPI

ATIS
256.0
GULFPORT APP CON
130°-309° 124.6 354.1
310°-129° 127.5 254.25
KEESLER TOWER ★
120.75 320.1
GND CON
121.8 275.8
CLNC DEL
121.8 275.8
ASR



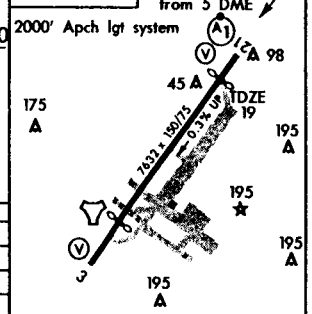
EMERG SAFE ALT 100 NM
3000 FROM "GPT" VORTAC

MISSED APPROACH
Climb to 500 heading 214° turn left climb to 2000 via BIX TACAN R-180 to 11 DME and hold.



CATEGORY	A	B	C	D
S-ILS 21	269/40 250 (300-¾)			
S-LOC 21	340/40 321 (400-¾)			
CIRCLING	500-1 466 (500-1)		560-1½ 526 (600-1½)	680-2 646 (700-2)
S-ASR 21	420/40 401 (400-¾)			

ELEV 34
214° 4.2 NM from 5 DME
2000' Apch lgt system



Rwy 3 ldg 6034'
Rwy 21 ldg 6632'
HIRL Rwy 3-21
REIL Rwy 3

FAF to MAP 3.7 NM						
Knots	60	90	120	150	180	200
Min:Sec	3:41	2:28	1:50	1:28	1:14	1:06

ILS RWY 21

30°25'N-88°55'W

BILOXI, MISSISSIPPI
KEESLER AFB (KBIX)

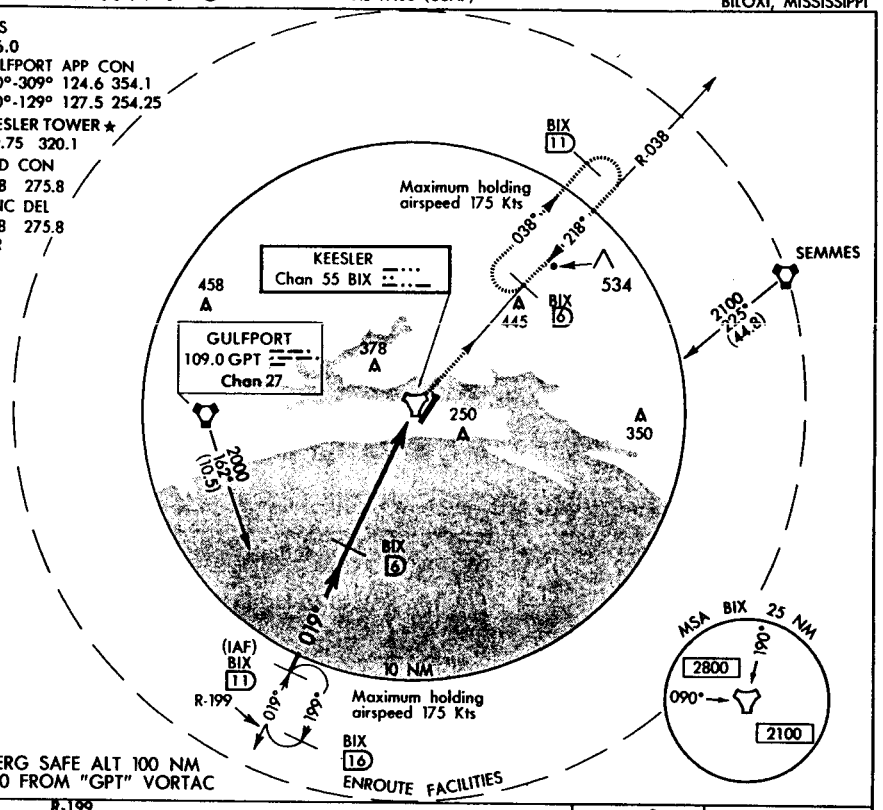
93203

TACAN RWY 3

AL-49.03 (USAF)

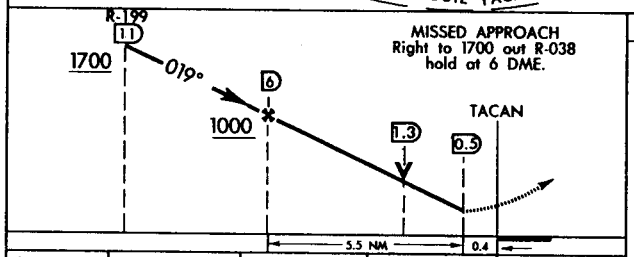
KEESLER AFB (KBIX)
BILOXI, MISSISSIPPI

ATIS
256.0
GULFPORT APP CON
130°-309° 124.6 354.1
310°-129° 127.5 254.25
KEESLER TOWER ★
120.75 320.1
GND CON
121.8 275.8
CLNC DEL
121.8 275.8
ASR



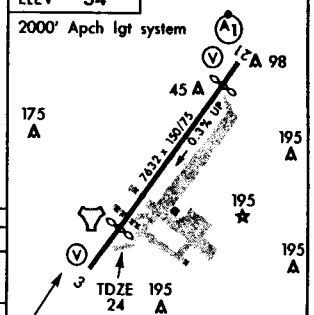
EMERG SAFE ALT 100 NM
3000 FROM "GPT" VORTAC

MISSED APPROACH
Right to 1700 out R-038 hold at 6 DME.



CATEGORY	A	B	C	D
S-3	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	500-1 466 (500-1)		560-1½ 526 (600-1½)	680-2 646 (700-2)
S-ASR 3	480-1 456 (500-1)		480-1¼ 456 (500-1¼)	480-1½ 456 (500-1½)

ELEV 34
2000' Apch lgt system



Rwy 3 ldg 6034'
Rwy 21 ldg 6632'
HIRL Rwy 3-21
REIL Rwy 3

TACAN RWY 3

30°25'N-88°55'W

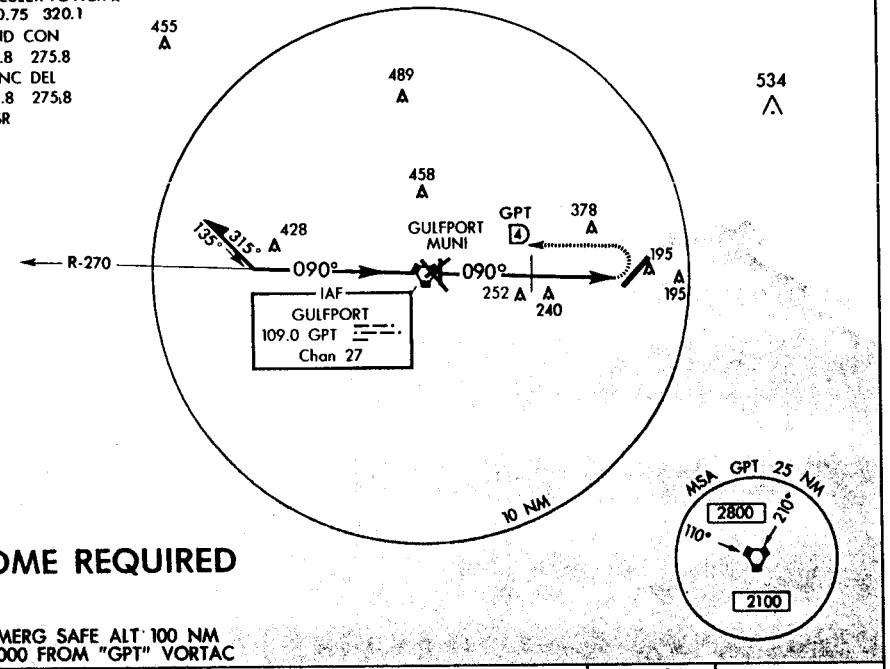
BILOXI, MISSISSIPPI
KEESLER AFB (KBIX)

VOR/DME-A

AL-49.02 (USAF)

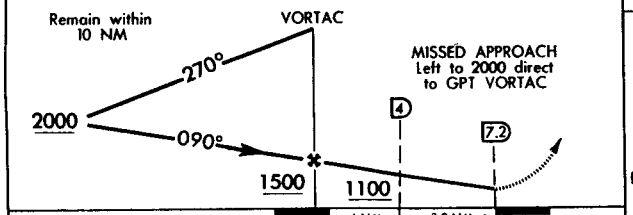
KEESLER AFB (KBIX)
BILOXI, MISSISSIPPI

ATIS
256.0
GULFPORT APP CON
130°-309° 124.6 354.1
310°-129° 127.5 254.25
KEESLER TOWER ★
120.75 320.1
GND CON
121.8 275.8
CLNC DEL
121.8 275.8
ASR



DME REQUIRED

EMERG SAFE ALT 100 NM
3000 FROM "GPT" VORTAC

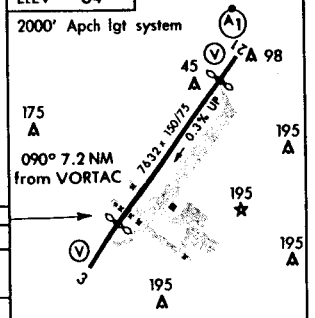


MISSED APPROACH
Left to 2000 direct to GPT VORTAC

CATEGORY	A	B	C	D
CIRCLING	500-1 466 (500-1)		560-1½ 526 (600-1½)	680-2 646 (700-2)

ELEV 34

2000' Apch lgt system



Rwy 3 ldg 6034'
Rwy 21 ldg 6632'
HIRL Rwy 3-21
REIL Rwy 3

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

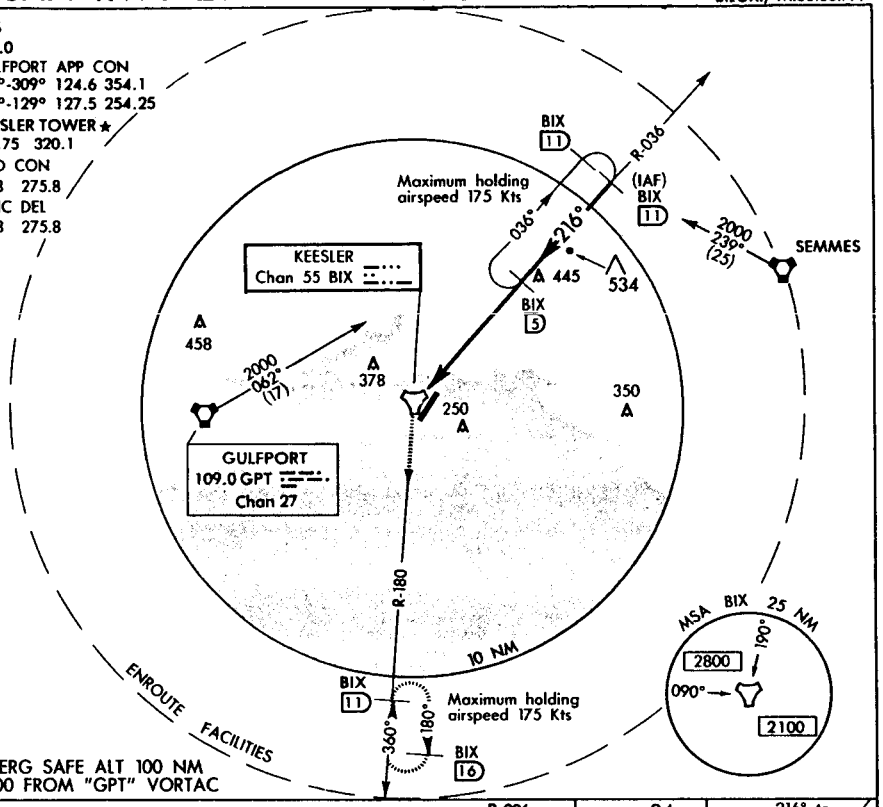
25 (CC) JT REYNOLDS NAS Pensacola RC 6-29-94

TACAN RWY 21

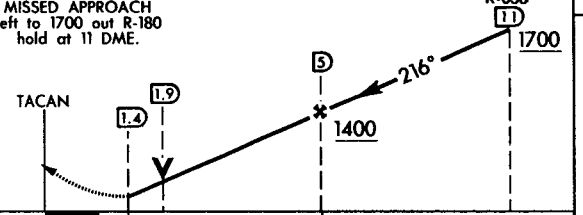
AL-49.04 (USAF)

KEESLER AFB (KBIX)
BILOXI, MISSISSIPPI

ATIS
256.0
GULFPORT APP CON
130°-309° 124.6 354.1
310°-129° 127.5 254.25
KEESLER TOWER ★
120.75 320.1
GND CON
121.8 275.8
CLNC DEL
121.8 275.8
ASR



EMERG SAFE ALT 100 NM
3000 FROM "GPT" VORTAC

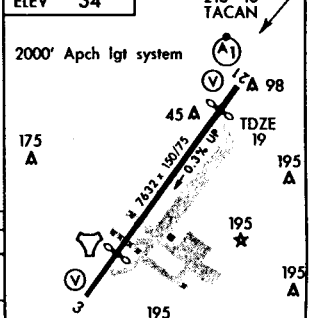


CATEGORY	A	B	C	D
S-21	420/40 401 (400-¾)			
CIRCLING	500-1 466 (500-1)		560-1½ 526 (600-1½)	680-2 646 (700-2)
S-ASR 21	420/40 401 (400-¾)			

ELEV 34

216° to TACAN

2000' Apch lgt system



Rwy 3 ldg 6034'
Rwy 21 ldg 6632'
HIRL Rwy 3-21
REIL Rwy 3

REVISED RC

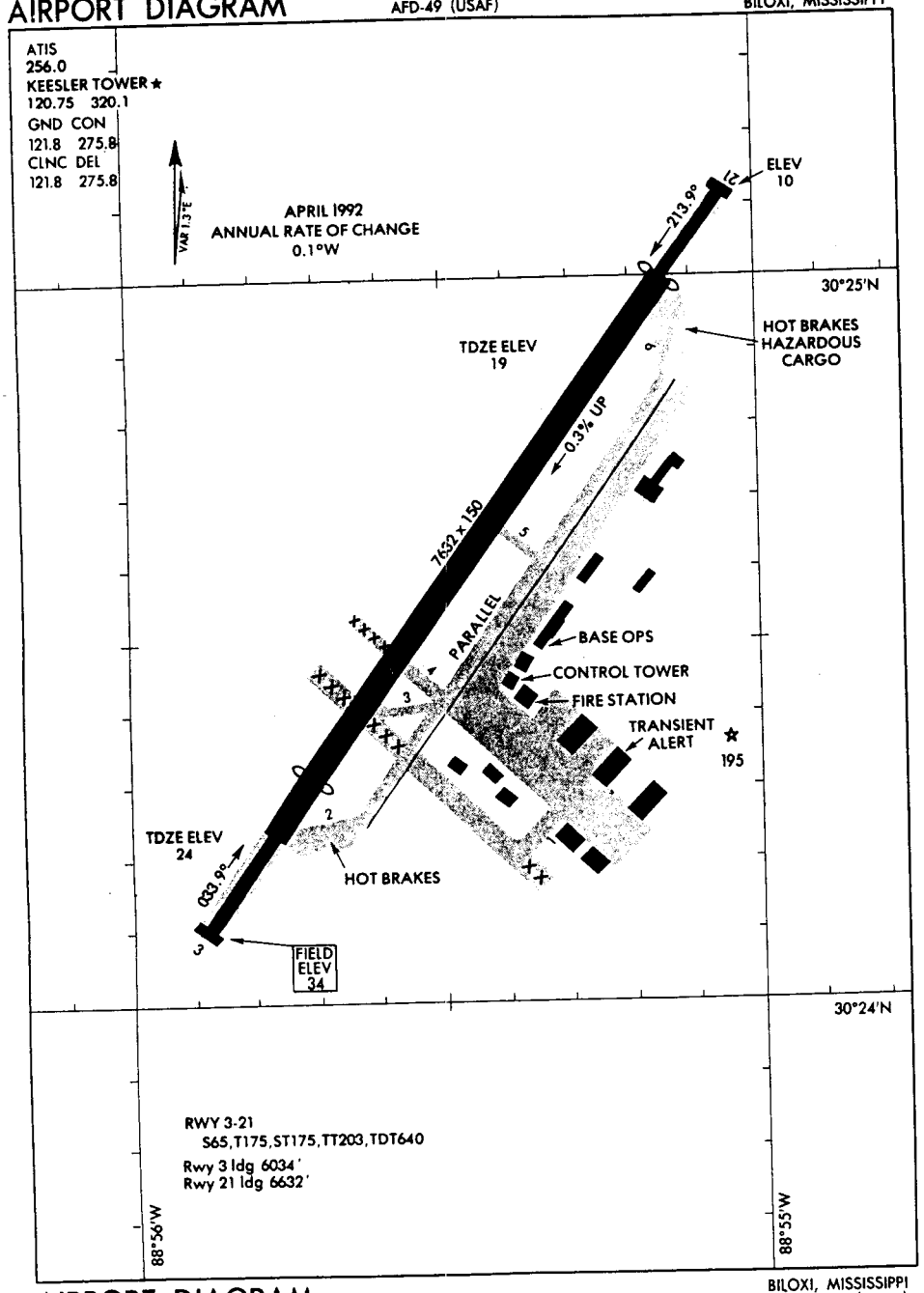
REVISED PG

92121

AIRPORT DIAGRAM

AFD-49 (USAF)

KEESLER AFB (KBIX)
BILOXI, MISSISSIPPI



AIRPORT DIAGRAM

BILOXI, MISSISSIPPI
KEESLER AFB (KBIX)

25 (DDD) JT REYNOLDS NAS Pensacola R(6-24-94)

REVISED 06

RADAR INSTRUMENT APPROACH MINIMUMS

MAXWELL AFB, AL (Montgomery) (30 MAY 91 USAF) **ELEV 168**
RADARⓒ - 271.3 284.0 291.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASRⓑ	33		ABC	**640**-1¼	473	(500-1¼)
			D	**640**-1½	473	(500-1½)
			E	**640**-1¾	473	(500-1¾)
	15		AB	**760/40**	592	(600-¾)
			C	**760/50**	592	(600-1)
			D	**760/60**	592	(600-1¼)
			E	**760**-1½	592	(600-1½)
CIRⓒ	33		AB	**640**-1¼	472	(500-1¼)
			C	**640**-1½	472	(500-1½)
			D	**720**-2	552	(600-2)
			E	**840**-2½	672	(700-2½)
	15		AB	**760**-1¼	592	(600-1¼)
			C	**760**-1½	592	(600-1½)
			D	**760**-2	592	(600-2)
			E	**840**-2½	672	(700-2½)

ⓒOpr 1200-0500Z++. ⓑ5 min PN rqr for practice ASR apch. ⓒCir not auth E of Rwy 15-33.

RADAR INSTRUMENT APPROACH MINIMUMS

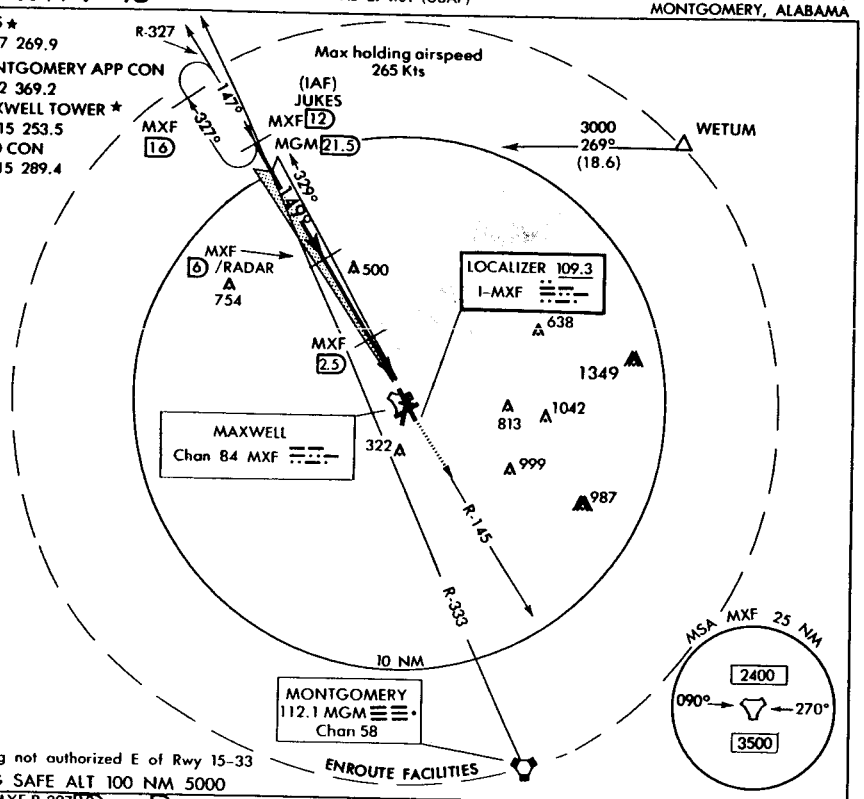
75 (EEE) JT REYNOLDS NAS PENSACOLA R(6-29-94)

ILS RWY 15

AL-274.01 (USAF)

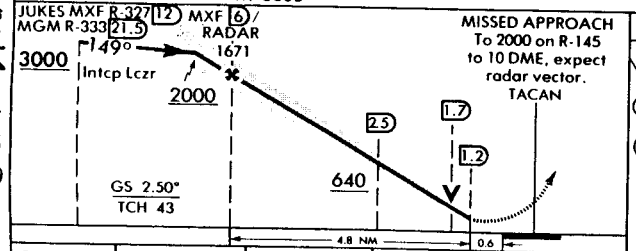
MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA

ATIS ★
134.7 269.9
MONTGOMERY APP CON
121.2 369.2
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
ASR



*Circling not authorized E of Rwy 15-33

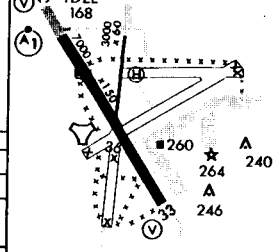
EMERG SAFE ALT 100 NM 5000



MISSED APPROACH
To 2000 on R-145
to 10 DME, expect
radar vector.
TACAN

ELEV 168

149° 5.4 NM
from FAF



HIRL Rwy 15-33

CATEGORY	A	B	C	D
S-ILS 15	368/24 200 (200-½)			
S-LOC 15	640/24 472 (500-½)		640/40 472 (500-¾)	640/50 472 (500-1)
CIRCLING*	640-1 472 (500-1)		640-1½ 472 (500-1½)	720-2 552 (600-2)
LOC/DME MINIMA				
LOC/DME 15	500/24 332 (400-½)		500/40 332 (400-¾)	
S-ASR 15	760/40 592 (600-¾)		760/50 592 (600-1)	760/60 592 (600-1¼)

LOC FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ILS RWY 15

32°23'N-86°22'W

MONTGOMERY ALABAMA
MAXWELL AFB (KMXF)

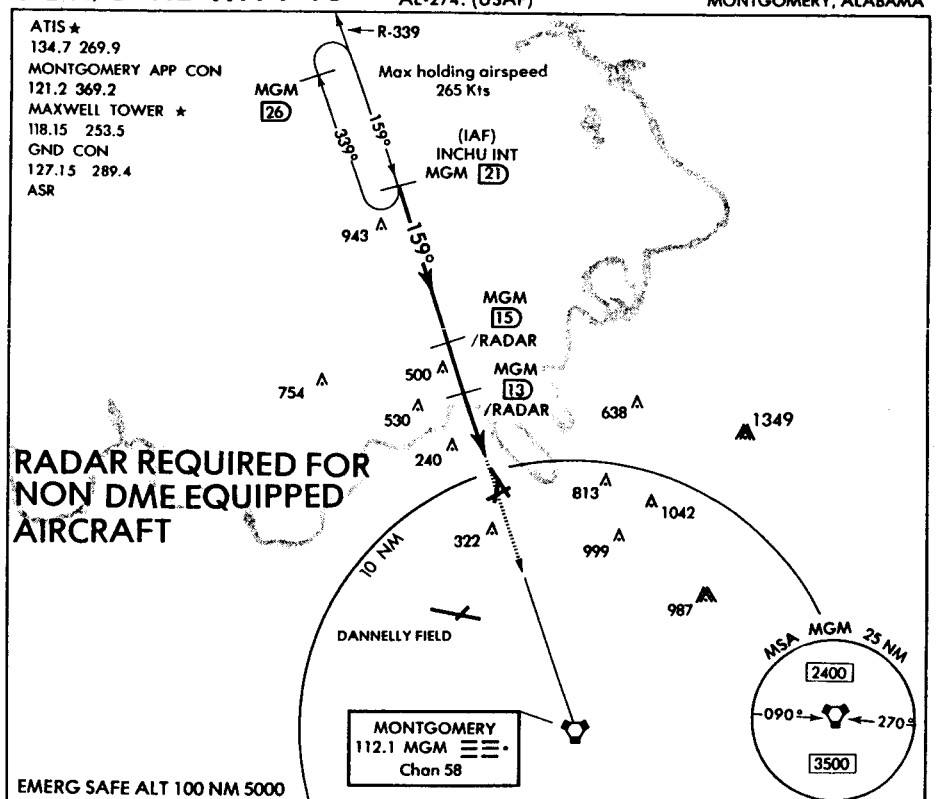
2.5(FFE) JT RBYnolds, NAS Pensacola R(6-24-94)

VOR/DME RWY 15

AL-274. (USAF)

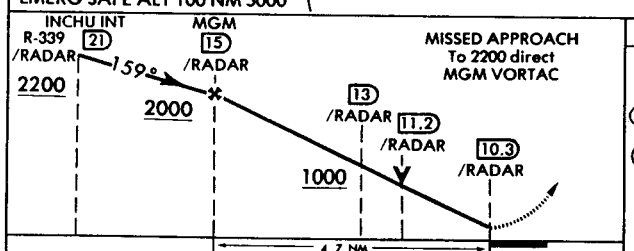
MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA

ATIS ★
134.7 269.9
MONTGOMERY APP CON
121.2 369.2
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
ASR



RADAR REQUIRED FOR
NON DME EQUIPPED
AIRCRAFT

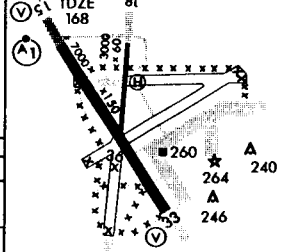
EMERG SAFE ALT 100 NM 5000



MISSED APPROACH
To 2200 direct
MGM VORTAC

ELEV 168

159° to MGM VORTAC



HIRL Rwy 15-33

CATEGORY	A	B	C	D
S-15	500/50 332 (400-1)			500/60 332 (400-1¼)
CIRCLING*	640-1 472 (500-1)		640-1½ 472 (500-1½)	720-2 552 (600-2)
S-ASR 15	760/40 592 (600-¾)		760/50 592 (600-1)	760/60 592 (600-1¼)

*Circling not authorized E of Rwy 15-33.

VOR/DME RWY 15

32°23'N-86°22'W

MONTGOMERY, ALABAMA
MAXWELL AFB (KMXF)

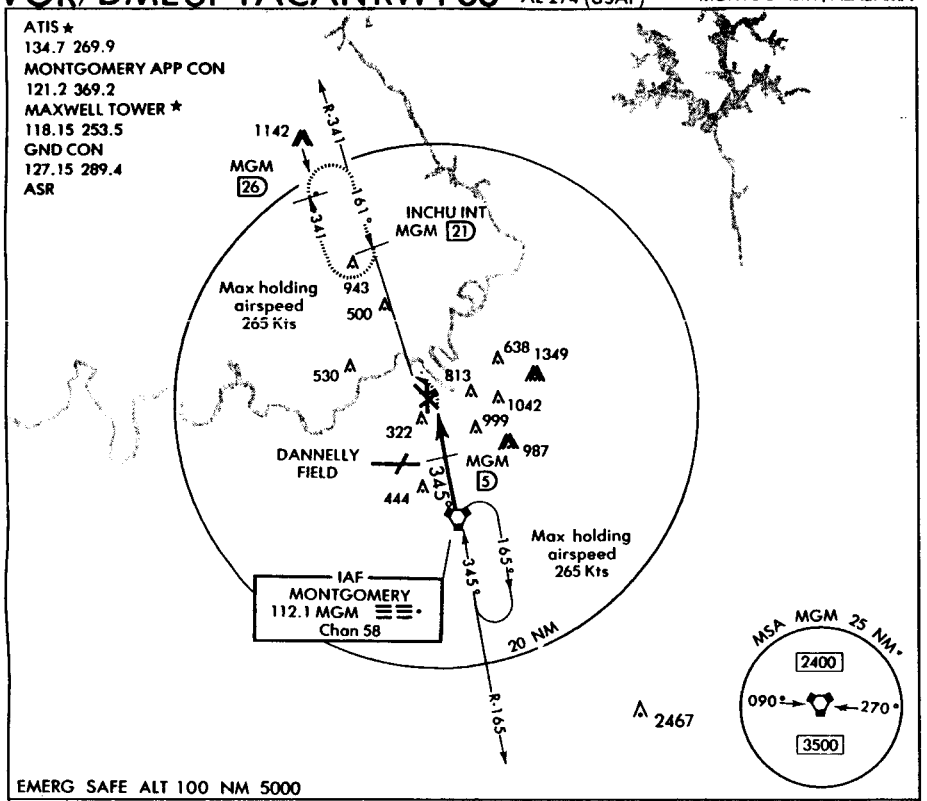
REVISED 1/6

VOR/DME or TACAN RWY 33

AL-274 (USAF)

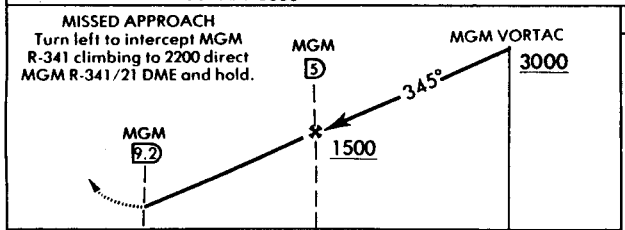
MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA

ATIS ★
134.7 269.9
MONTGOMERY APP CON
121.2 369.2
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
ASR



EMERG SAFE ALT 100 NM 5000

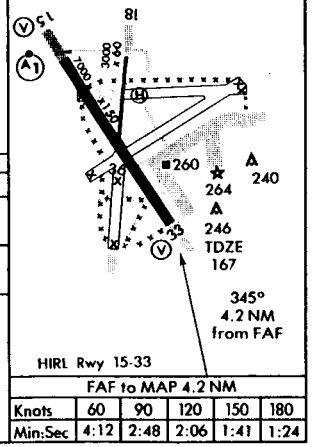
MISSED APPROACH
Turn left to intercept MGM R-341 climbing to 2200 direct MGM R-341/21 DME and hold.



CATEGORY	A	B	C	D
S-33	800-1 633 (700-1)		800-1¾ 633 (700-1¾)	800-2 633 (700-2)
CIRCLING*	800-1 632 (700-1)		800-1¾ 632 (700-1¾)	800-2 632 (700-2)

*Circling not authorized E of Rwy 15-33.

ELEV 168



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

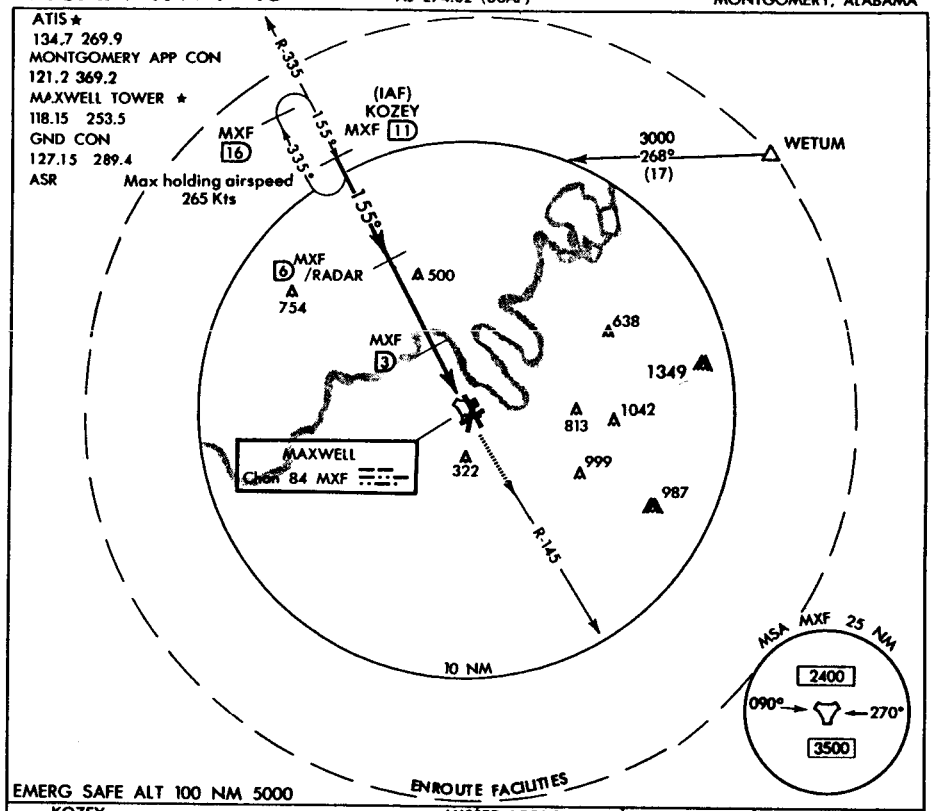
25 (GGG) JT Reynolds NAS Pensacola R (6/24/94)

TACAN RWY 15

AL-274.02 (USAF)

MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA

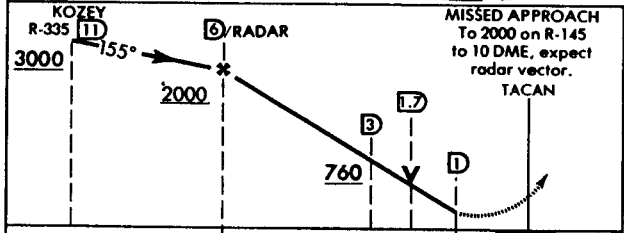
ATIS ★
134.7 269.9
MONTGOMERY APP CON
121.2 369.2
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
ASR



EMERG SAFE ALT 100 NM 5000

ENROUTE FACILITIES

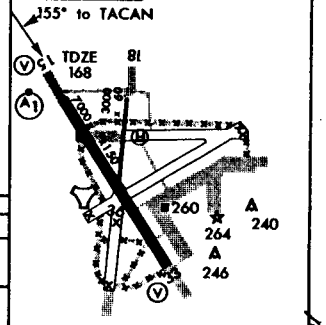
MISSED APPROACH
To 2000 on R-145 to 10 DME, expect radar vector.



CATEGORY	A	B	C	D
S-15	500/24 332 (400-½)		500/40 332 (400-¾)	
CIRCLING*	640-1 472 (500-1)		640-1½ 472 (500-1½)	720-2 552 (600-2)
S-ASR 15	760/40 592 (600-¾)		760/50 592 (600-1)	760/60 592 (600-1¼)

*Circling not authorized E of Rwy 15-33

ELEV 168



HIRL Rwy 15-33

REVISED

REVISED 86

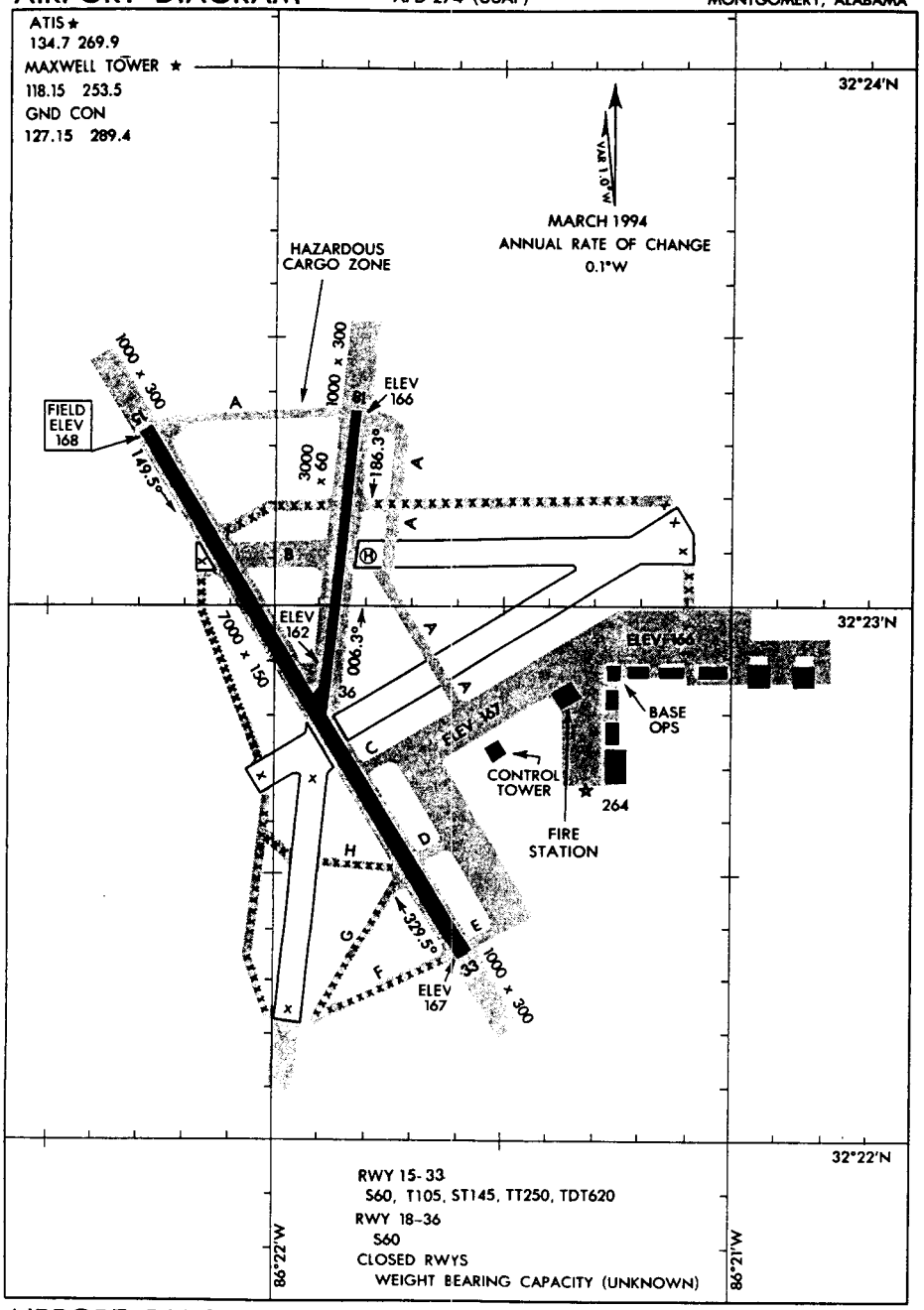
94062

198

AIRPORT DIAGRAM

AFD-274 (USAF)

MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA



AIRPORT DIAGRAM

MONTGOMERY, ALABAMA
MAXWELL AFB (KMXF)

R(6/24/94)

25 (HHH) JT REYnolds NAS Pensacola

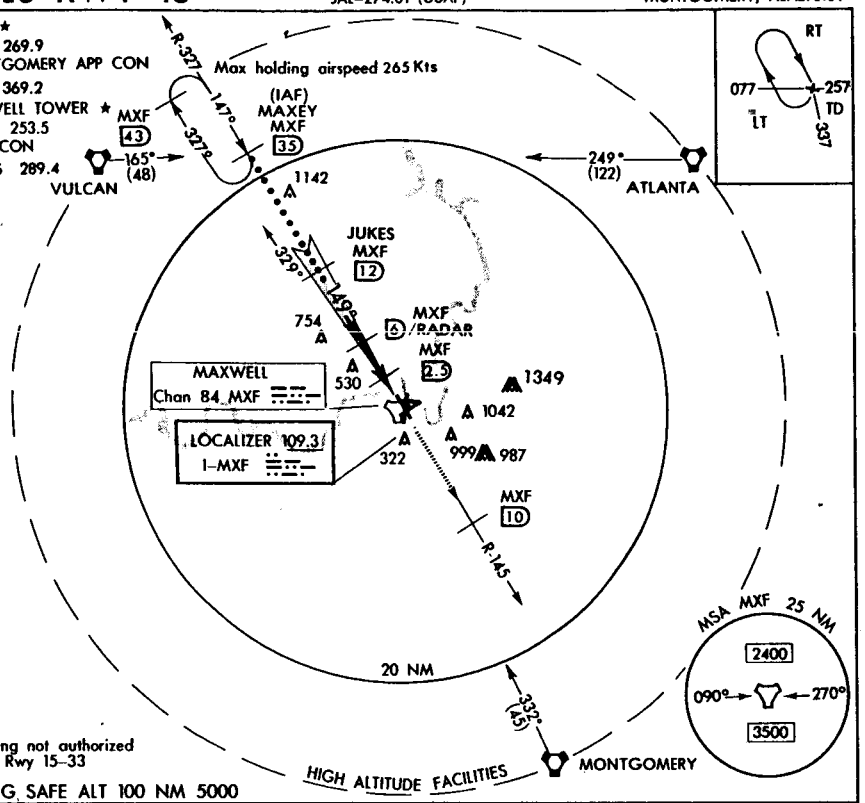
HI-ILS RWY 15

JAL-274.01 (USAF)

MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA

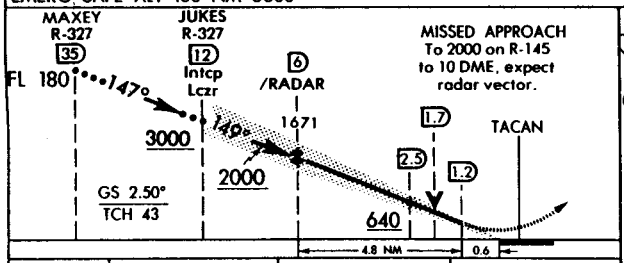
ATIS ★
134.7 269.9
MONTGOMERY APP CON
121.2 369.2
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
ASR

Max holding airspeed 265 Kts

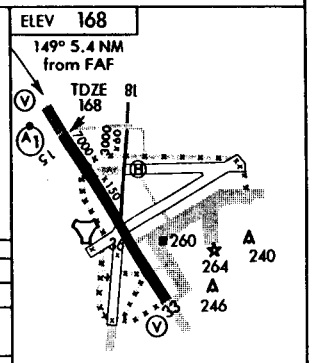


*Circling not authorized E of Rwy 15-33

EMERG SAFE ALT 100 NM 5000



CATEGORY	C	D	E
S-ILS 15	368/24 200 (200-½)		
S-LOC 15	640/40 472 (500-¾)	640/50 472 (500-1)	640/60 472 (500-1¼)
CIRCLING*	640-1½ 472 (500-1½)	720-2 552 (600-2)	880-2½ 712 (800-2½)
LOC/DME MINIMA			
S-LOC/DME 15	500/40 332 (400-¾)		
S-ASR 15	760/50 592 (600-1)	760/60 592 (600-1¼)	760-1½ 592 (600-1½)



HIRL Rwy 15-33

LOC FAF to MAP 4.8 NM					
Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

HI-ILS RWY 15 32°23'N-86°22'W MONTGOMERY, ALABAMA
MAXWELL AFB (KMXF)

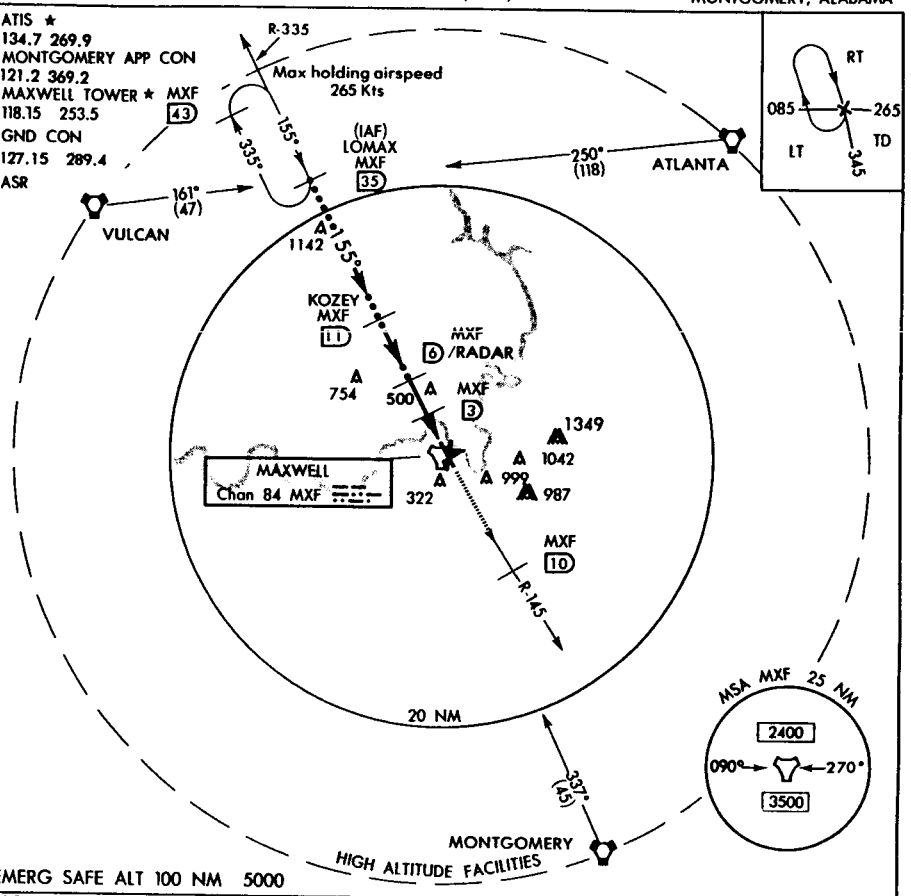
HI-TACAN RWY 15

JAL-274.02 (USAF)

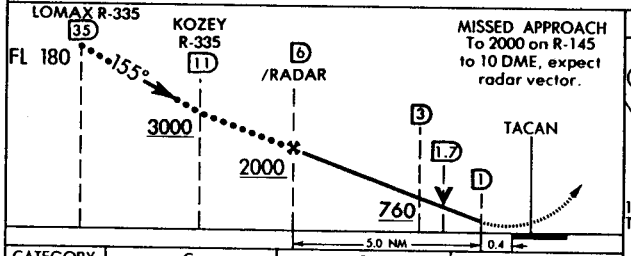
MAXWELL AFB (KMXF)
MONTGOMERY, ALABAMA

ATIS ★
134.7 269.9
MONTGOMERY APP CON
121.2 369.2
MAXWELL TOWER ★
118.15 253.5
GND CON
127.15 289.4
ASR

Max holding airspeed 265 Kts

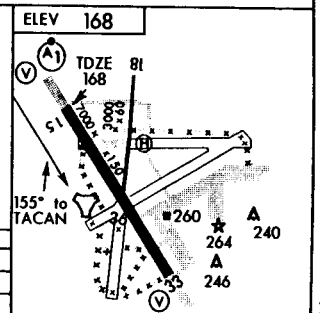


EMERG SAFE ALT 100 NM 5000



CATEGORY	C	D	E
S-15	500/40 332 (400-¾)		
CIRCLING*	640-1½ 472 (500-1½)	720-2 552 (600-2)	880-2½ 712 (800-2½)
S-ASR 15	760/50 592 (600-1)	760/60 592 (600-1¼)	760-1½ 592 (600-1½)

*Circling not authorized E of Rwy 15-33



HIRL Rwy 15-33

HI-TACAN RWY 15 32°23'N-86°22'W MONTGOMERY, ALABAMA
MAXWELL AFB (KMXF)

REVISED/ACC

RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS, (McCAIN FIELD), MS (14 OCT 93 USN) **ELEV 317**
RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	19L (b)	3.0°/33/783	ABCDE	**417**-¼	100	(100-¼)
	1L (b)	3.0°/34/744	ABCDE	**455**-½	200	(200-½)
	1R	3.0°/38/888	ABCDE	**471**-¾	200	(200-¾)
	19R	3.0°/36/855	ABCDE	**495**-¾	200	(200-¾)
ASR (a)	19L (c)		AB	**780**-½	463	(500-½)
			C	**780**-¾	463	(500-¾)
			D	**780**-1	463	(500-1)
			E	**780**-1¼	463	(500-1¼)
	1L (c)		AB	**720**-½	465	(500-½)
			C	**720**-¾	465	(500-¾)
			D	**720**-1	465	(500-1)
			E	**720**-1¼	465	(500-1¼)
	28		ABC	**680**-1	374	(400-1)
			DE	**680**-1¼	374	(400-1¼)
	19R		AB	**700**-1	405	(400-1)
			CD	**700**-1¼	405	(400-1¼)
			E	**700**-1½	405	(400-1½)
	1R		AB	**700**-1	429	(400-1)
			C	**700**-1¼	429	(400-1¼)
			DE	**700**-1½	429	(400-1½)
CIR (a)	19L/R,1L/R,28		AB	**820**-1	503	(600-1)
			C	**820**-1½	503	(600-1½)
			D	**880**-2	563	(600-2)
			E	**920**-2¼	603	(700-2¼)

(a) CAT E Cir not auth W of Rwy 1L-19R. (b) When ALS inop, increase vis ¼ mile. (c) When ALS inop, increase vis ½ mile.

MOBILE REGIONAL, AL (16 SEP 93 FAA) **ELEV 218**
RADAR (a) - Ctc MOBILE APP CON 118.5 121.0 269.3 307.1

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32 (b)		ABC	**580**-½	362	(400-½)
			DE	**580**-1	362	(400-1)
	14 (c)		AB	**640**/24	425	(500-½)
			C	**640**/40	425	(500-¾)
			DE	**640**/50	425	(500-1)
CIR	14-32		AB	**680**-1	462	(500-1)
			C	**680**-1½	462	(500-1½)
			D	**780**-2	562	(600-2)

(a) Opr 1200-0600Z++. (b) When MALSR inop, increase vis ¼ mile for CAT DE. (c) When MALSR inop, increase vis CAT D to RVR 60; increase vis CAT E ½ mile.

25 (JJJ) JT Reynolds NAS Pensacola R (6/24/94)

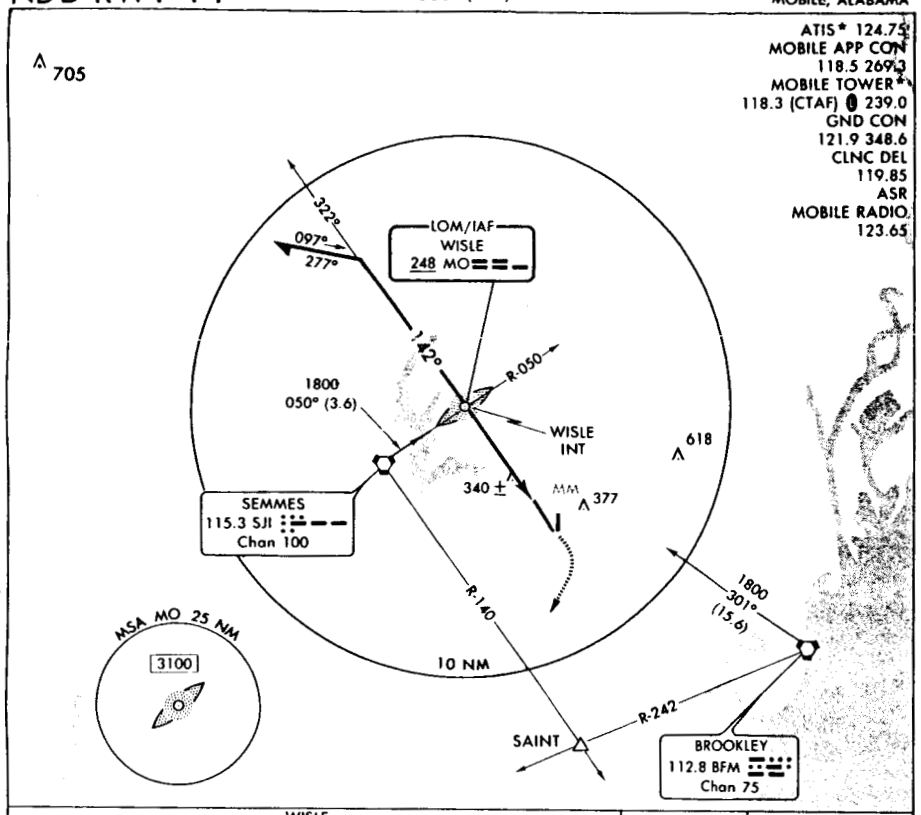
Amdt 2 94118

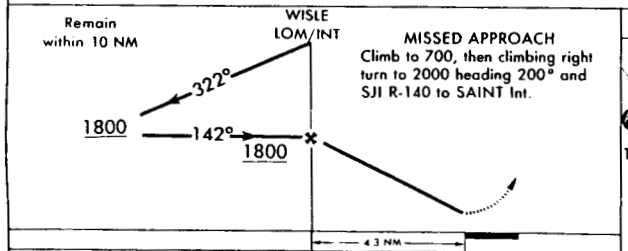
NDB RWY 14

AL-267 (FAA)

MOBILE REGIONAL (MOB)
MOBILE, ALABAMA

ATIS* 124.75
MOBILE APP CON
118.5 269.3
MOBILE TOWER*
118.3 (CTAF) 239.0
GND CON
121.9 348.6
CLNC DEL
119.85
ASR
MOBILE RADIO
123.65

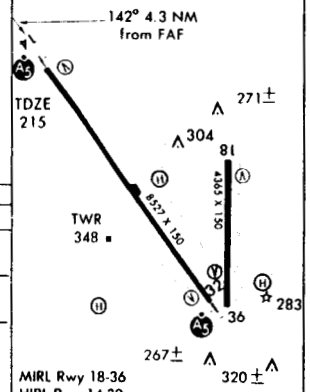




MISSED APPROACH
Climb to 700, then climbing right turn to 2000 heading 200° and SJI R-140 to SAINT Int.

CATEGORY	A	B	C	D
S-14	640/40 425 (500-¾)			640/50 425 (500-1)
CIRCLING	680-1 462 (500-1)		680-1½ 462 (500-1½)	780-2 562 (600-2)

ELEV 218



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NDB RWY 14 30°41'N-88°15'W MOBILE, ALABAMA
233 MOBILE REGIONAL (MOB)

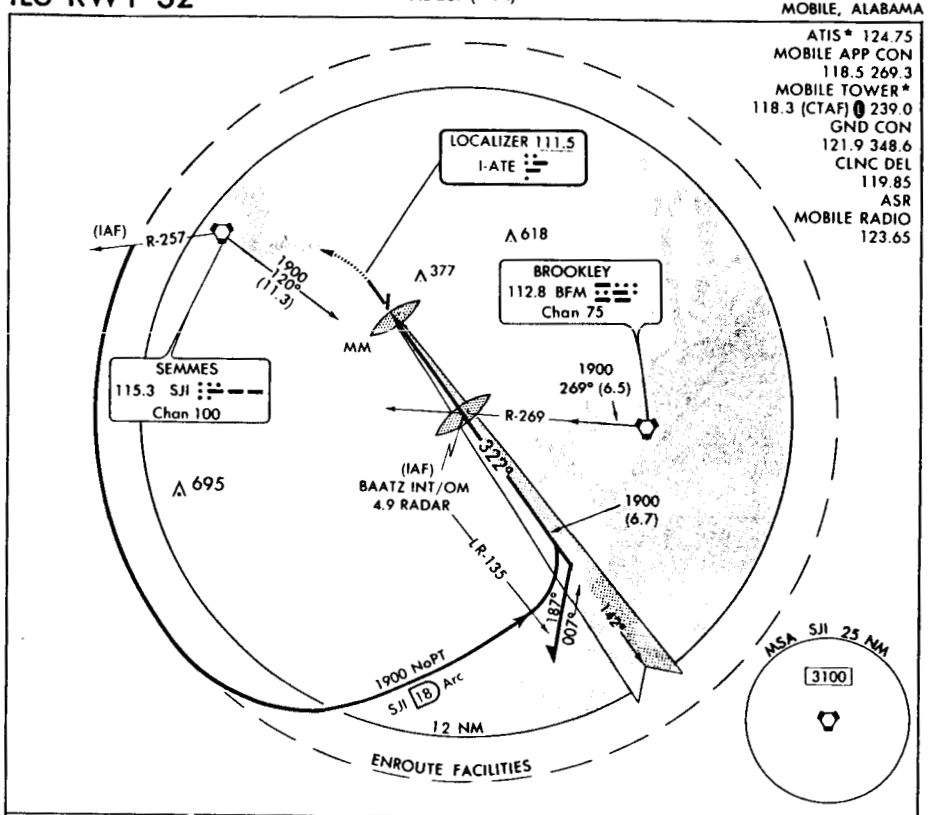
Amdt 5 94118

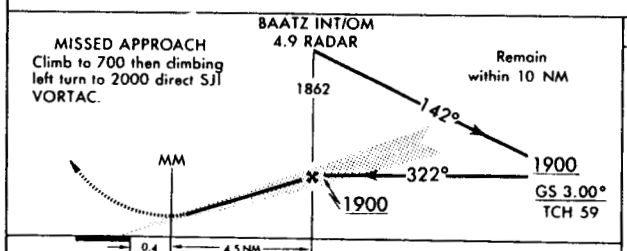
ILS RWY 32

AL-267 (FAA)

MOBILE REGIONAL (MOB)
MOBILE, ALABAMA

ATIS* 124.75
MOBILE APP CON
118.5 269.3
MOBILE TOWER*
118.3 (CTAF) 239.0
GND CON
121.9 348.6
CLNC DEL
119.85
ASR
MOBILE RADIO
123.65





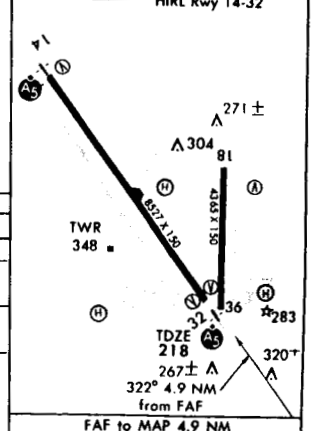
MISSED APPROACH
Climb to 700 then climbing left turn to 2000 direct SJI VORTAC.

CATEGORY	A	B	C	D
S-ILS-32	418-½ 200 (200-½)			
S-LOC-32	580-½ 362 (400-½)			580-¾ 362 (400-¾)
CIRCLING	680-1 462 (500-1)		680-1½ 462 (500-1½)	780-2 562 (600-2)

Cat. D S-LOC visibility increased ¼ mile for inoperative MM.

ELEV 218

MIRL Rwy 18-36
HIRL Rwy 14-32



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

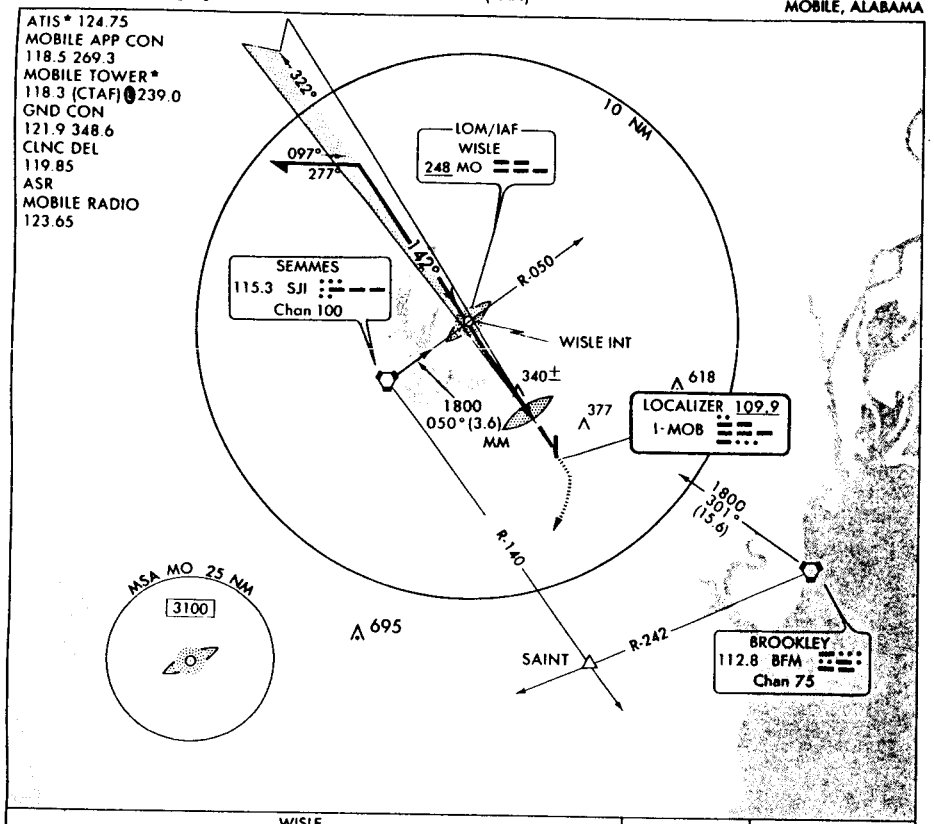
ILS RWY 32 30°41'N-88°15'W MOBILE, ALABAMA
235 MOBILE REGIONAL (MOB)

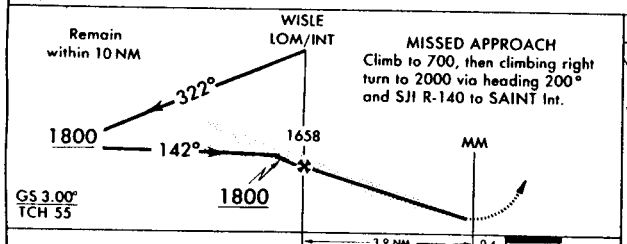
25 (LLC) JT REYNOLDS, NAS PENSACOLA R (6/24/94)

REVISED 6/25

ILS RWY 14

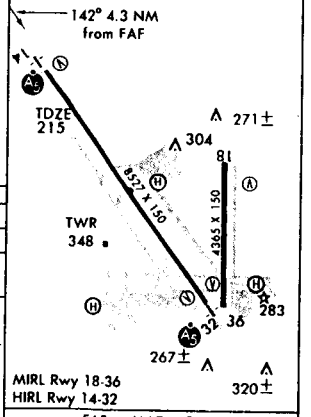
ATIS* 124.75
MOBILE APP CON
118.5 269.3
MOBILE TOWER*
118.3 (CTAF) 239.0
GND CON
121.9 348.6
CLNC DEL
119.85
ASR
MOBILE RADIO
123.65





MISSED APPROACH
Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

ELEV 218



MIRL Rwy 18-36
HIRL Rwy 14-32

CATEGORY	A	B	C	D	E
S-ILS 14	415/24 200 (200-½)				
S-LOC 14	600/24 385 (400-½)			600/40 385 (400-¾)	
CIRCLING	680-1 462 (500-1)		680-1½ 462 (500-1½)	780-2 562 (600-2)	NA

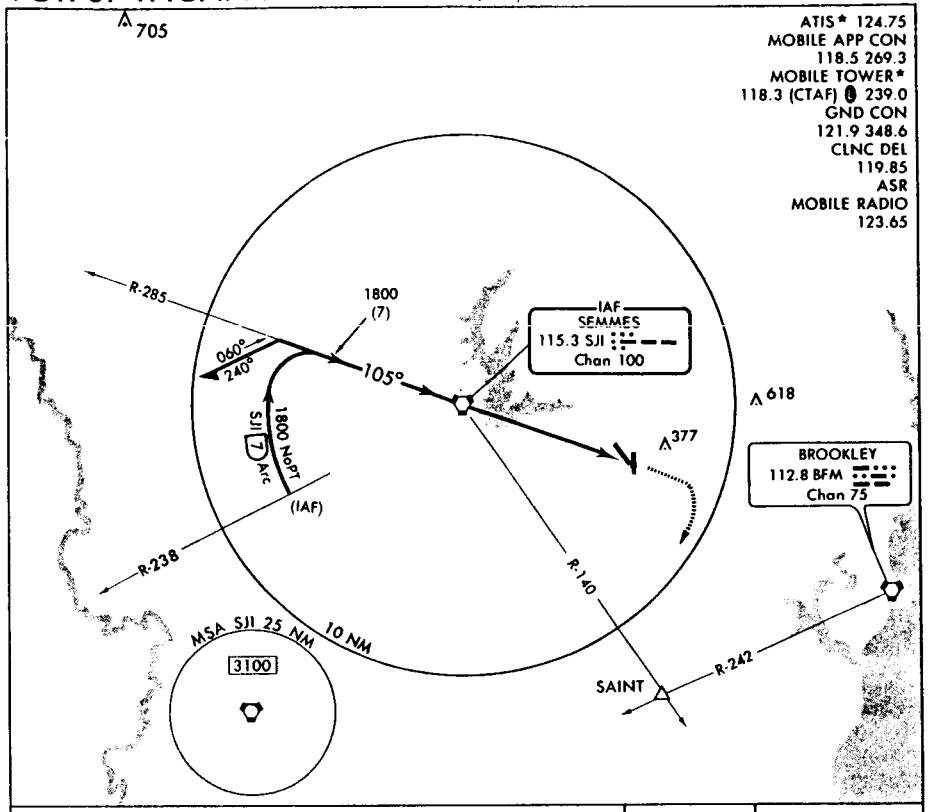
Cat. D and E S-LOC visibility increased to RVR 5000 for inoperative MM.
Cat. E S-ILS visibility increased to RVR 4000 and DH increased 50 feet for inoperative MM.
Cat. E S-ILS visibility increased to RVR 4000 and S-LOC visibility increased to RVR 6000 for inoperative MALSR.
Cat. E procedure turn not authorized-Radar required.

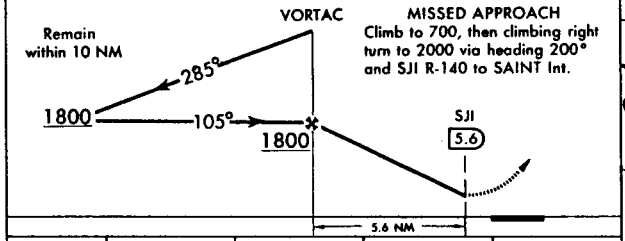
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

25 (LLL) JT REYNOLDS, MAS RENSALOIA R (6/24/94)

VOR or TACAN-A

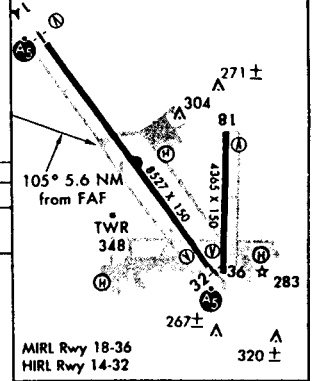
ATIS* 124.75
MOBILE APP CON
118.5 269.3
MOBILE TOWER*
118.3 (CTAF) 239.0
GND CON
121.9 348.6
CLNC DEL
119.85
ASR
MOBILE RADIO
123.65





MISSED APPROACH
Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

ELEV 218



MIRL Rwy 18-36
HIRL Rwy 14-32

CATEGORY	A	B	C	D
CIRCLING	680-1 462 (500-1)		680-1½ 462 (500-1½)	780-2 562 (600-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

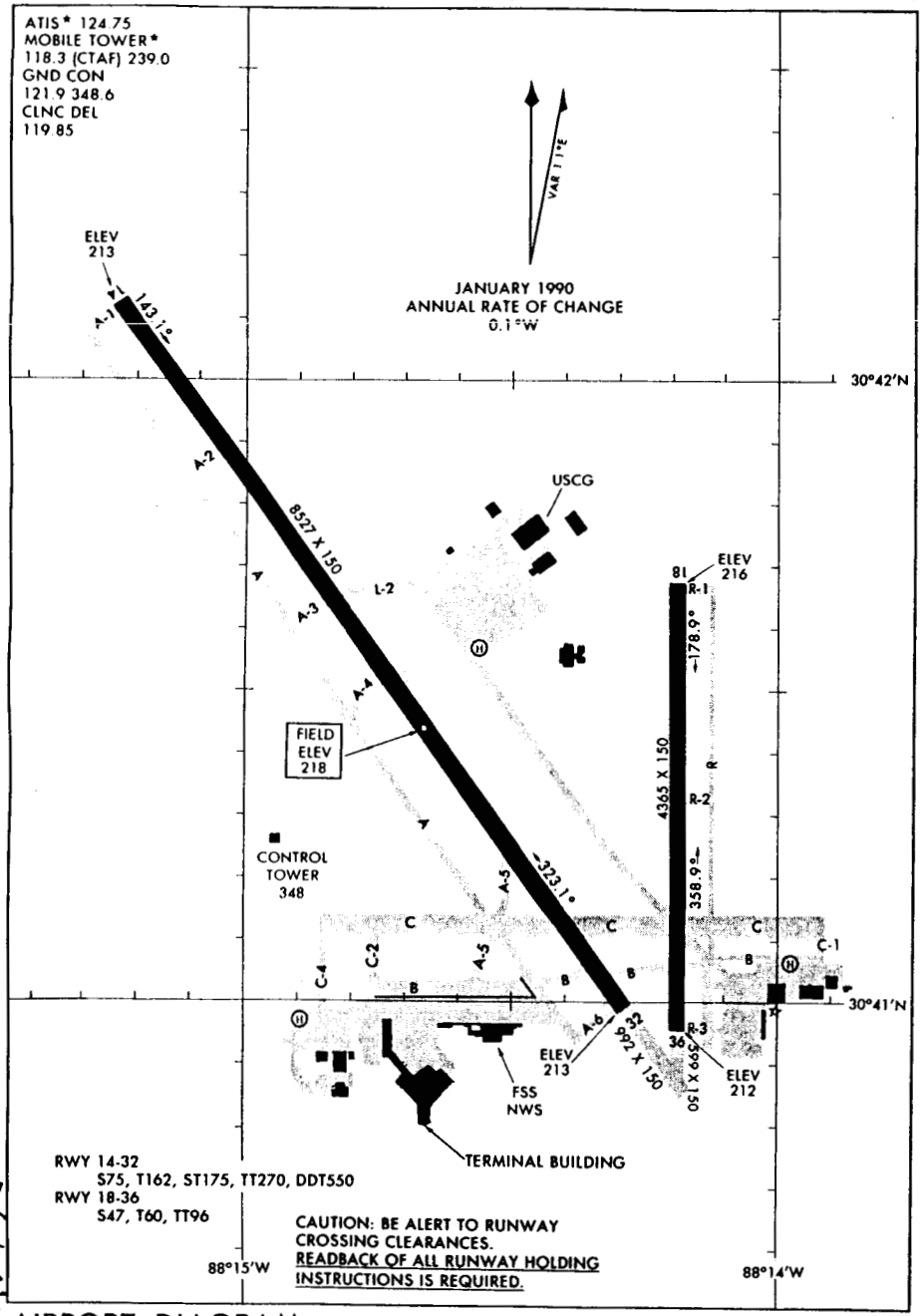
Corrected

92345

AIRPORT DIAGRAM

AL-267 (FAA)

MOBILE REGIONAL (MOB)
MOBILE, ALABAMA



25 (MMM) JT REYNOLDS, MAS Pensacola R (6/24/94)

AIRPORT DIAGRAM

237

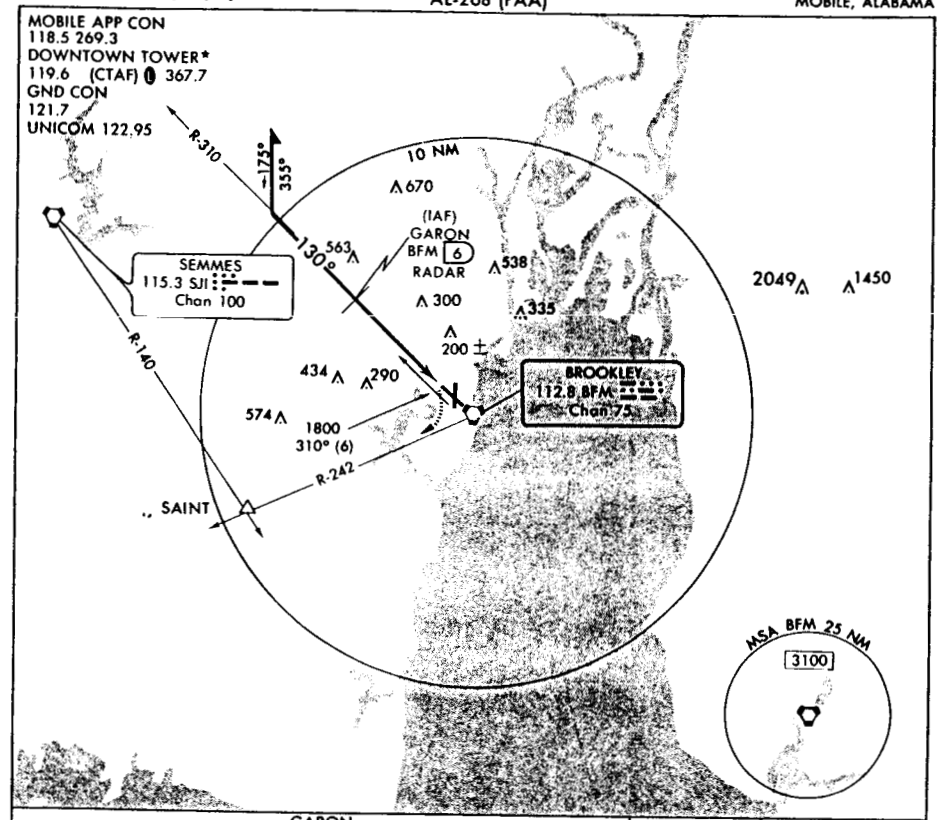
MOBILE, ALABAMA
MOBILE REGIONAL (MOB)

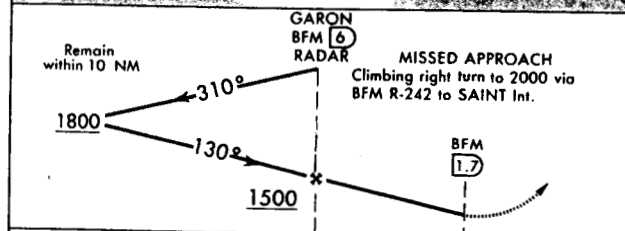
Amdt 5 94062

VOR RWY 14

AL-268 (FAA)

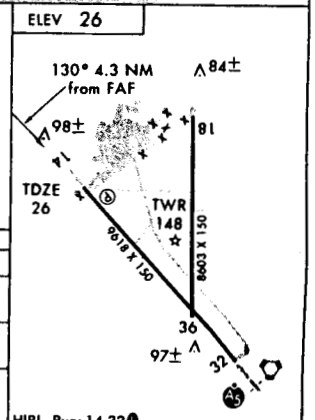
MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA





CATEGORY	A	B	C	D
S-14	560-1 534 (600-1)		560-1½ 534 (600-1½)	560-1¾ 534 (600-1¾)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

Radar or DME required.
When control zone not in effect: 1. Use Mobile altimeter setting. 2. Increase all MDAs 20 feet.



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

VOR RWY 14

30°38'N – 88°04'W

239

MOBILE, ALABAMA
MOBILE DOWNTOWN (BFM)

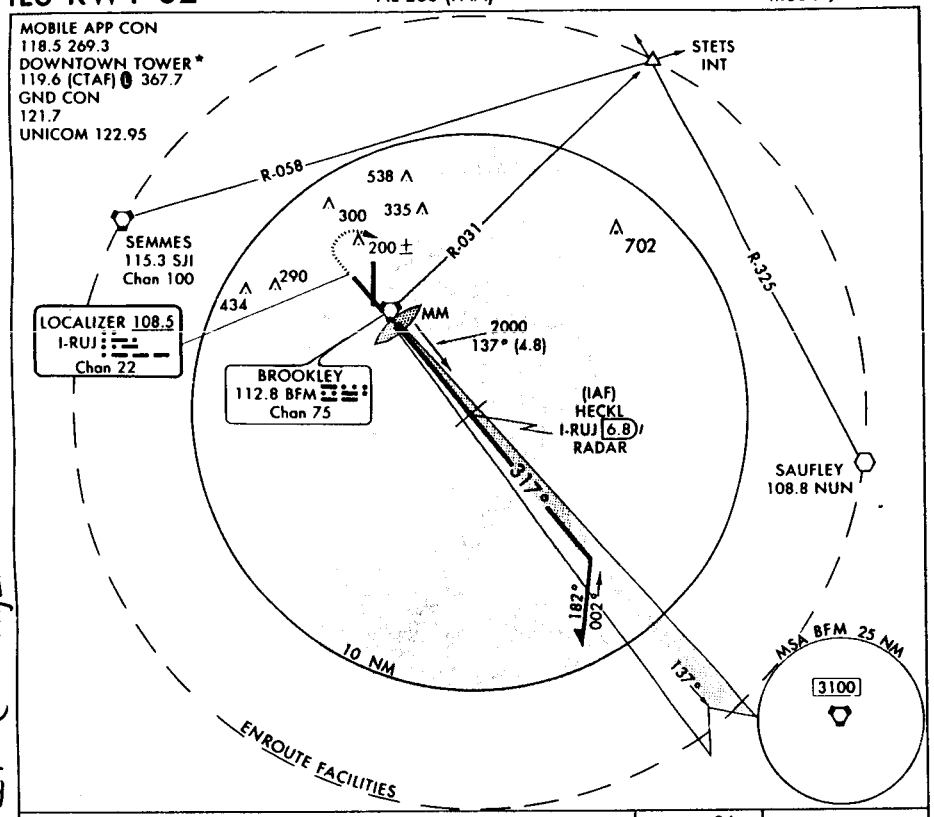
Orig 94062

ILS RWY 32

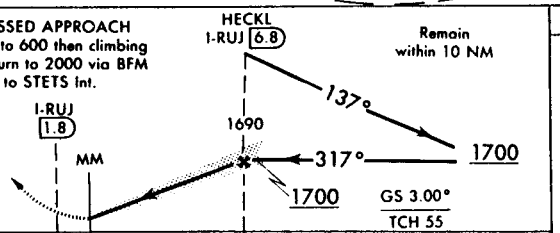
238

AL-268 (FAA)

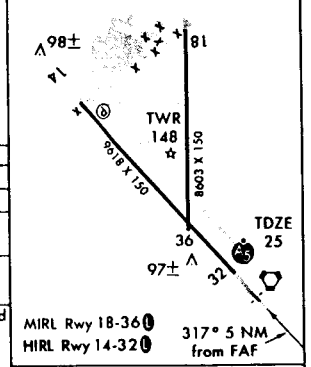
MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA



MISSED APPROACH
Climb to 600 then climbing right turn to 2000 via BFM R-031 to STETS Int.



ELEV 26



CATEGORY	A	B	C	D
S-ILS 32	225-½ 200 (200-½)			
S-LOC 32	360-½ 335 (400-½)			360-¾ 335 (400-¾)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

Obtain local altimeter on CTAF; when not received, use Mobile altimeter setting and increase all DH/MDAs 20 feet.
For inoperative MALSR: S-LOC Cat D visibility increased ¼ mile.
DME or RADAR required.
△

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

ILS RWY 32

30°38'N-88°04'W

MOBILE, ALABAMA
MOBILE DOWNTOWN (BFM)

25 (MMM) JT REYNOLDS MAI PENSACOLA R(6/24/94)

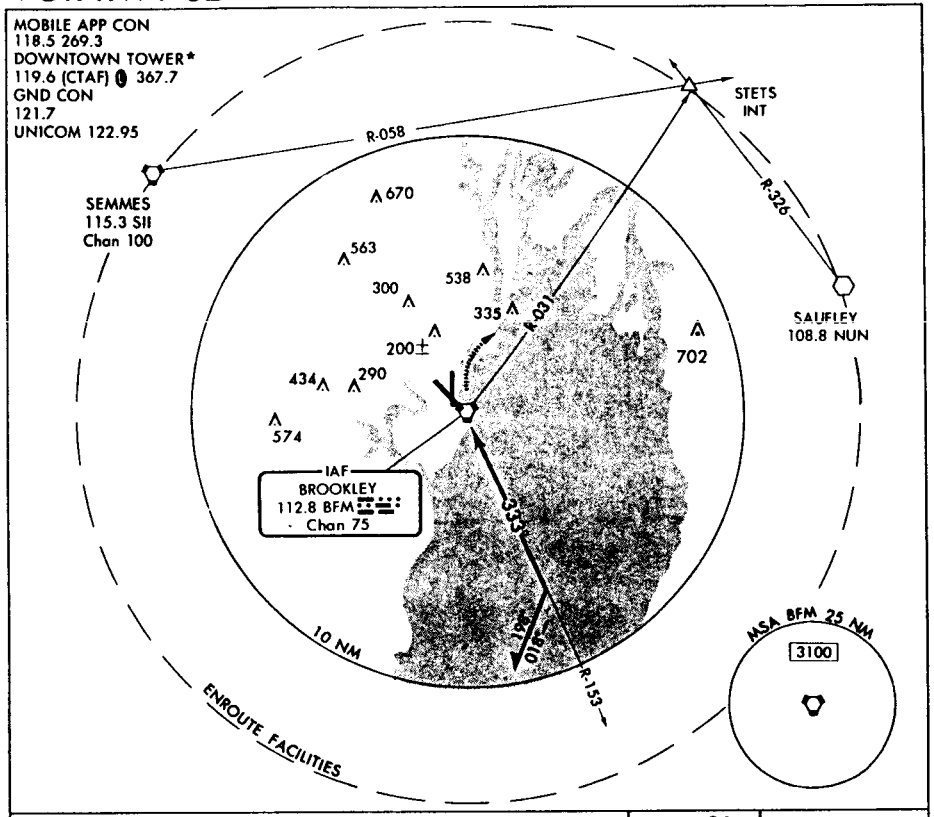
Amdt 10 94062

VOR RWY 32

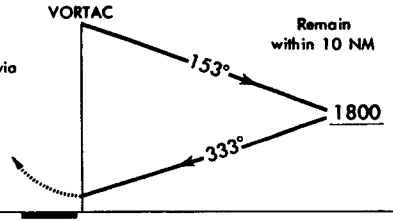
240

AL-268 (FAA)

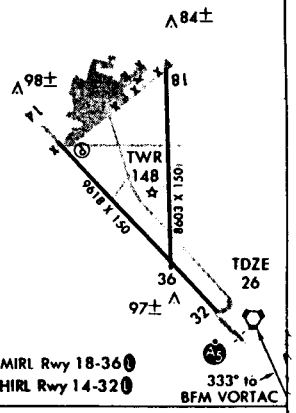
MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA



MISSED APPROACH
Climbing right turn to 2000 via BFM R-031 to STETS Int.



ELEV 26



CATEGORY	A	B	C	D
S-32	400-1 374 (400-1)			400-1¼ 374 (400-1¼)
CIRCLING	500-1 474 (500-1)		500-1½ 474 (500-1½)	580-2 554 (600-2)

When control zone not in effect: 1. Use Mobile altimeter setting. 2. Increase all MDAs 20 feet.
Inoperative table does not apply.
△

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 32

30°38'N – 88°04'W

MOBILE, ALABAMA
MOBILE DOWNTOWN (BFM)

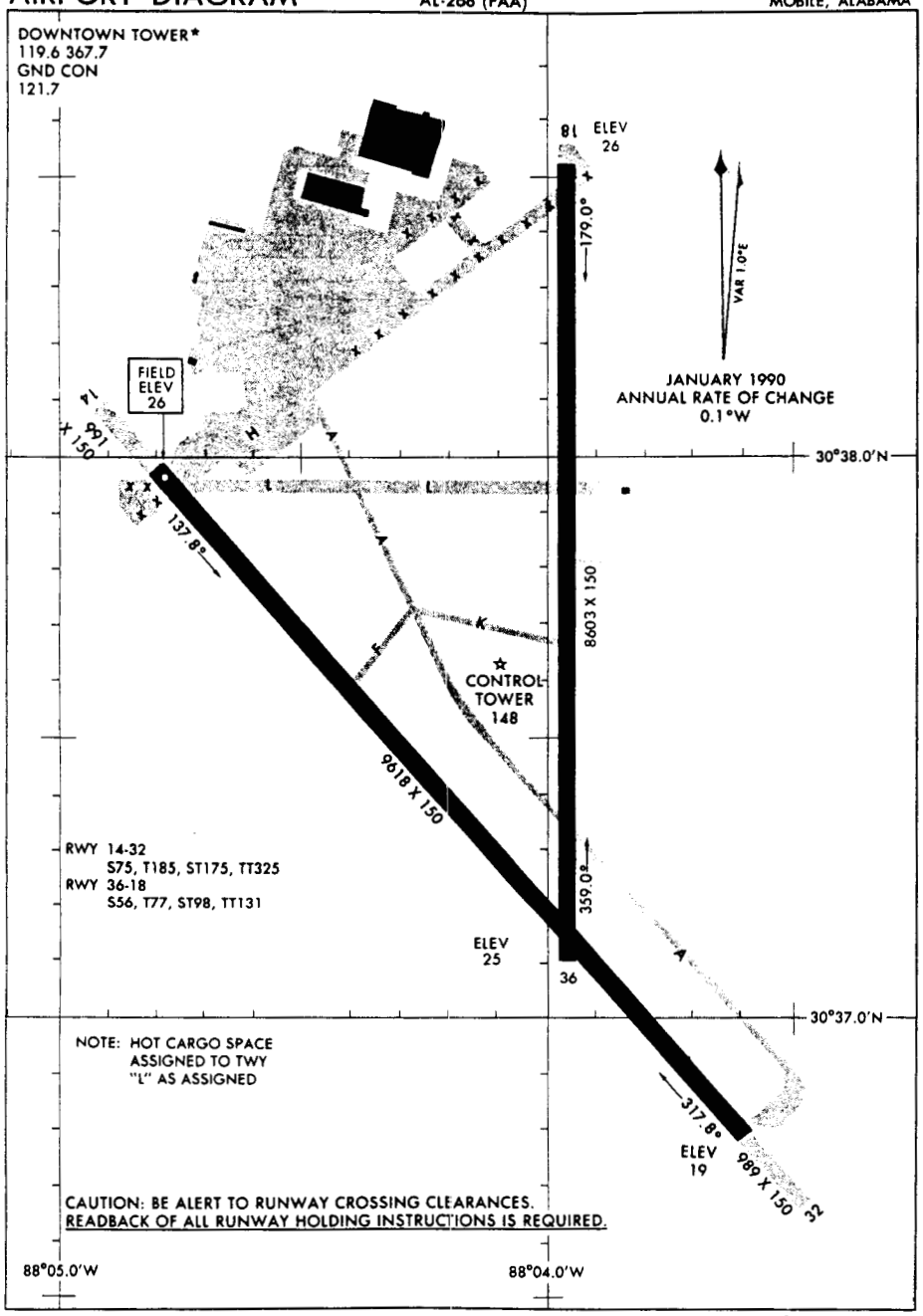
Revised pg

94062

AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE DOWNTOWN (BFM)
MOBILE, ALABAMA



AIRPORT DIAGRAM

MOBILE, ALABAMA
MOBILE DOWNTOWN (BFM)

R(6/24/94)

25 (nm) JT REYNOLDS NAS Pensacola

Revised pg

MIAMI, FL
MIAMI INTL . . . . . Rwy 9L, 800–1*
Rwy 9R, 800–1**
Rwy 12, 800–1***

* Standard with minimum climb of 220/NM to 1100 or climb rwy hdg to 1100 before turning right.
** Standard with minimum climb of 220/NM to 1100 or comply with RADAR vectors.
*** Standard with minimum climb of 220/NM to 1100 or climb rwy hdg to 1100 before turning left.

KENDALL-TAMIAMI EXECUTIVE
All rwys climb rwy hdg to 1400 before turning S

OPA LOCKA
Rwys 9C, 9R, 12, 18R, 27C, 27L, 30, 36L, NA Rwys 9L and 36R climb rwy heading to 1100 before proceeding on course.

MONTGOMERY, AL
DANNELLY FLD . . . . . Rwy 21, 400-1*
* Standard with minimum climb of 350/NM to 400.

OLIVE BRANCH, MS . . . . . Rwy 18, 400-1*
* Or standard with minimum climb of 350/NM to 800.
Rwy 18, climb rwy hdg to 800 before turning East.

ORLANDO, FL
CENTRAL FLORIDA REGIONAL
Rwy 36 aircraft proceeding on a course between 270° and 045° fly heading 045° to 1800 before proceeding on course.

EXECUTIVE . . . . . Rwy 25, 500-2*
Rwy 31, 300-2**

*Standard with minimum climb of 300/NM to 700.
**Standard with minimum climb of 250/NM to 700.

OXFORD, MS
UNIVERSITY-OXFORD . . . . . Rwy 9, 300-1*
* Or standard with minimum climb of 400/NM to 700.
Rwy 9 climb rwy hdg to 900 before turning.

PERRY-FOLEY, FL
Rwy 6, 12, 30, 36 climb rwy hdg to 800 before turning.

POMPANO BEACH AIRPARK, FL
Rwy 14, 400–1

REDSTONE AAF, REDSTONE ARSENAL, AL
Rwy 17, climb rwy hdg to 1500 before turning.
Rwy 35, climb rwy hdg to 1900 before turning.

ST. PETERSBURG, FL
ALBERT WHITTED
Rwy 18, 24, climb rwy hdg to 500 before turning right.
Rwy 6, 36, climb rwy hdg to 500 before turning left.

SELMA, AL
CRAIG FIELD
Rwys 14, 32, climb rwy hdg to 500 before turning.

TALLADEGA MUNI, AL . . . . . Rwy 3, 300–1*
* Or standard with minimum climb of 230/NM to 900.
Rwy 3, climb rwy hdg to 800 then climbing left turn via hdg 270° to 1500 before proceeding on course. Rwy 21, climb rwy hdg to 1500 before proceeding on course.

TAMPA, FL
PETER O. KNIGHT . . . . . Rwy 35, 700–1*
Rwy 3, 400–1**

* Or standard with minimum climb of 400/NM to 700.
** Or standard with minimum climb of 540/NM to 400.
Rwy 3, climb rwy hdg to 700 before turning left.

TAMPA INTERNATIONAL . . Rwy 18L, 300–1*
* Or standard with minimum climb of 250/NM to 300.
Rwy 9, climb rwy hdg to 700 before turning S.

TROY MUNI, AL . . . . . Rwy 7, 300-1
Rwy 14, 300-3
Rwy 25, 32, 300-2
Rwy 7, 14, 25, climb rwy heading to 1200 before turning on course. Rwy 32, climbing right turn heading 360° to 2500 before turning on course.

TUPELO MUNI-
C.D. LEMONS, MS . . . . . Rwy 36, 300-1

TUSCALOOSA MUNI, AL . . . . . Rwy 4, 500-1*
Rwy 29, 400-1*
* Or standard with a minimum climb of 350/NM to 500.

VICKSBURG MUNI, MS . . . . . Rwy 1, 600–1*
* Or standard with minimum climb of 250/NM to 700.

R(6/24/94)
25(000) JT REYNOLDS NAS PENSACOLA

Revised pg

RADAR INSTRUMENT APPROACH MINIMUMS

MONTGOMERY/DANNELLY FLD, AL (14 OCT 93 USAF/FAA) ELEV 221

RADAR ⓒ - (E) 121.2 124.0 319.9 369.2 ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR ⓑ	10	3.0°/37/750	ABCDE	**319**/16	100	(100-¼)
ASR	10 ⓓ		ABC	**600**/40	381	(400-¾)
			DE	**600**/50	381	(400-1)
	28 ⓔ		ABC	**620**-¾	423	(400-¾)
			DE	**620**-1	423	(400-1)
CIR	10-28		AB	**680**-1	459	(500-1)
			C	**680**-1½	459	(500-1½)
			DE ⓒ	**780**-2	559	(600-2)

ⓒ Opr 1200-0500Z + +. Pro NA when twr clsd. ⓑ PAR avbl 2330-0300Z + + Thu. Ctc GCA V742-9313 for addn availibility info. ⓒ Cir not auth for CAT E N of Rwy 10-28. ⓓ CAT DE vis increased to RVR 60 for inop MALSR. ⓔ CAT D vis increased ¼ mile and CAT E vis increased ½ mile for inop MALSR.

ORLANDO/EXECUTIVE, FL (22 JUL 93 FAA) ELEV 113

RADAR - (E) 124.8 307.0 ▽△

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	31		ABC	**500**-1	390	(400-1)
			D	**500**-1¼	390	(400-1¼)
	25		AB	**520**-1	407	(500-1)
			CD	**520**-1¼	407	(500-1¼)
	7		AB	**800**/24	690	(700-½)
			C	**800**-1½	690	(700-1½)
			D	**800**-1¾	690	(700-1¾)
CIR	7-25,31		AB	**800**-1	687	(700-1)
			C	**800**-2	687	(700-2)
			D	**860**-2½	747	(800-2½)

CAUTION: In minimum visibility conditions, bright lights on highway ½ NM south of airport may be mistaken for runway lights.
CAUTION: ORLANDO INTL air traffic overhead southbound at 2300'.

ORLANDO INTL, FL (16 SEP 93 FAA) ELEV 96

RADAR - (E) 124.8 307.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	17		AB	**500**/24	409	(500-½)
			C	**500**/40	409	(500-¾)
			D ⓐ	**500**/50	409	(500-1)
	36R		ABC	**460**/24	368	(400-½)
			D ⓐ	**460**/50	368	(400-1)
	36L		ABC	**460**/50	366	(400-1)
			D	**460**/60	366	(400-1¼)

ⓐ CAT D S-36R, S-17 visibility increased to RVR 60 for inop ALSF.

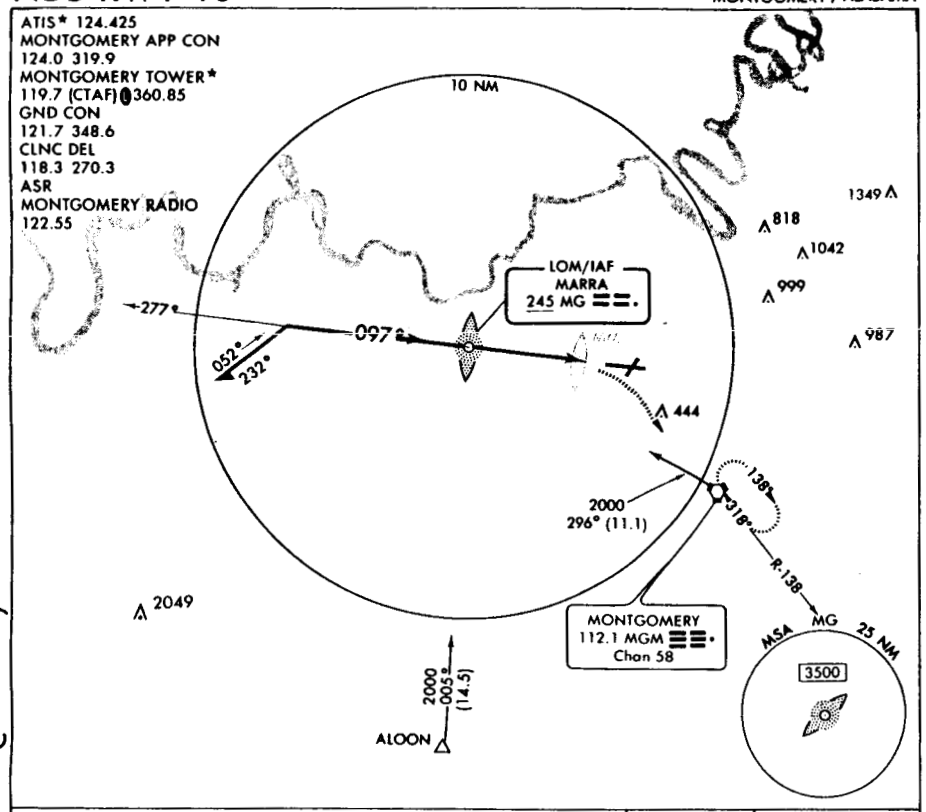
RADAR INSTRUMENT APPROACH MINIMUMS

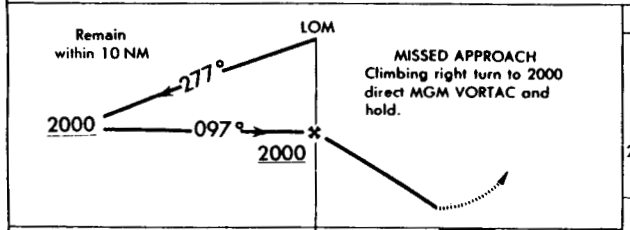
R (6/24/94)

25 (PPP) AT REYNOLDS NAS PENSACOLA

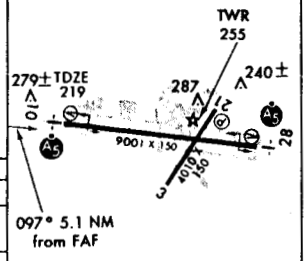
NDB RWY 10

ATIS* 124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER*
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR
MONTGOMERY RADIO
122.55





ELEV 221



CATEGORY	A	B	C	D
S-10	660/40 441 (500-¾)			660/60 441 (500-1¼)
CIRCLING	680-1 459 (500-1)		680-1½ 459 (500-1½)	780-2 559 (600-2)
CONTROL TOWER CLOSED				
S-10	660-1 441 (500-1)		660-1¼ 441 (500-1¼)	660-1½ 441 (500-1½)
CIRCLING	680-1 459 (500-1)		680-1½ 459 (500-1½)	780-2 559 (600-2)

Inoperative table does not apply to CONTROL TOWER CLOSED minimums.

MIRL Rwy 3-21
HIRL Rwy 10-28

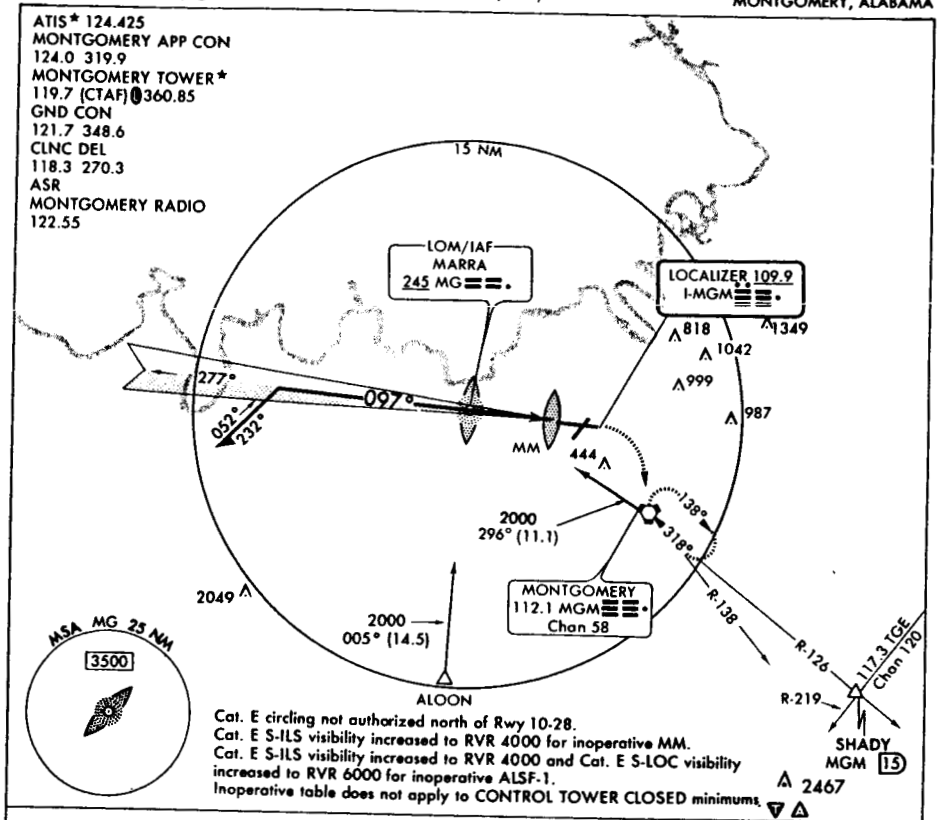
FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

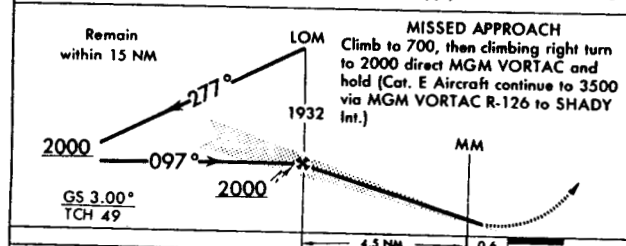
25 (QQQ) JTREYNOLDS, NAS Pensacola R (6/24/94)

ILS RWY 10

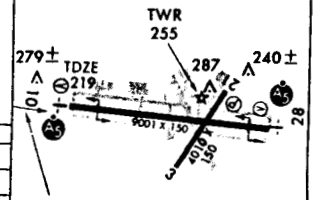
ATIS* 124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER*
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR
MONTGOMERY RADIO
122.55



Cat. E circling not authorized north of Rwy 10-28.
Cat. E S-ILS visibility increased to RVR 4000 for inoperative MM.
Cat. E S-ILS visibility increased to RVR 4000 and Cat. E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.
Inoperative table does not apply to CONTROL TOWER CLOSED minimums.



ELEV 221



CATEGORY	A	B	C	D and E
S-ILS 10	419/24 200 (200-½)			
S-LOC 10	600/24 381 (400-½)			600/40 381 (400-¾)
CIRCLING	680-1 459 (500-1)		680-1½ 459 (500-1½)	780-2 559 (600-2)
CONTROL TOWER CLOSED				
S-ILS 10	419-¾ 200 (200-¾)			
S-LOC 10	600-1 381 (400-1)			600-1¼ 381 (400-1¼)
CIRCLING	680-1 459 (500-1)		680-1½ 459 (500-1½)	780-2 559 (600-2)

MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 5.1 NM

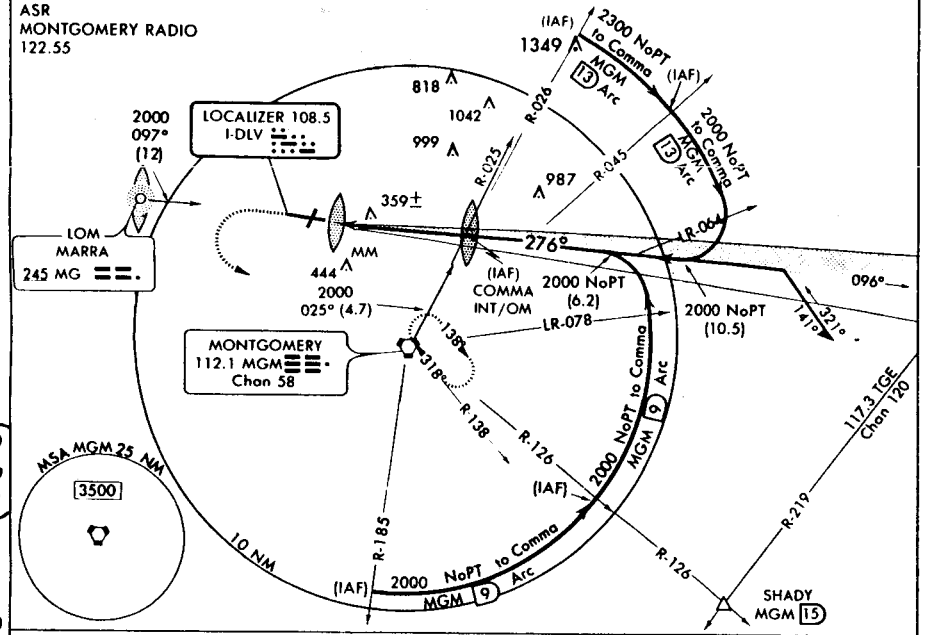
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

Kentucky Rg

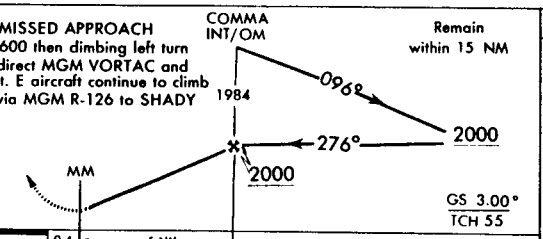
ILS RWY 28

ATIS* 124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER*
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR
MONTGOMERY RADIO
122.55

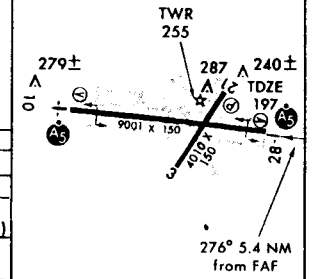
Cat. E circling not authorized north of Rwy 10-28.
Cat. E S-ILS visibility increased ¼ mile for inoperative MM.
Cat. E S-ILS visibility increased ¼ mile and Cat. E S-LOC visibility increased ½ mile for inoperative MALSR.
Inoperative table does not apply to CONTROL TOWER CLOSED minimums.



MISSED APPROACH
Climb to 600 then dimbing left turn to 2000 direct MGM VORTAC and hold. (Cat. E aircraft continue to climb to 3500 via MGM R-126 to SHADY Int.)



ELEV 221



CATEGORY	A	B	C	D	E
S-ILS 28	397-½ 200 (200-½)				
S-LOC 28	620-½ 423 (400-½)		620-¾ 423 (400-¾)		620-1 423 (400-1)
CIRCLING	680-1 459 (500-1)		680-1½ 459 (500-1½)	780-2 559 (600-2)	
CONTROL TOWER CLOSED					
S-ILS 28	397-¾ 200 (200-¾)				
S-LOC 28	620-1 423 (400-1)		620-1¼ 423 (400-1¼)		620-1½ 423 (400-1½)
CIRCLING	680-1 459 (500-1)		680-1½ 459 (500-1½)	780-2 559 (600-2)	

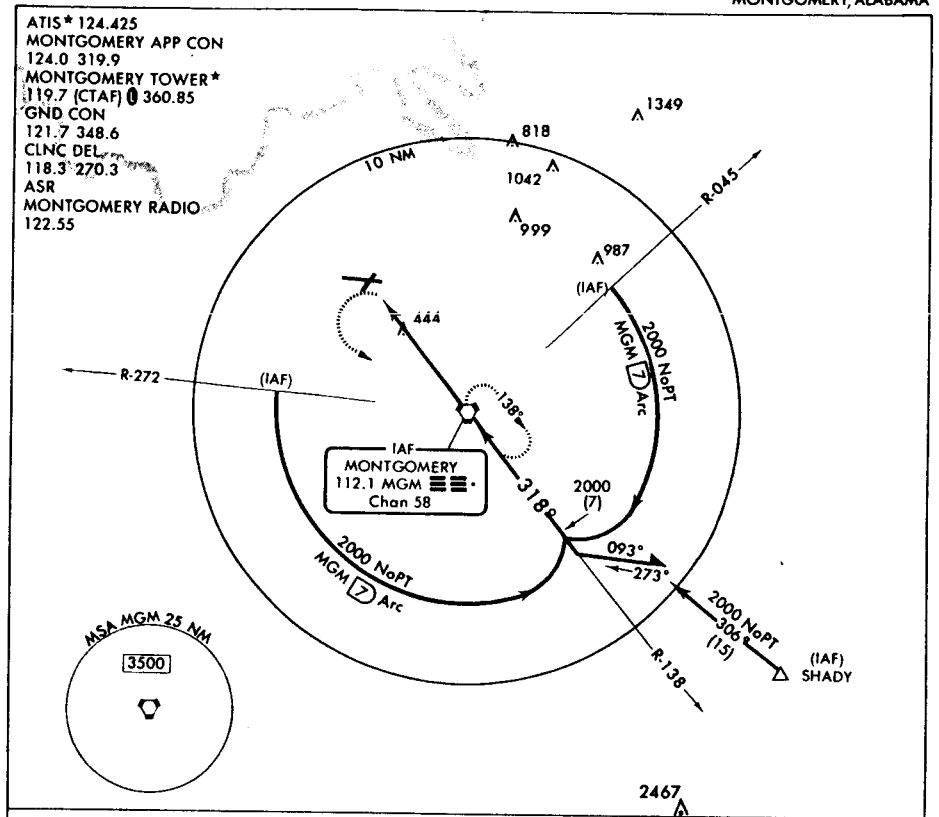
MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

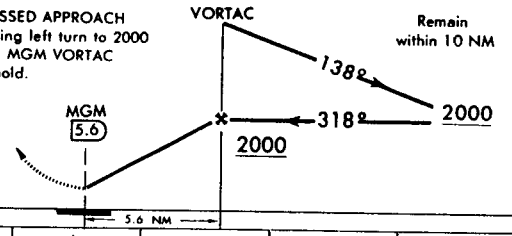
CST (RRR) JTREynolds, NAS Pensacola R(6/24/94) 1

VOR-A

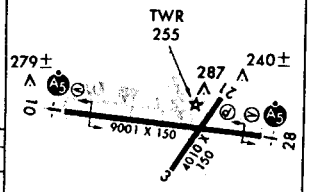
ATIS* 124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER*
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR
MONTGOMERY RADIO
122.55



MISSED APPROACH
Climbing left turn to 2000 direct MGM VORTAC and hold.



ELEV 221



318° 5.6 NM
from FAF

CATEGORY	A	B	C	D
CIRCLING	700-1 479 (500-1)		700-1½ 479 (500-1½)	780-2 559 (600-2)

MIRL Rwy 3-21
HIRL Rwy 10-28

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

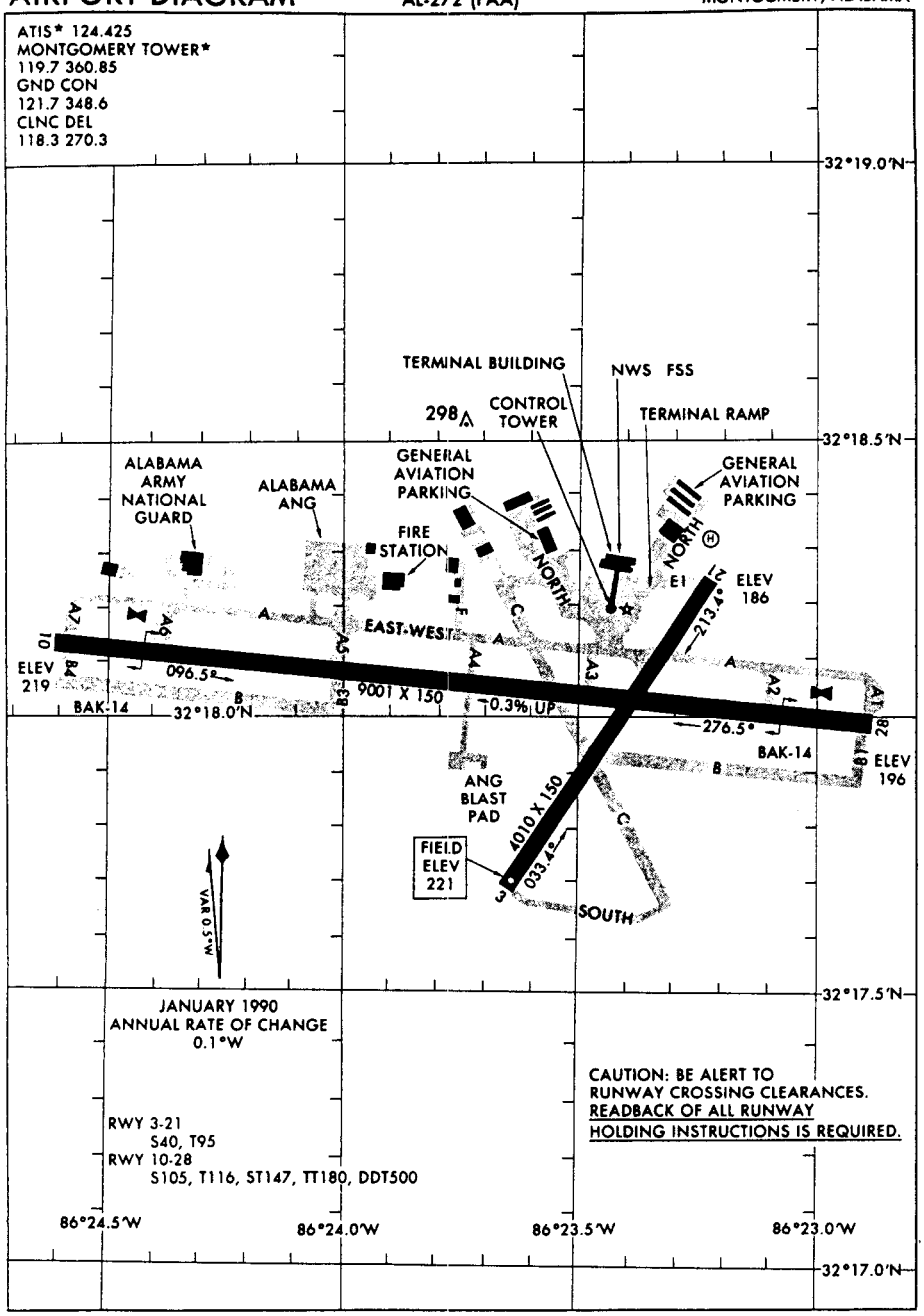
Revised pg

93315

AIRPORT DIAGRAM

248
AL-272 (FAA)

MONTGOMERY/DANNELLY FIELD (MGM)
MONTGOMERY, ALABAMA



AIRPORT DIAGRAM

MONTGOMERY, ALABAMA
MONTGOMERY/DANNELLY FIELD (MGM)

R (6/24/94)

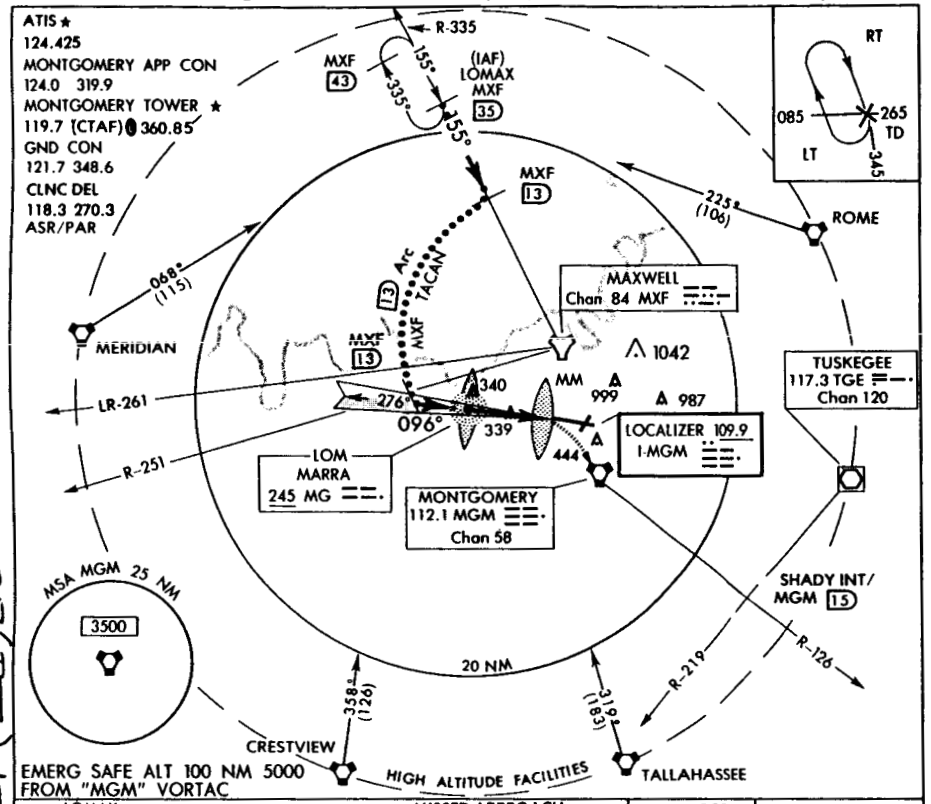
25 (SSS) LT REYnolds, NAS Pensacola

94146

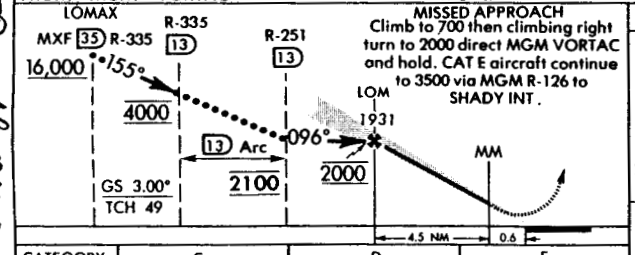
HI-ILS RWY10

MONTGOMERY/ DANNELLY FIELD(KMGM)
MONTGOMERY, ALABAMA
JAL-272.01 (USAF)

ATIS ★
124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER ★
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR/PAR

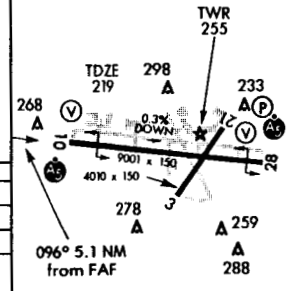


EMERG SAFE ALT 100 NM 5000 FROM "MGM" VORTAC



MISSED APPROACH
Climb to 700 then climbing right turn to 2000 direct MGM VORTAC and hold. CAT E aircraft continue to 3500 via MGM R-126 to SHADY INT.

ELEV 221



CATEGORY	C	D	E
S-ILS 10*	419/24 200 (200-½)		
S-LOC 10**	600/40 381 (400-¾)		
CIRCLING***	680-1½ 459 (500-1½)	780-2 559 (600-2)	
S-PAR 10†	319/16 100 (100-¼) GS 3.0°		

*When twr clsd, vis increases to ¾ SM.
**When twr clsd, vis increases to, CAT C 1 SM, CAT DE 1¼ SM.
***Circling not authorized for CAT E N of Rwy 10-28.
†Availabilty info can be obtained thru Dannelly Base Ops.

HIRL Rwy 10-28
MIRL Rwy 3-21
REIL Rwy 3

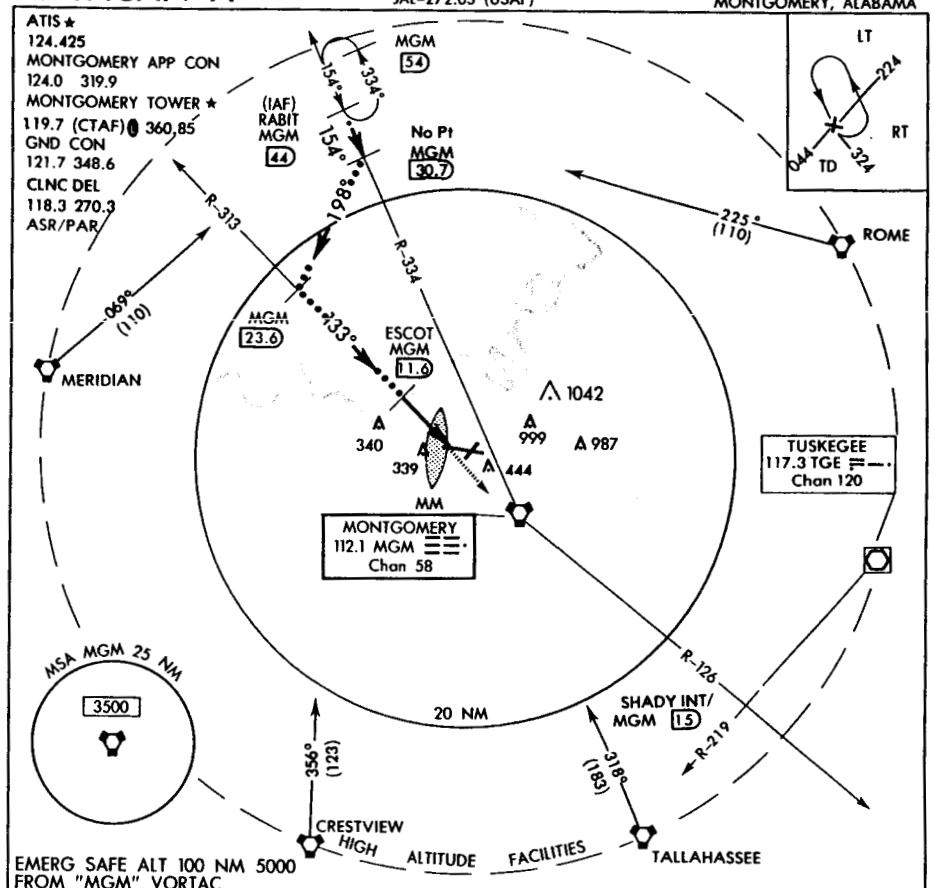
LOC FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

94146

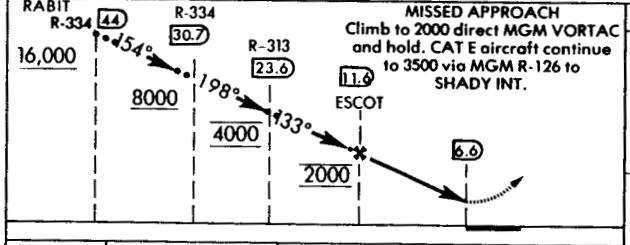
HI-TACAN-A

MONTGOMERY/ DANNELLY FIELD(KMGM)
MONTGOMERY, ALABAMA
JAL-272.03 (USAF)

ATIS ★
124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER ★
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR/PAR

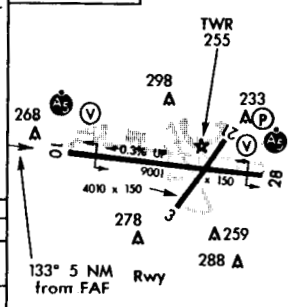


EMERG SAFE ALT 100 NM 5000 FROM "MGM" VORTAC



MISSED APPROACH
Climb to 2000 direct MGM VORTAC and hold. CAT E aircraft continue to 3500 via MGM R-126 to SHADY INT.

ELEV 221



CATEGORY	C	D	E
CIRCLING*	680-1½ 459 (500-1½)	780-2 559 (600-2)	

*Circling not authorized for Category E N of Rwy 10-28.

HIRL Rwy 10-28
MIRL Rwy 3-21
REIL Rwy 3

25 (TTT) J. Reynolds NAS Pensacola R(6/24/94)

Correct R

94146

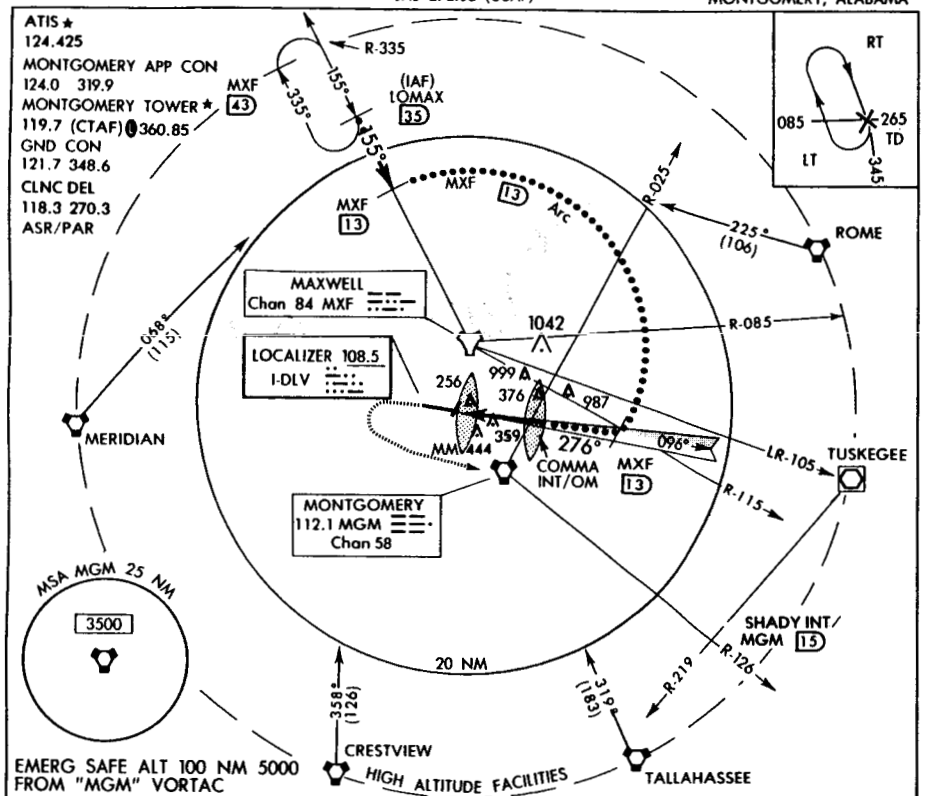
HI–ILS RWY 28

110

JAL–272.02 (USAF)

MONTGOMERY/ DANNELLY FIELD (KMGM)
MONTGOMERY, ALABAMA

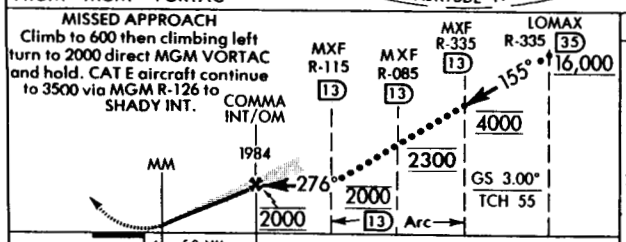
ATIS ★
124.425
MONTGOMERY APP CON
124.0 319.9
MONTGOMERY TOWER ★
119.7 (CTAF) 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3
ASR/PAR



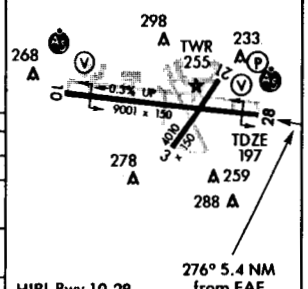
EMERG SAFE ALT 100 NM 5000 FROM "MGM" VORTAC

HIGH ALTITUDE FACILITIES

MISSED APPROACH
Climb to 600 then climbing left turn to 2000 direct MGM VORTAC and hold. CAT E aircraft continue to 3500 via MGM R-126 to SHADY INT.



ELEV 221



HIRL Rwy 10-28
MIRL Rwy 3-21
REIL Rwy 3

CATEGORY	C	D	E
S-ILS 28 *	397–½ 200 (200–½)		
S-LOC 28 **	620-¾ 423 (400-¾)		620-1 423 (400-1)
CIRCLING***	680–1½ 459 (500–1½)	780–2 559 (600–2)	
S-ASR 28 †	620-¾ 423 (400-¾)	620-1 423 (400-1)	

*When twr clsd, vis increases to ¾ SM.
**When twr clsd, vis increases to, CAT CD 1¼ SM, CAT E 1½ SM.
***Circling not authorized for CAT E N of Rwy 10-28.
† Cat D vis increased ¼ mile and Cat E vis increased ½ mile for inop MAL SR.

LOC FAF to MAP 5.4 NM

Knots	120	140	160	180	200
Min:Sec	2:42	2:19	2:02	1:48	1:37

HI–ILS RWY 28

32°18'N–86°24'W

MONTGOMERY, ALABAMA
MONTGOMERY/ DANNELLY FIELD (KMGM)

93315

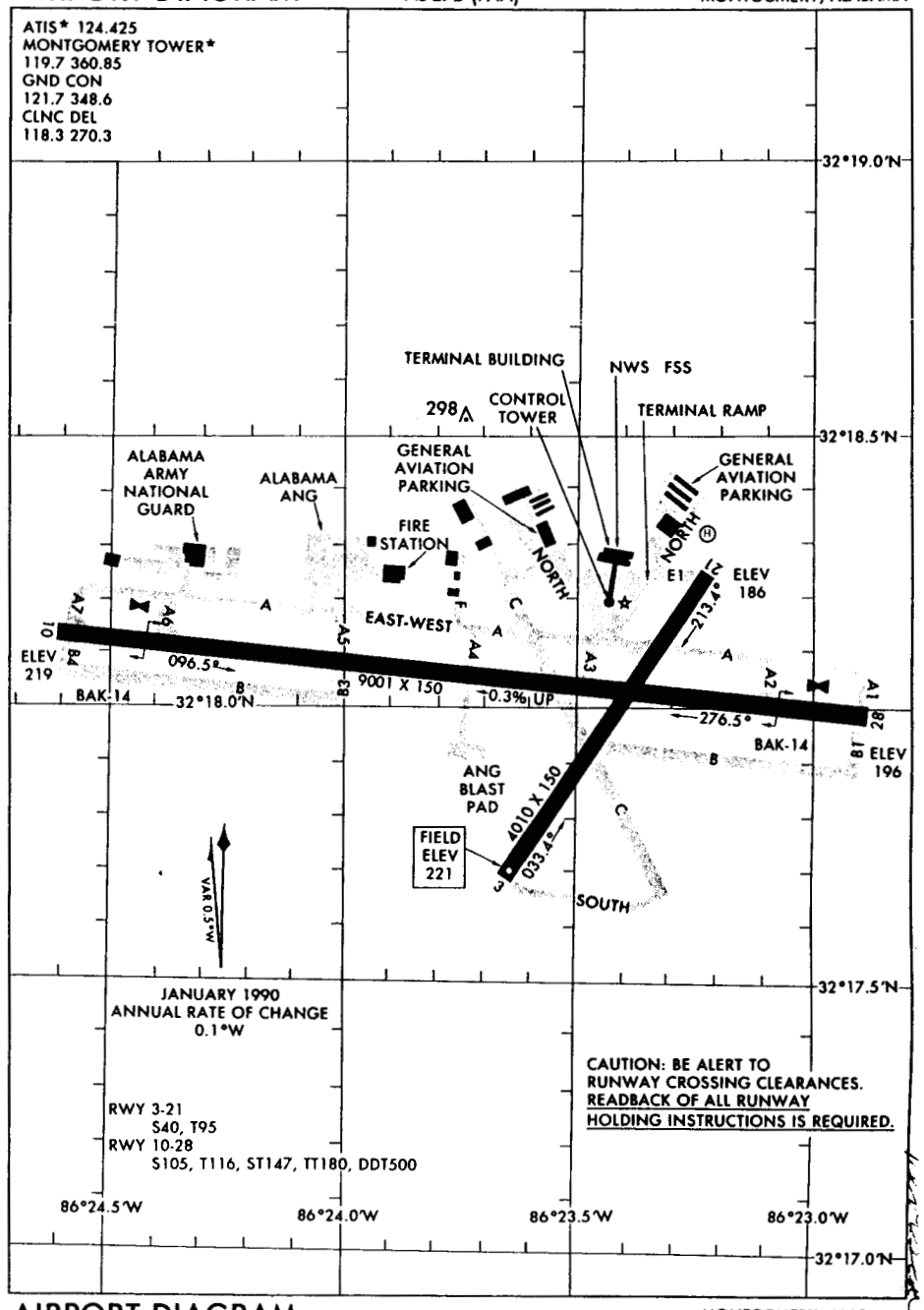
AIRPORT DIAGRAM

112

AL-272 (FAA)

MONTGOMERY/DANNELLY FIELD (MGM)
MONTGOMERY, ALABAMA

ATIS* 124.425
MONTGOMERY TOWER*
119.7 360.85
GND CON
121.7 348.6
CLNC DEL
118.3 270.3



AIRPORT DIAGRAM

MONTGOMERY, ALABAMA
MONTGOMERY/DANNELLY FIELD (MGM)

25 (uuu) JT Reynolds, NAS Pensacola R(6/24/94)

Revised page

GALVESTON, TX
SCHOLES FIELD.....Rwy 13, 17 300-1*
Rwy 35 200-1**
* Or standard with minimum climb at 360/NM to 300.
** Or standard with minimum climb of 370/NM to 200.
Departing Rwy 13, 17, 35, climb rwy heading to 500 before turning.

HAMMOND MUNI, LA.....Rwy 31, 600-2*
*Or standard with minimum climb rate of 210/NM to 800. Rwy 31 climb runway heading to 800 prior to turning west.

HOUMA, LA
HOUMA-TERREBONNE . Rwy 30, 500-2*
* Standard with minimum climb of 220/NM to 600.

HOUSTON, TX
ANDRAU AIRPARK
Comply with radar vectors, or for southbound departures only; Rwy 16 turn right, Rwy 34 turn left. All aircraft proceed southwest bound via V13 to 2100' before proceeding on course.

SUGARLAND MUNI-HULL FIELD
.....Rwy 35 400-1
Or standard with minimum climb 220/NM to 400. Departing E bnd Rwy 17, 35, climb rwy heading to 2100 before proceeding on course.

WILLIAM P. HOBBY
Rwy 17/35, 30L/R, 12L/R, 04 climb rwy hdg to 600 before turning left westbound or comply with radar vectors.
Rwy 22 climb rwy hdg to 2100 before turning westbound or comply with radar vectors.

KERRVILLE MUNI(LOUIS SCHREINER FIELD), TX
Rwy 2, 500-1
Rwy 20, 300-1*
*Or standard with minimum climb of 240/NM to 1800.

LAFAYETTE REGIONAL, LA
TAKEOFF OBSTACLES: 104 twr 1200' W of departure end Rwy 29. 145 twr 2600' SW of departure end Rwy 22R.

LAREDO INTL, TX
Rwy 17L,35R,17R,35L climb rwy hdg to 1500 before turning westbound.

MCGREGOR MUNI, TX
Rwys 4,17, 22, 35 2000-3*
*Or standard with minimum climb of 280' per NM to 3000'. Rwys 17,22 climb via ACT R-195 to 3000' before proceeding on course Rwys 4,35 climb rwy hdg to 3000' before proceeding on course.

MINERAL WELLS, TX ..... Rwy 31, 500-2*
* Or standard with a minimum climb of 180/NM to 1500.

MONROE REGIONAL, LA
Rwys 4, 13, 17, 22, 31, 35*
* FAR 135.
Rwy 22 Climb rwy hdg to 900 before right turn.
Rwy 31, 35 climb rwy hdg to 900 before left turn.

NACOGDOCHES, TX
A L MANGHAM JR REGIONAL Rwy 36 1000-3*
* Or standard with a minimum climb of 220' per NM to 1000'. Rwys 15, 18, 33, 36 climb rwy hdg to 1000' before proceeding on course.

NATCHITOCHES REGIONAL, LA
.....Rwy 34, 300-1
Rwy 25, 300-1*
* Standard with minimum climb of 260/NM to 400.

NEW ORLEANS, LA
LAKEFRONT
Rwy 18R and 18L climb to 1500 before turning left, or comply with RADAR vectors. Rwy 9 climb to 1500 before turning right, or comply with RADAR vectors.

PLAINVIEW, TX
HALE CO
Aircraft departing Rwy 4 maintain rwy hdg until reaching 3900 before turning on course.

PLEASANTON MUNI, TX
Rwy 34, climb to 700 on rwy hdg prior to making right turn.

ROBERT GRAY AAF, FORT HOOD, TX
Rwys 15 and 33; climb rwy hdg to 1400 before turning.

ROCKPORT, TX
ARANSAS COUNTY.....Rwy 18, 200-1
Rwys 9, 14 climb rwy hdg to 500 before turning.

SAN ANGELO, TX
MATHIS FIELD.....Rwy 27, 36, 900-2*
*Standard with minimum climb of 240/NM to 2800.

SAN ANTONIO, TX
STINSON MUNI.....Rwy 9, 1000-3*
* Standard with minimum climb of 210/NM to 1600.

R (6/24/94)
25 (VVV) JT Reynolds NAS Pensacola

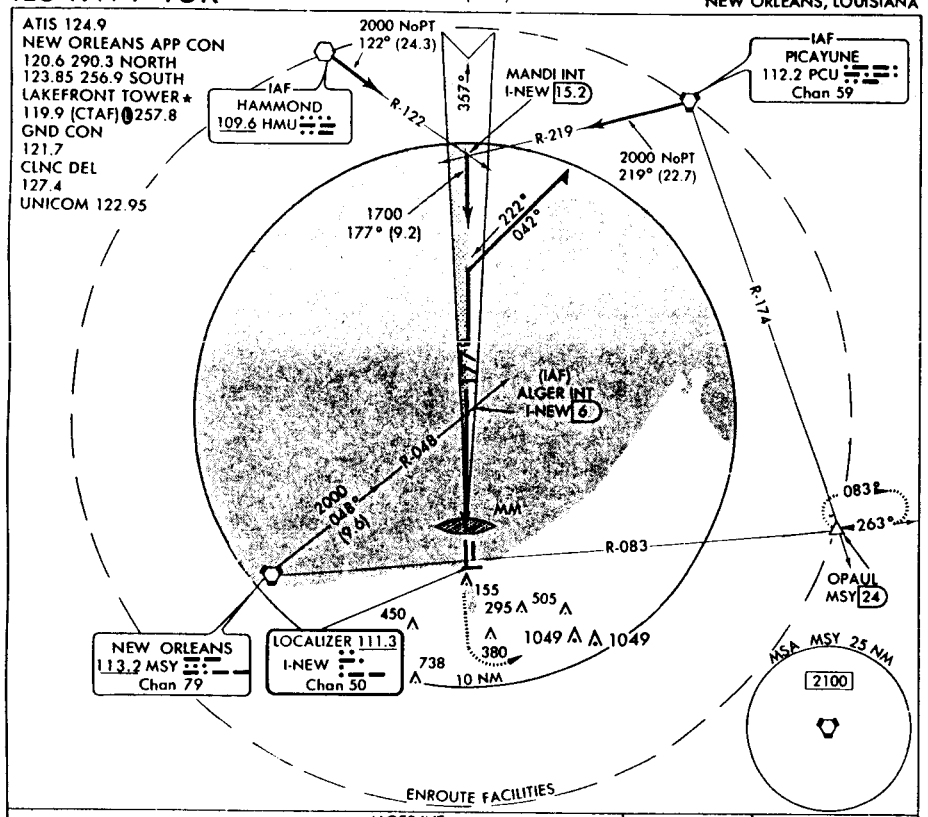
Amdt 11 94062

ILS RWY 18R

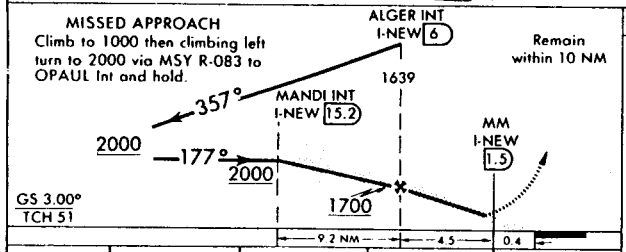
AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

ATIS 124.9
NEW ORLEANS APP CON
120.6 290.3 NORTH
123.85 256.9 SOUTH
LAKEFRONT TOWER*
119.9 (CTAF) 257.8
GND CON
121.7
CLNC DEL
127.4
UNICOM 122.95



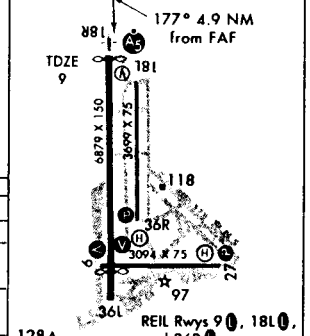
MISSED APPROACH
Climb to 1000 then climbing left turn to 2000 via MSY R-083 to OPAUL Int and hold.



CATEGORY	A	B	C	D
S-ILS 18R	209-½ 200 (200-½)			
S-LOC 18R	340-½ 331 (400-½)			340-¾ 331 (400-¾)
CIRCLING	460-1 451 (500-1)		520-1½ 511 (600-1½)	600-2 591 (600-2)

Cat. D S-LOC 18R visibility increased ¼ mile for inoperative MALSR.

ELEV 9
Rwy 18R ldg 6639'
Rwy 36L ldg 6061'



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ILS RWY 18R

30°03'N-90°02'W

NEW ORLEANS, LOUISIANA
NEW ORLEANS/LAKEFRONT (NEW)

25 (XXX) JTREYNOLDS, MJ Rwanda R (6/24/94)

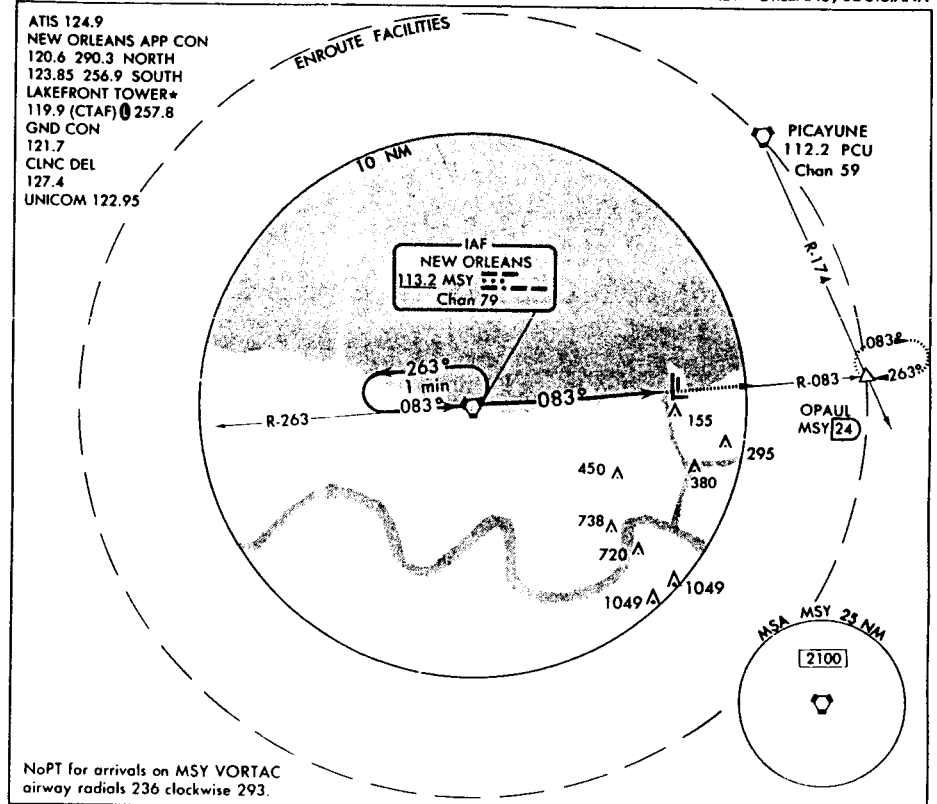
Amdt 16 94062

VOR-A

AL-288 (FAA)

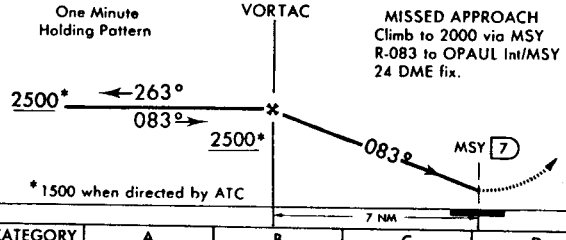
NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

ATIS 124.9
NEW ORLEANS APP CON
120.6 290.3 NORTH
123.85 256.9 SOUTH
LAKEFRONT TOWER*
119.9 (CTAF) 257.8
GND CON
121.7
CLNC DEL
127.4
UNICOM 122.95



NoPT for arrivals on MSY VORTAC airway radials 236 clockwise 293.

One Minute Holding Pattern

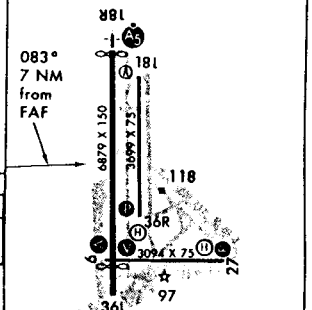


MISSED APPROACH
Climb to 2000 via MSY R-083 to OPAUL Int/MSY 24 DME fix.

*1500 when directed by ATC

CATEGORY	A	B	C	D
CIRCLING	480-1 471 (500-1)		520-1½ 511 (600-1½)	600-2 591 (600-2)

ELEV 9
Rwy 18R ldg 6639'
Rwy 36L ldg 6061'



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

VOR-A

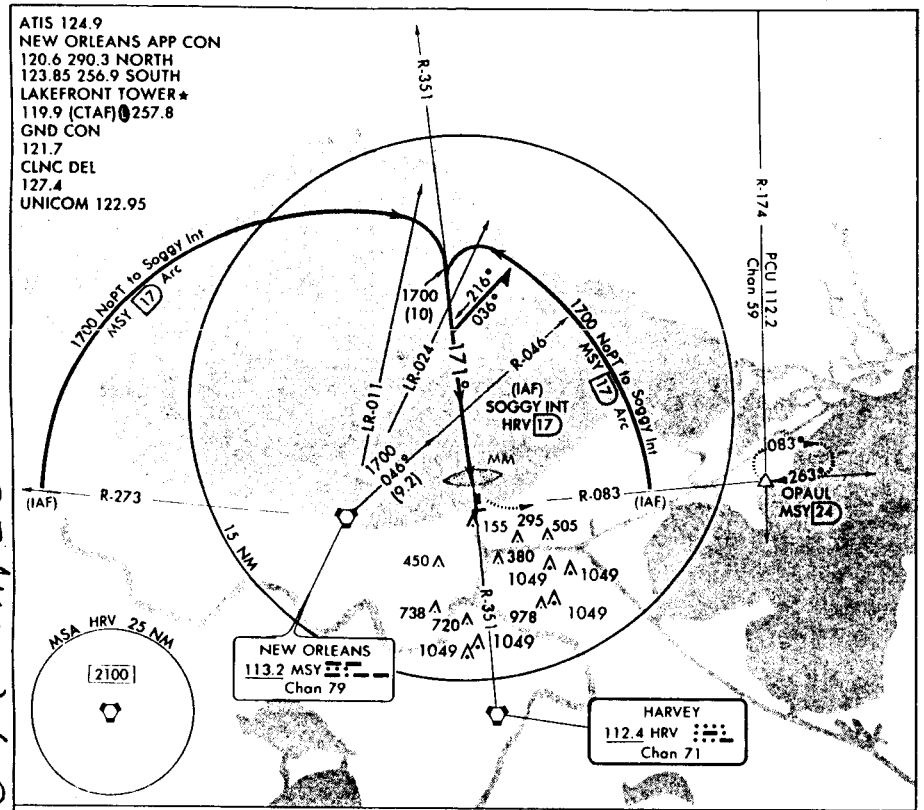
30°03'N-90°02'W

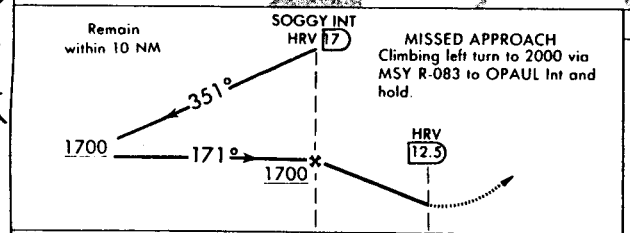
NEW ORLEANS, LOUISIANA
NEW ORLEANS/LAKEFRONT (NEW)

Revised for

VOR RWY 18R

ATIS 124.9
NEW ORLEANS APP CON
120.6 290.3 NORTH
123.85 256.9 SOUTH
LAKEFRONT TOWER★
119.9 (CTAF) 257.8
GND CON
121.7
CLNC DEL
127.4
UNICOM 122.95

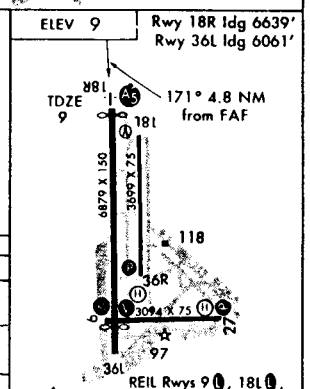




MISSED APPROACH
Climbing left turn to 2000 via MSY R-083 to OPAUL Int and hold.

CATEGORY	A	B	C	D
S-18R	460-½ 451 (500-½)		460-¾ 451 (500-¾)	460-1 451 (500-1)
CIRCLING	460-1 451 (500-1)		520-1½ 511 (600-1½)	600-2 591 (600-2)

ELEV 9
Rwy 18R ldg 6639'
Rwy 36L ldg 6061'



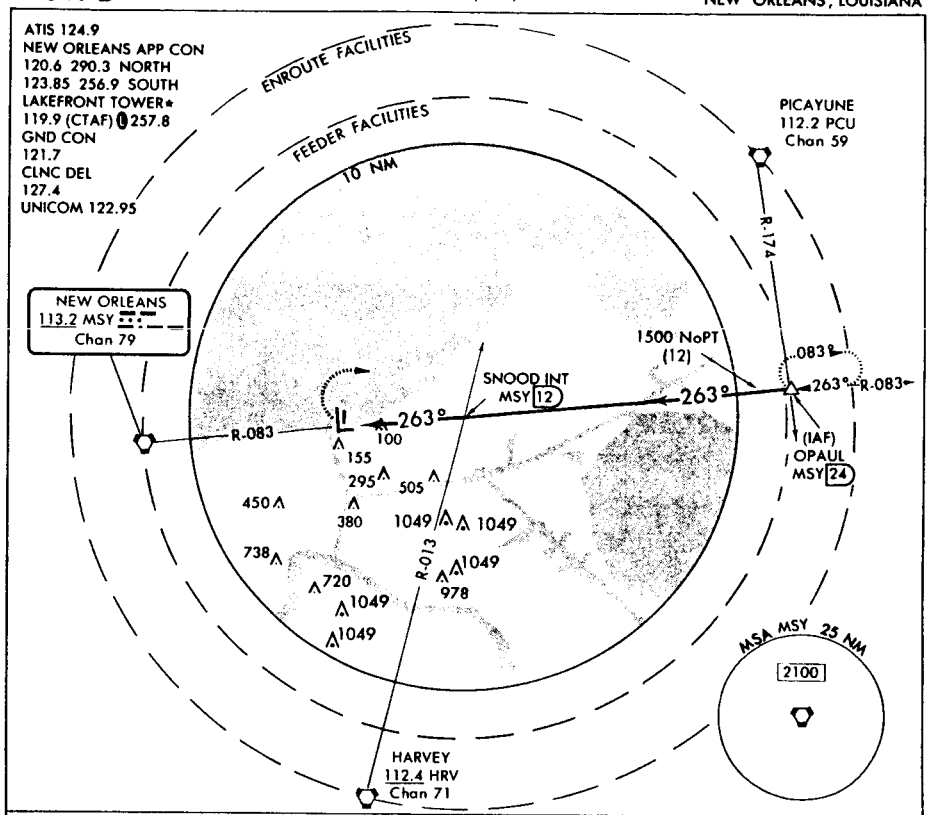
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

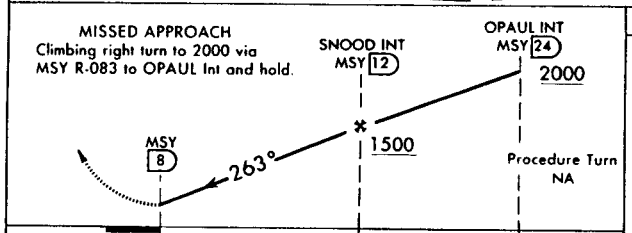
25 (FAA) JT REVOKED, MAI Revoked R(6/24/94)

VOR-B

ATIS 124.9
NEW ORLEANS APP CON
120.6 290.3 NORTH
123.85 256.9 SOUTH
LAKEFRONT TOWER★
119.9 (CTAF) 257.8
GND CON
121.7
CLNC DEL
127.4
UNICOM 122.95

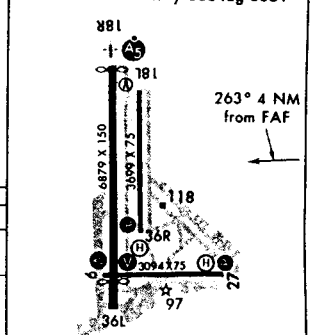


MISSED APPROACH
Climbing right turn to 2000 via MSY R-083 to OPAUL Int and hold.



CATEGORY	A	B	C	D
CIRCLING	520-1 511 (600-1)		520-1½ 511 (600-1½)	600-2 591 (600-2)

ELEV 9
Rwy 18R ldg 6639'
Rwy 36L ldg 6061'



FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

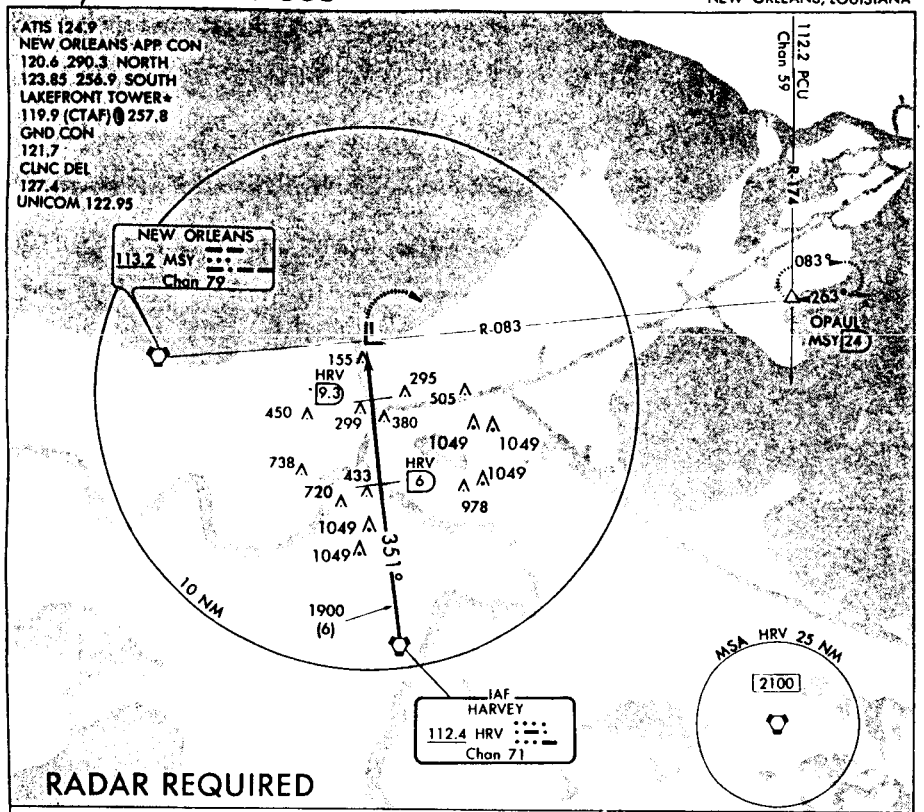
Revised Page

Amdt 6 94062

VOR/DME RWY 36L

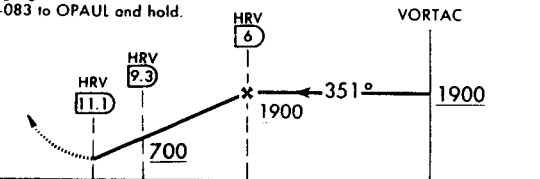
AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA



RADAR REQUIRED

MISSED APPROACH
Climbing right turn to 2000 via MSY R-083 to OPAUL and hold.

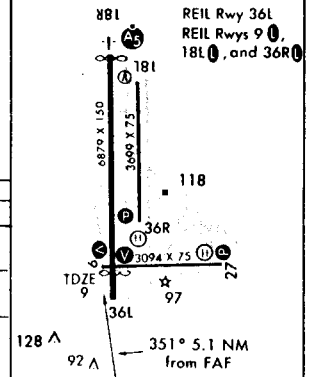


CATEGORY	A	B	C	D
S-36L	480-1 471 (500-1)		480-1¼ 471 (500-1¼)	480-1½ 471 (500-1½)
CIRCLING	480-1 471 (500-1)		520-1½ 511 (600-1½)	600-2 591 (600-2)

ELEV 9

Rwy 18R ldg 6639'
Rwy 36L ldg 6061'

REIL Rwy 36L
REIL Rwys 9 L, 18L L, and 36R L



MIRL Rwy 9-27 and 18R-36L

Knots	60	90	120	150	180
Min:Sec					

VOR/DME RWY 36L

30°03'N - 90°02'W

317

NEW ORLEANS, LOUISIANA
NEW ORLEANS/LAKEFRONT (NEW)

25 (222) JT Reynolds R (6/24/94)

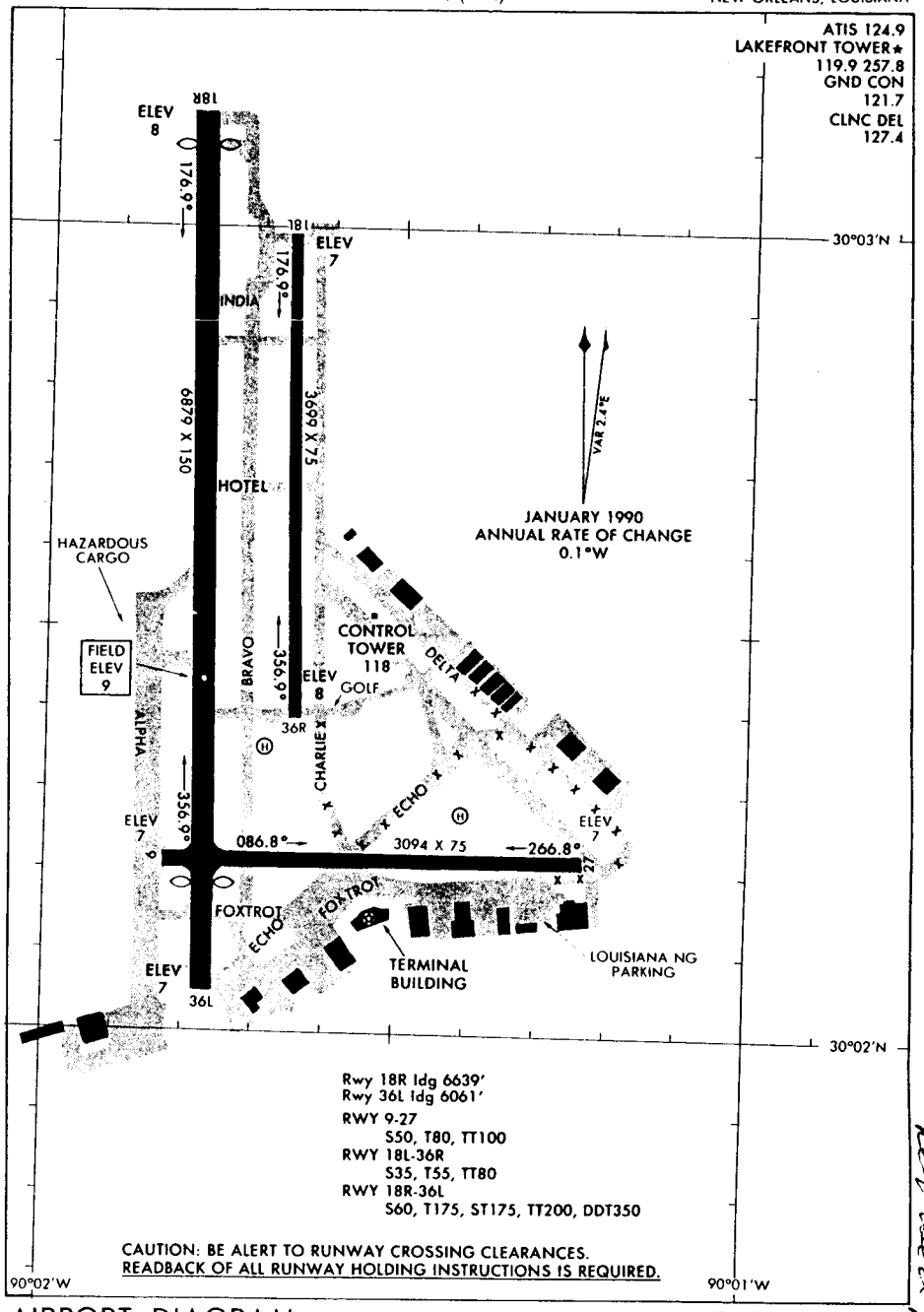
94062

AIRPORT DIAGRAM

318

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA



Rwy 18R ldg 6639'
Rwy 36L ldg 6061'
RWY 9-27
S50, T80, TT100
RWY 18L-36R
S35, T55, TT80
RWY 18R-36L
S60, T175, ST175, TT200, DDT350

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS/LAKEFRONT (NEW)

Kingsbeck page

Revised page

RADAR INSTRUMENT APPROACH MINIMUMS

MIDLAND INTL, TX (28 APR 94 FAA) ELEV 2871

RADAR - (E) 121.1 124.6 290.4 372.1 ▲

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	10 ⓒ		ABC	**3260/24**	392	(400-½)
			DE	**3260/50**	392	(400-1)
	34L		AB	**3260-1**	403	(400-1)
			CD	**3260-1¼**	403	(400-1¼)
			E	**3260-1½**	403	(400-1½)
	16R		AB	**3280-1**	409	(500-1)
			CD	**3280-1¼**	409	(500-1¼)
			E	**3280-1½**	409	(500-1½)
	28		AB	**3280-¾**	424	(500-¾)
			CD	**3280-1¼**	424	(500-1¼)
			E	**3280-1½**	424	(500-1½)
	4		AB	**3280-1**	430	(500-1)
			C	**3280-1¼**	430	(500-1¼)
			DE	**3280-1½**	430	(500-1½)
	22		AB	**3520-1**	667	(700-1)
			C	**3520-1¾**	667	(700-1¾)
			D	**3520-2**	667	(700-2)
			E	**3520-2¼**	667	(700-2¼)
CIR	4, 10,		AB	**3520-1**	649	(700-1)
	16R, 22, 28,		C	**3520-1¾**	649	(700-1¾)
	34L		D	**3520-2**	649	(700-2)
			E	**3560-2½**	689	(700-2½)

ⓒ When ALS inop, increase vis CAT D to RVR 60.

MONROE REGIONAL, LA (16 NOV 89 FAA) ELEV 79

RADAR - (E) 118.15ⓑ 126.9ⓒ 388.0 ▼ Opr 1145-0500Z++

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
CIR	All Rwy		AB	**540-1**	461	(500-1)
			C	**560-1½**	481	(500-1½)
			D	**640-2**	561	(600-2)

ⓒ221°-040°. ⓑ041°-220°.

NEW ORLEANS INTL, (MOISANT FIELD), LA (6 FEB 92 FAA) ELEV 6

RADAR - (E) 126.2 257.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	10ⓒ		ABC	**360/24**	354	(400-½)
			D	**360/50**	354	(400-1)
	28ⓑ		ABC	**400/40**	397	(400-¾)
			D	**400/50**	397	(400-1)

ⓒ When ALSF-2 inop, increase vis Cat D to RVR 60. ⓑ When MALSR inop, increase vis CAT D to RVR 60.

RADAR INSTRUMENT APPROACH MINIMUMS

R (6/24/94)

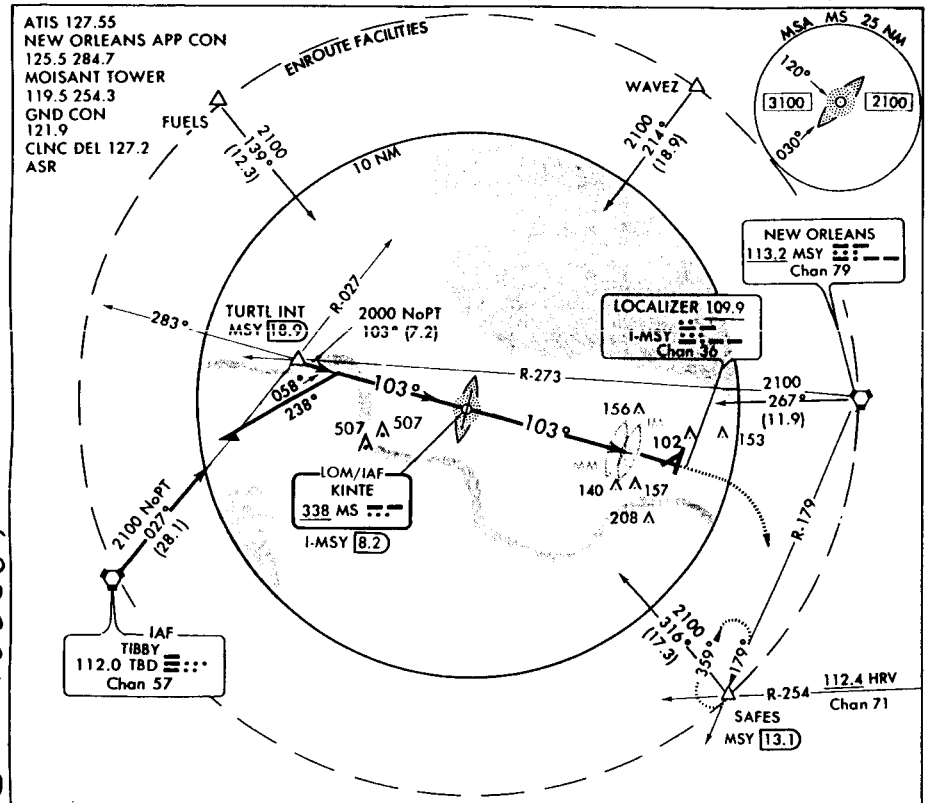
25 (AAAA) JT Reynolds, NAS Pensacola

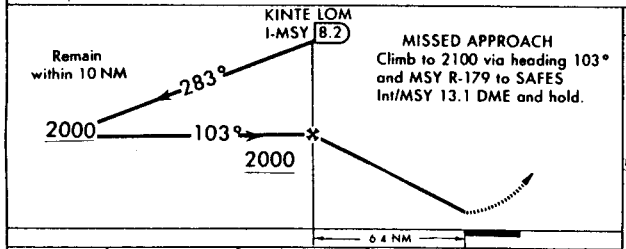
Amdt 25 93315

NDB RWY 10

AL-609 (FAA)

NEW ORLEANS INTL (MOISANT FIELD) (MSY)
NEW ORLEANS, LOUISIANA

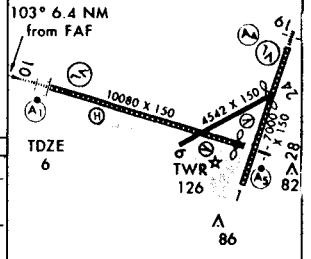




MISSED APPROACH
Climb to 2100 via heading 103° and MSY R-179 to SAFES Int/MSY 13.1 DME and hold.

ELEV 6

Rwy 28 ldg 9800'
Rwy 24 ldg 4266'



CATEGORY	A	B	C	D
S-10	480/40 474 (500-¾)			480/60 474 (500-1¼)
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	660-2 654 (700-2)

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All runways

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NDB RWY 10

30°00'N-90°15'W

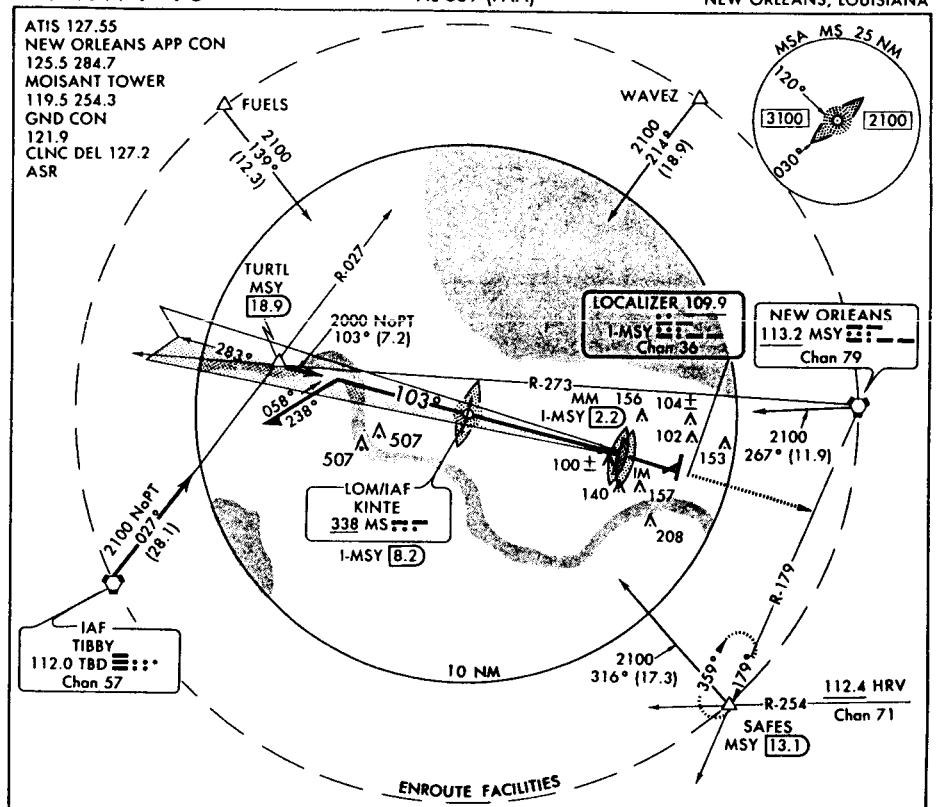
NEW ORLEANS, LOUISIANA

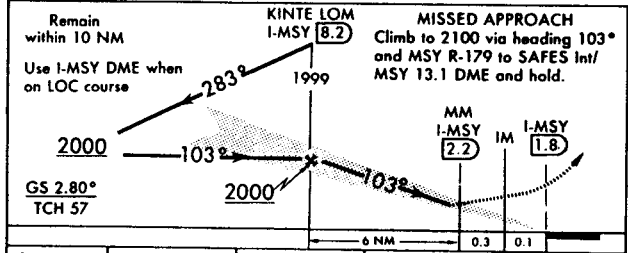
Amdt 1A 94062

ILS RWY 10

AL-609 (FAA)

NEW ORLEANS INTL (MOISANT FIELD) (MSY)
NEW ORLEANS, LOUISIANA

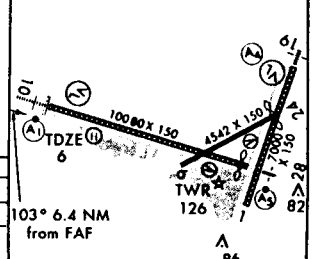




MISSED APPROACH
Climb to 2100 via heading 103° and MSY R-179 to SAFES Int/MSY 13.1 DME and hold.

ELEV 6

Rwy 28 ldg 9800'
Rwy 24 ldg 4266'



CATEGORY	A	B	C	D
S-ILS 10	206/18 200 (200-⅝)			
S-LOC 10	300/24 294 (300-½)			300/40 294 (300-¾)
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	660-2 654 (700-2)

For inoperative ALSF, increase Cat. D S-LOC 10 visibility ¼ mile.

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

ILS RWY 10

30°00'N-90°15'W

NEW ORLEANS, LOUISIANA

25 (BBBB) JT Reynolds, MAJ Reynolds R(6/24/94)

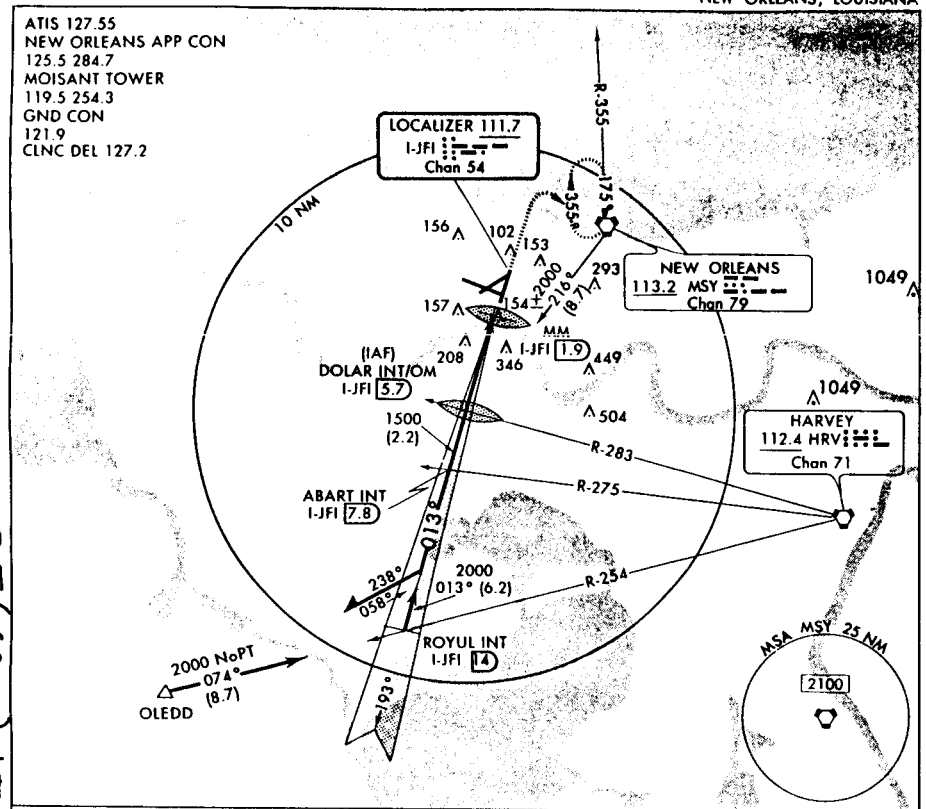
Revised Rex

Amdt 15 93315

ILS RWY 1

320 NEW ORLEANS INTL (MOISANT FIELD) (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA

ATIS 127.55
NEW ORLEANS APP CON
125.5 284.7
MOISANT TOWER
119.5 254.3
GND CON
121.9
CLNC DEL 127.2



Remain within 10 NM

DOLAR INT/OM
I-JFI 5.7

MISSED APPROACH
Climb to 700 heading 013° then climbing right turn to 2000 direct MSY VORTAC and hold.

ABART INT
I-JFI 7.8

I-JFI 1.3

MM
I-JFI 1.9

2000
GS 3.00°
TCH 52
Use I-JFI DME when on LOC course.

2000
1500
1453
193°
013°

2.2 NM | 3.7 NM | 0.6

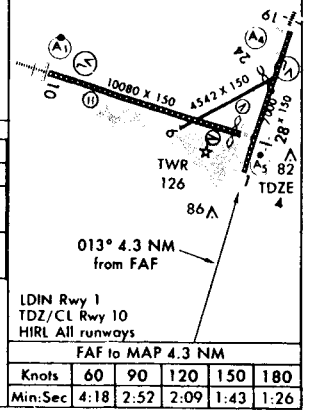
CATEGORY	A	B	C	D
S-ILS 1	312/50 308 (400-1)			
S-LOC 1	420/50 416 (500-1)			420/60 416 (500-1¼)
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	660-2 654 (700-2)

Inoperative table does not apply.

△

ELEV 6

Rwy 28 ldg 9800'
Rwy 24 ldg 4266'



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All runways

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

ILS RWY 1 30°00'N-90°15'W NEW ORLEANS, LOUISIANA
NEW ORLEANS INTL (MOISANT FIELD) (MSY)

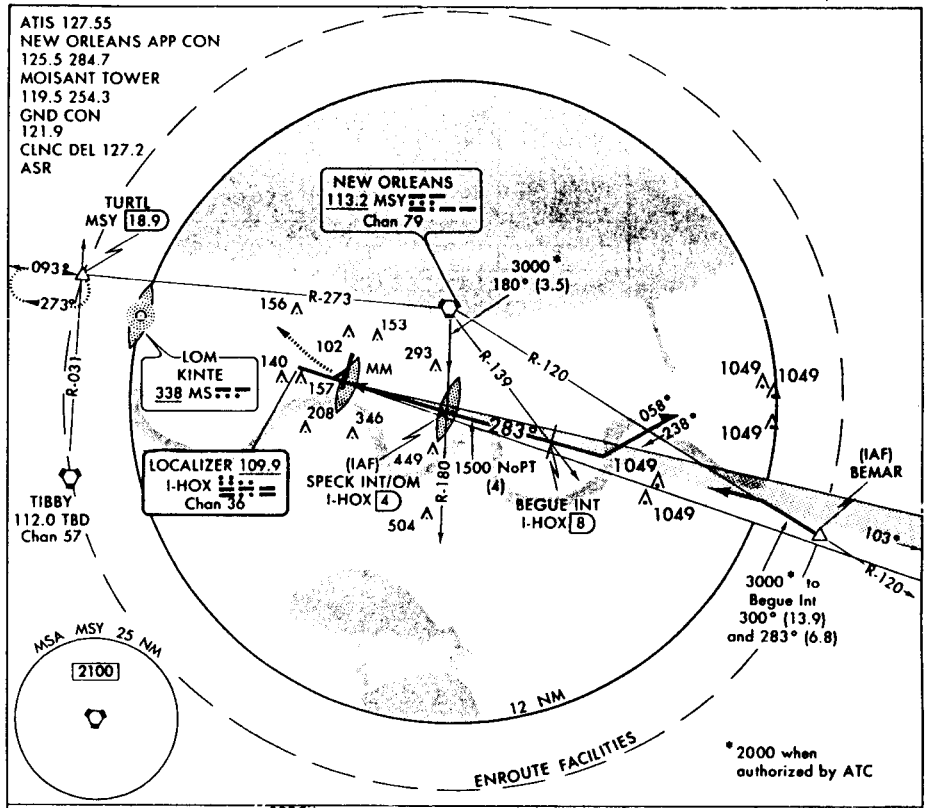
25 (CCCC) JT Reynolds, MAJ Pensacola R (6/24/99)

Amdt 3 94118

ILS RWY 28

322 NEW ORLEANS INTL (MOISANT FIELD)(MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA

ATIS 127.55
NEW ORLEANS APP CON
125.5 284.7
MOISANT TOWER
119.5 254.3
GND CON
121.9
CLNC DEL 127.2
ASR



MISSED APPROACH
Climb to 500 then climbing right turn to 2000 via MSY R-273 to TURTL Int/MSY 18.9 DME and hold.

SPECK INT/OM
I-HOX 4

BEGUE INT
I-HOX 8

Remain within 10 NM
*2000 when authorized by ATC

I-HOX 0.2
MM

1410
1500
103°
283°
3000*
3000*

GS 3.00°
TCH 53

0.4 | 3.8 NM | 4 NM

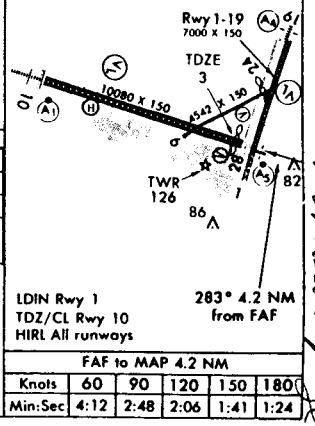
CATEGORY	A	B	C	D
S-ILS 28	253/40 250 (300-¾)			
S-LOC 28	400/40 397 (400-¾)			
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	660-2 654 (700-2)

For inoperative MALSR, increase Cats A, B, C S-LOC 28 visibility ¼ mile.
Inoperative table does not apply to S-ILS 28.

△

ELEV 6

Rwy 28 ldg 9800'
Rwy 24 ldg 4266'



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All runways

FAF to MAP 4.2 NM

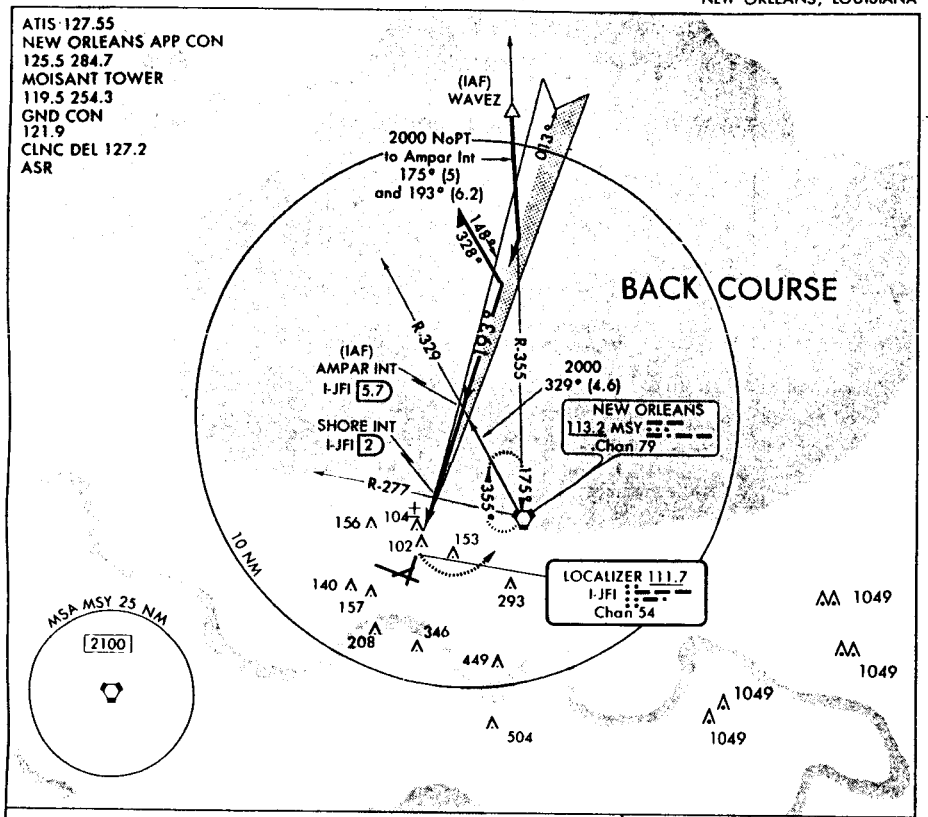
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

ILS RWY 28 30°00'N-90°15'W NEW ORLEANS, LOUISIANA
NEW ORLEANS INTL (MOISANT FIELD)(MSY)

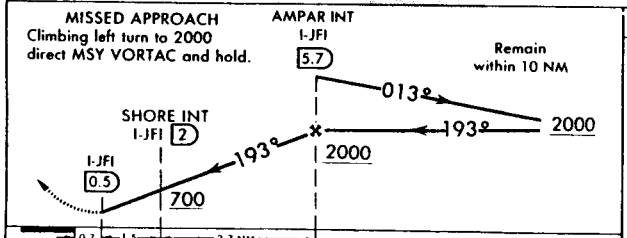
LOC BC RWY 19

NEW ORLEANS INTL (MOISANT FIELD)(MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA

ATIS 127.55
NEW ORLEANS APP CON
125.5 284.7
MOISANT TOWER
119.5 254.3
GND CON
121.9
CLNC DEL 127.2
ASR



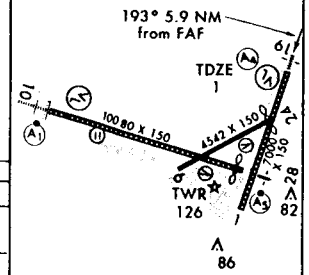
MISSED APPROACH
Climbing left turn to 2000 direct MSY VORTAC and hold.



CATEGORY	A	B	C	D
S-19*	700/50 699 (700-1)		700-2 699 (700-2)	700-2¼ 699 (700-2¼)
CIRCLING	700-1 694 (700-1)		700-2 694 (700-2)	700-2¼ 694 (700-2¼)
SHORE FIX MINIMUMS				
S-19	360/50 359 (400-1)			360/60 359 (400-1¼)
CIRCLING	520-1 514 (600-1)		520-1½ 514 (600-1½)	660-2 654 (700-2)

* Inoperative table does not apply. △

ELEV 6
Rwy 28 ldg 9800'
Rwy 24 ldg 4266'



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All runways

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

25 (DDDD) JT REYNOLDS, NAS PENSACOLA R(6/24/44)

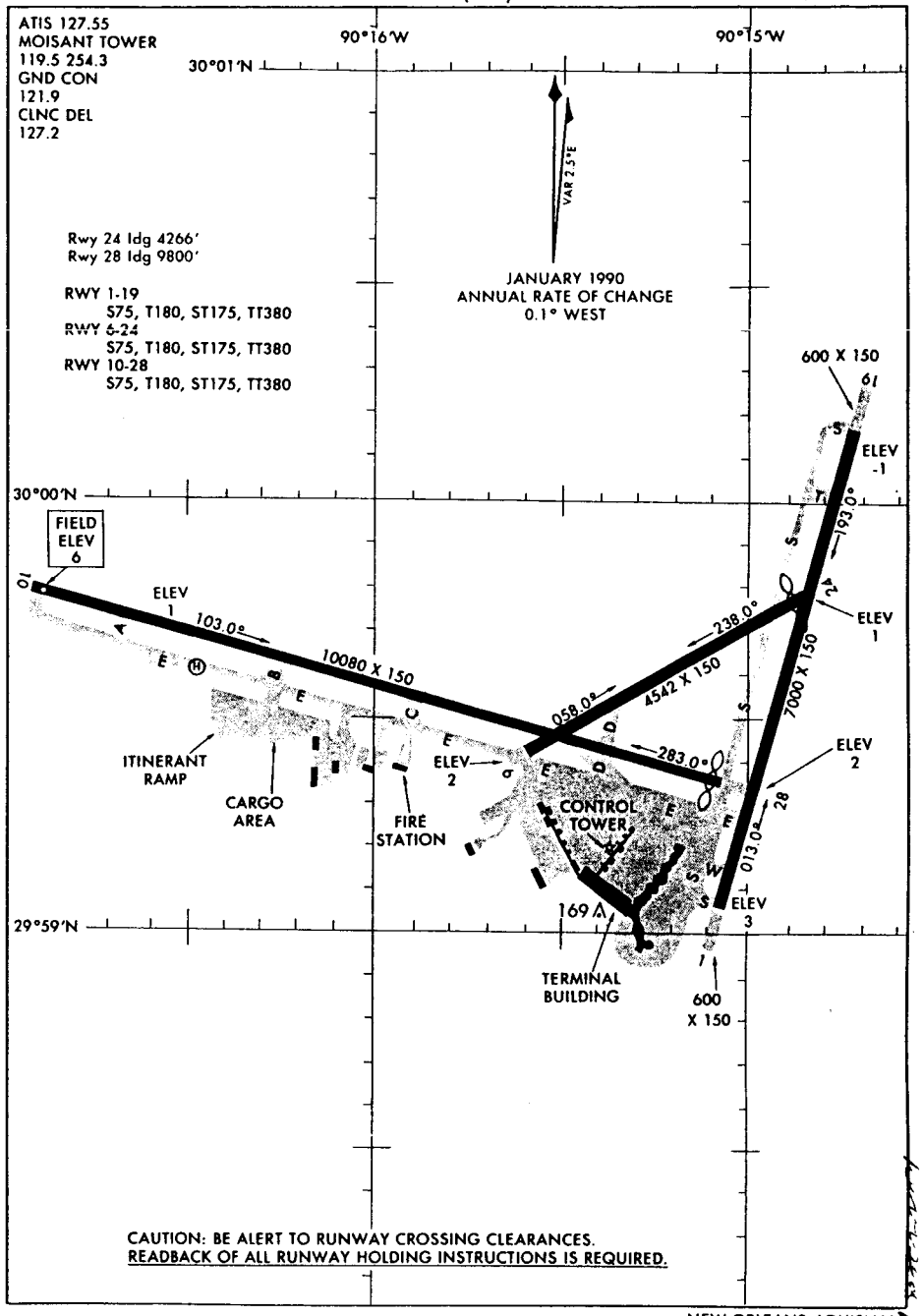
AIRPORT DIAGRAM

NEW ORLEANS INTL (MOISANT FIELD) (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA

ATIS 127.55
MOISANT TOWER
119.5 254.3
GND CON
121.9
CLNC DEL
127.2

Rwy 24 ldg 4266'
Rwy 28 ldg 9800'

RWY 1-19
S75, T180, ST175, TT380
RWY 6-24
S75, T180, ST175, TT380
RWY 10-28
S75, T180, ST175, TT380



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Revised page

RADAR INSTRUMENT APPROACH MINIMUMS

NEW ORLEANS NAS, (ALVIN CALLENDER FIELD) LA (28 MAY 92 USN) **ELEV 3**
RADARⓒ **- (E)** 125.95 126.55 289.4 308.4 311.6 315.6 335.8 345.2

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	4ⓑ	3.0°/45/868	ABCDE	**102**-¼	100	(100-¼)
	22ⓑ	3.0°/43/850	ABCDE	**101**-¼	100	(100-¼)
ASR	4ⓑⓒ		AB	**420**-¾	418	(500-¾)
			CD	**420**-1	418	(500-1)
			E	**420**-1¼	418	(500-1¼)
	14ⓒ		AB	**420**-1	417	(500-1)
			CD	**420**-1¼	417	(500-1¼)
			E	**420**-1½	417	(500-1½)
	32ⓒ		AB	**440**-1	437	(500-1)
			C	**440**-1¼	437	(500-1¼)
			DE	**440**-1½	437	(500-1½)
	22ⓑⓒ		AB	**460**-¾	459	(500-¾)
			C	**460**-1	459	(500-1)
			DE	**460**-1¼	459	(500-1¼)
CIR ⓒ	4,14,22,32		AB	**480**-1	477	(500-1)
			C	**500**-1½	497	(500-1½)
			D	**560**-2	557	(600-2)
			E	**640**-2¼	637	(700-2¼)

ⓒ No-NOTAM preventive maint Mon 1300-1800Z++. ⓑ When ALS inop, increase vis ¼ mi. ⓒ Cat E-Circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

POLK AAF, LA (Fort Polk) (30 APR 92 USA) **ELEV 330**
RADAR - (E) 123.7 261.3 ▲ NA Opr 1400-0600Z++ exc hol.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	33	3.0°/42/799	ABCD	**516**-¾	200	(200-¾)
ASR	33		ABC	**660**-1	344	(400-1)
			D	**660**-1¼	344	(400-1¼)
	15		AB	**760**-¾	431	(500-¾)
			C	**760**-1	431	(500-1)
			D	**760**-1¼	431	(500-1¼)
CIR	15-33		AB	**800**-1	470	(500-1)
			C	**800**-1½	470	(500-1½)
			D	**880**-2	550	(600-2)

R (6/24/94)
25 (EEEE) JT REYNOLDS, NAS PENSACOLA

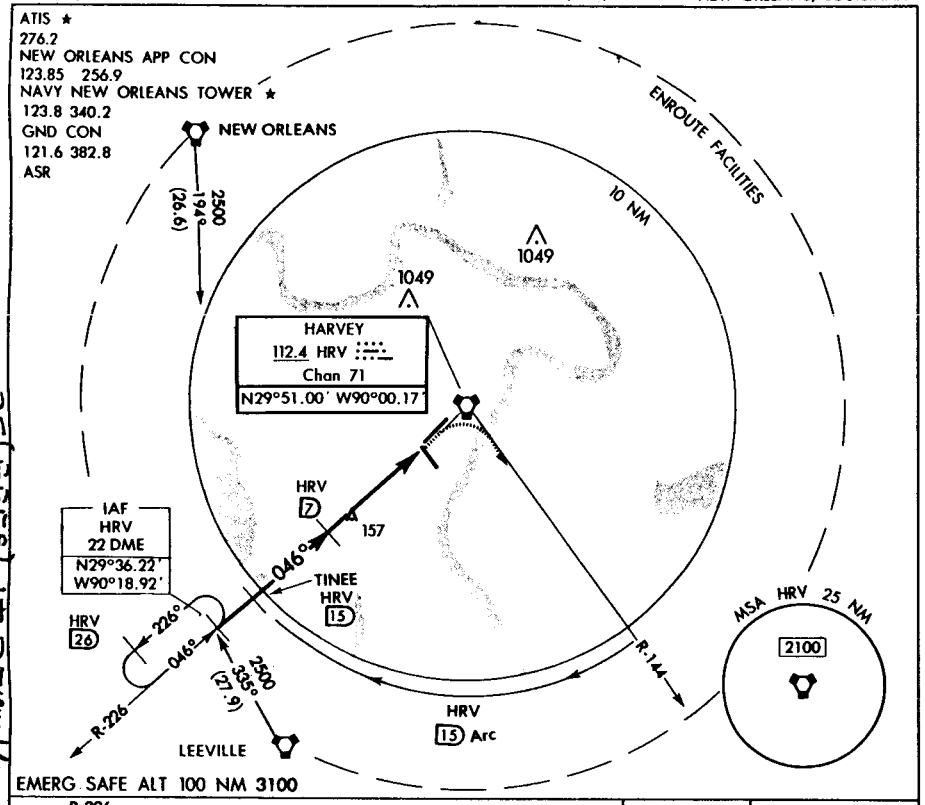
93147

VOR/DME or TACAN RWY 4

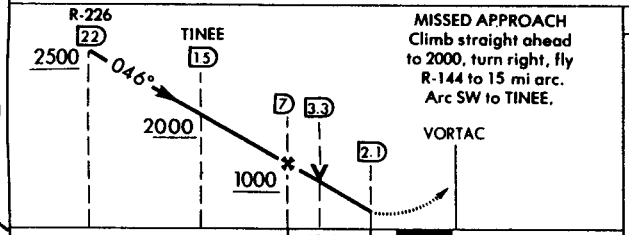
AL-630.03 (USN)

NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA

ATIS ★
276.2
NEW ORLEANS APP CON
123.85 256.9
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
ASR

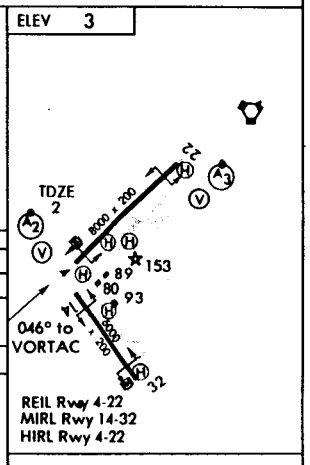


EMERG SAFE ALT 100 NM 3100



MISSED APPROACH
Climb straight ahead to 2000, turn right, fly R-144 to 15 mi arc. Arc SW to TINEE.

ELEV 3



REIL Rwy 4-22
MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4 *	420-¾ 418 (500-¾)		420-1 418 (500-1)	
CIRCLING	480-1 477 (500-1)		500-1½ 497 (500-1½)	560-2 557 (600-2)
S-PAR 4 *	102-¼ 100 (100-¼) GS 3.0°			

*When ALS inop, increase vis ¼ mi.

VOR/DME or TACAN RWY 4 29°50'N-90°02'W NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

25 (FFA) JT REYNOLDS, NAS Pensacola R (6/24/96)

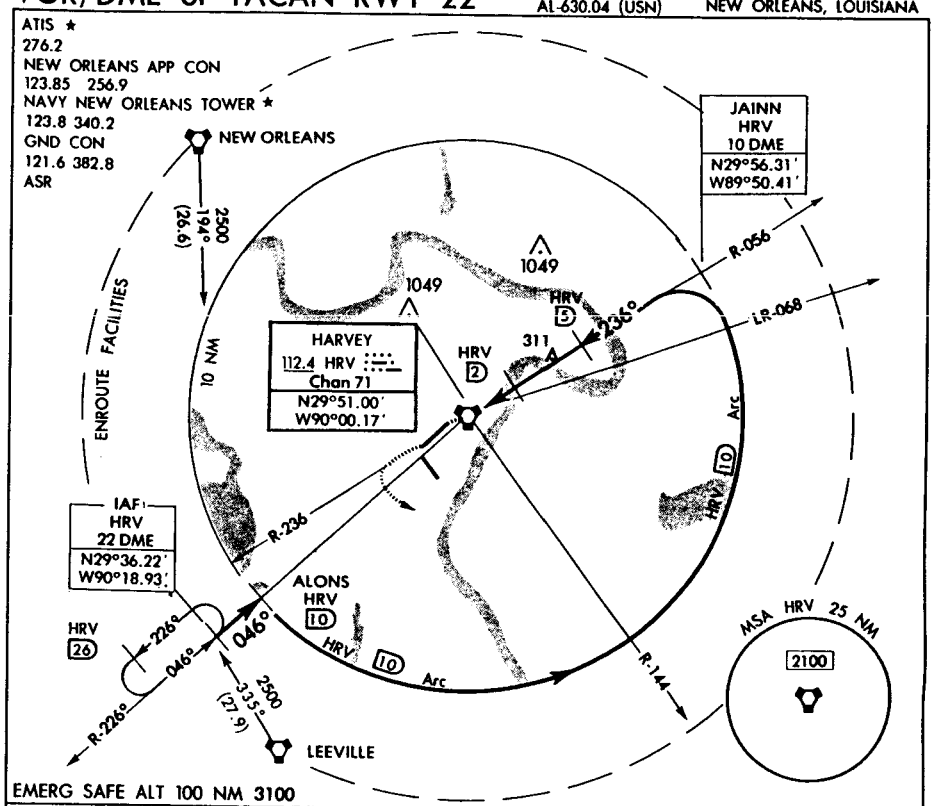
93147

VOR/DME or TACAN RWY 22

AL-630.04 (USN)

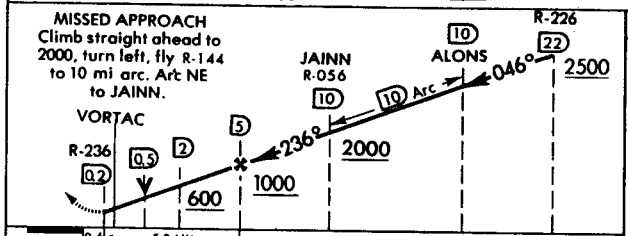
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA

ATIS ★
276.2
NEW ORLEANS APP CON
123.85 256.9
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
ASR

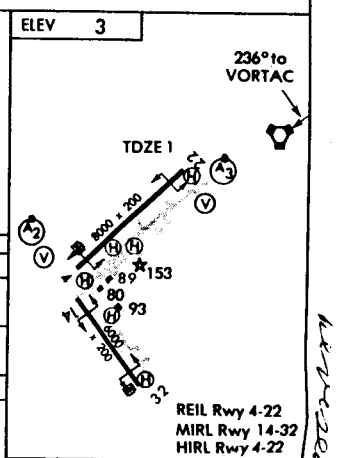


EMERG SAFE ALT 100 NM 3100

MISSED APPROACH
Climb straight ahead to 2000, turn left, fly R-144 to 10 mi arc. Arc NE to JAINN.



ELEV 3



REIL Rwy 4-22
MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-22 *	440-¾ 439 (500-¾)		440-1 439 (500-1)	440-1¼ 439 (500-1¼)
CIRCLING	480-1 477 (500-1)		500-1½ 497 (500-1½)	560-2 557 (600-2)
S-PAR 22*	101-¼ 100 (100-¼)			

* When ALS inop, increase vis ¼ mi.

VOR/DME or TACAN RWY 22 29°50'N-90°02'W NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

Amdt 20 1/96

VOR/DME or TACAN RWY 14

AL-630.06 (USN)

ATIS ★
276.2
NEW ORLEANS APP CON
123.85 256.9
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
ASR

IAF
NEW ORLEANS
113.2 MSY
Chan 79
N30°01.78'
W90°10.33'

TACAN holding not authorized

EMERG SAFE ALT 100 NM 3100

MISSED APPROACH
Climb to 2500 out R-148 to 28 DME and hold.

ELEV 3

148° 14 NM from MSY VORTAC

REIL Rwy 4-22
MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
S-14	480-1 477 (500-1)		480-1¼ 477 (500-1¼)	480-1½ 477 (500-1½)	480-1¾ 477 (500-1¾)
CIRCLING*	480-1 477 (500-1)		500-1½ 497 (500-1½)	560-2 557 (600-2)	620-2¼ 617 (700-2¼)
S-ASR 14	420-1 417 (500-1)		420-1¼ 417 (500-1¼)		420-1½ 417 (500-1½)

*Cat E-circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

VOR/DME or TACAN RWY 14 29°50'N-90°02'W NEW ORLEANS, LOUISIANA NEW ORLEANS NAS (ALVIN CALLENDER) (KNBG)

TACAN RWY 32

AL-630.07 (USN)

ATIS ★
276.2
NEW ORLEANS APP CON
123.85 256.9
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
ASR

NEW ORLEANS
113.2 MSY
Chan 79
N30°01.78'
W90°10.33'

HARVEY
112.4 HRV
Chan 71
N29°51.00'
W90°00.17'

IAF
WHIMP
MSY
29 DME
N29°36.84'
W89°53.19'

EMERG SAFE ALT 100 NM 3100

MISSED APPROACH
Turn left, climb to 2000 out R-164 to 29 DME and hold.

ELEV 3

REIL Rwy 4-22
MIRL Rwy 14-32
HIRL Rwy 4-22

327° 15.6 NM from MAP to MSY VORTAC

CATEGORY	A	B	C	D	E
S-32	480-1 477 (500-1)		480-1¼ 477 (500-1¼)	480-1½ 477 (500-1½)	480-1¾ 477 (500-1¾)
CIRCLING*	480-1 477 (500-1)		500-1½ 497 (500-1½)	560-2 557 (600-2)	620-2¼ 617 (700-2¼)
S-ASR 32	440-1 437 (500-1)		440-1¼ 437 (500-1¼)	440-1½ 437 (500-1½)	

* Cat E-circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

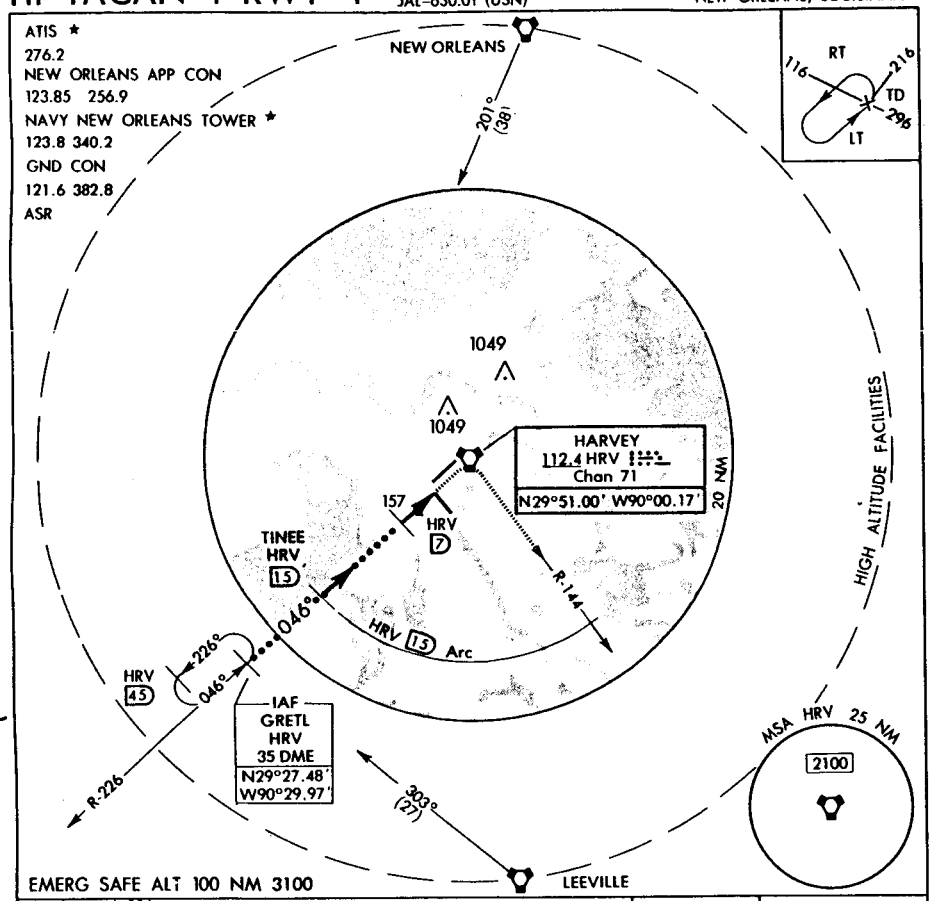
TACAN RWY 32 29°50'N-90°02'W NEW ORLEANS, LOUISIANA NEW ORLEANS NAS (ALVIN CALLENDER) (KNBG)

HI–TACAN 1 RWY 4

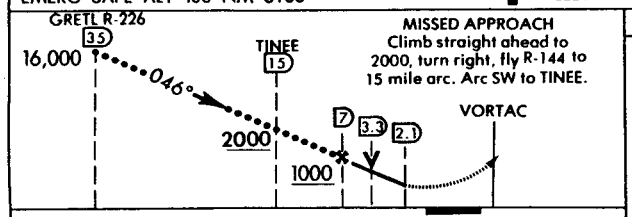
JAL-630.01 (USN)

NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA

ATIS ★
276.2
NEW ORLEANS APP CON
123.85 256.9
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
ASR

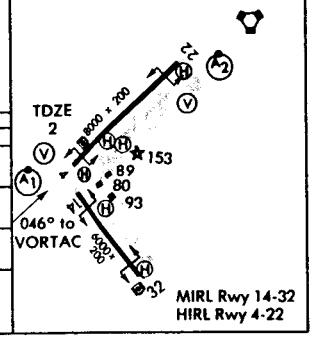


EMERG SAFE ALT 100 NM 3100



MISSED APPROACH
Climb straight ahead to 2000, turn right, fly R-144 to 15 mile arc. Arc SW to TINEE.

ELEV 3



MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	C	D	E
S-4*	420-¾ 418	(500-¾)	420-1 418 (500-1)
CIRCLING**	500-1½ 497 (500-1½)	560-2 557 (600-2)	640-2¼ 637 (700-2¼)
S-PAR-4*	102-¼ 100	(100-¼)	GS 3.0°

*When ALS inop, increase vis ½ mi.
**Cat E-circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

HI–TACAN 1 RWY 4 29°50'N-90°02'W NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

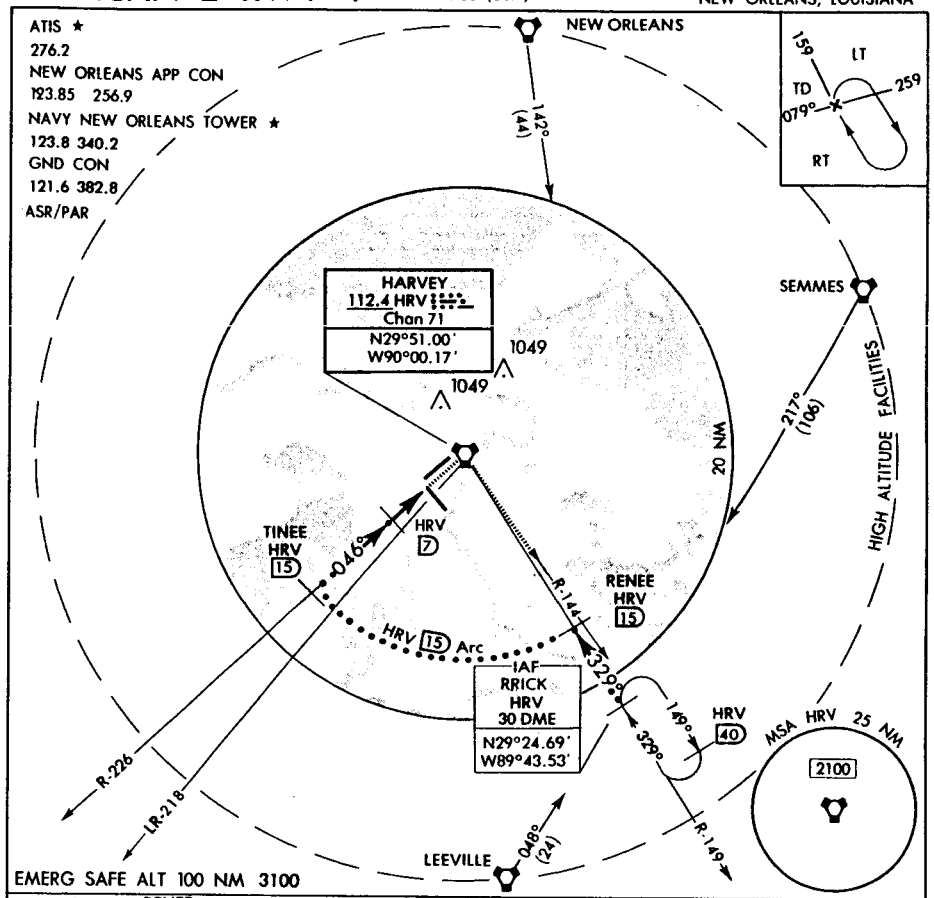
25 (HHH) JTRaynolds, NAS Pensacola R (6/24/94)

HI-TACAN 2 RWY 4

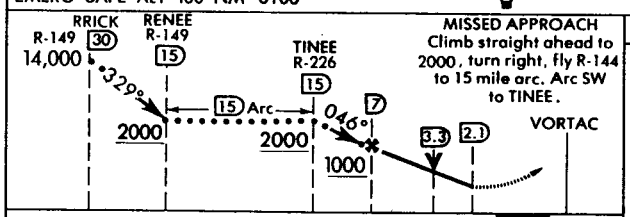
JAL-630.03 (USN)

NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA

ATIS ★
276.2
NEW ORLEANS APP CON
123.85 256.9
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
ASR/PAR

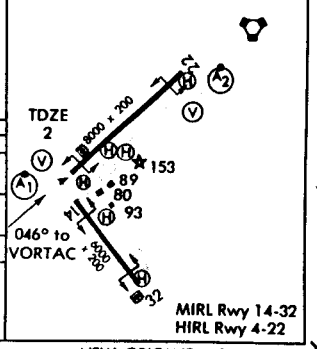


EMERG SAFE ALT 100 NM 3100



MISSED APPROACH
Climb straight ahead to 2000, turn right, fly R-144 to 15 mile arc. Arc SW to TINEE.

ELEV 3



MIRL Rwy 14-32
HIRL Rwy 4-22

CATEGORY	C	D	E
S-4*	420-¾ 418	(500-¾)	420-1 418 (500-1)
CIRCLING**	500-1½ 497 (500-1½)	560-2 557 (600-2)	640-2¼ 637 (700-2¼)
S-PAR-4*	102-¼ 100	(100-¼)	GS 3.0°

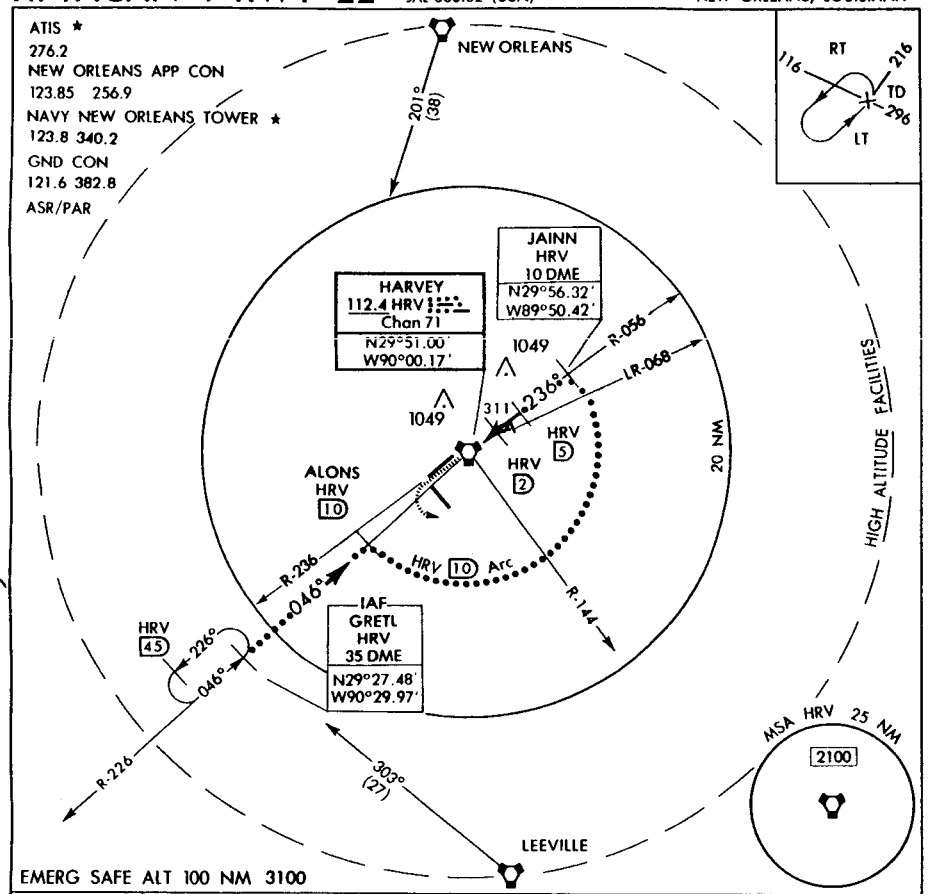
*When ALS inop, increase vis ½ mi.
**Cat E-circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

HI-TACAN 2 RWY 4 29°50'N-90°02'W NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

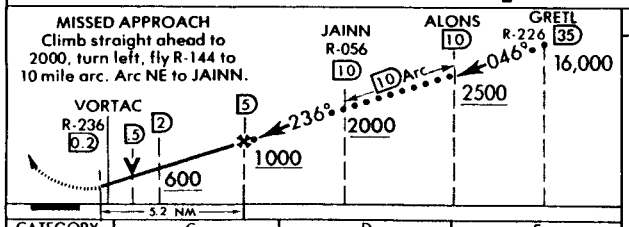
HI-TACAN 1 RWY 22

JAL-630.02 (USN)

NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA



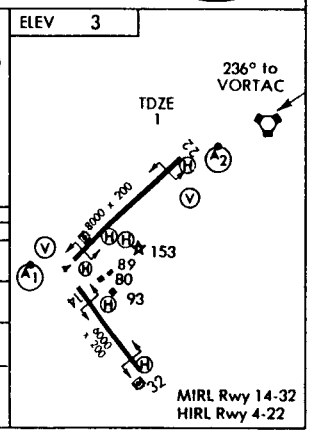
MISSED APPROACH
Climb straight ahead to 2000, turn left, fly R-144 to 10 mile arc. Arc NE to JAINN.



CATEGORY	C	D	E
S-22*	440-1 439 (500-1)	440-1¼ 439 (500-1¼)	
CIRCLING**	500-1½ 497 (500-1½)	560-2 557 (600-2)	640-2¼ 637 (700-2¼)
S-PAR 22*	101-¼ 100 (100-¼) GS 3.0°		

*When ALS inop, increase vis ½ mi.
**Cat E circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

ELEV 3



MIRL Rwy 14-32
HIRL Rwy 4-22

HI-TACAN 1 RWY 22

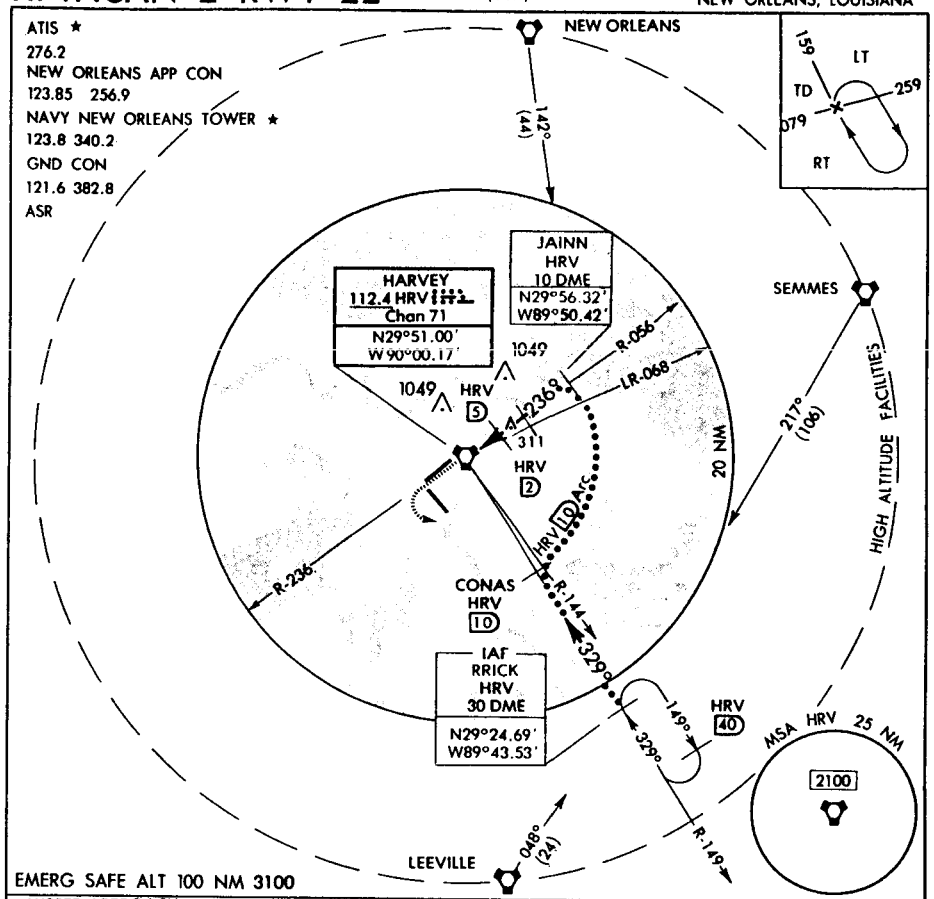
29°50'N-90°02'W

NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

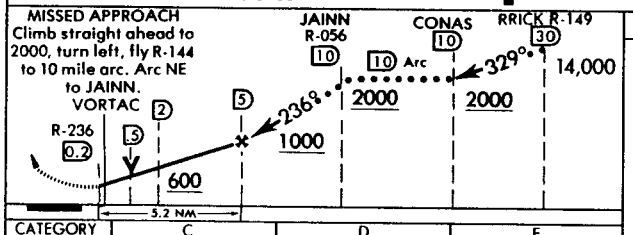
HI-TACAN 2 RWY 22

JAL-630.04 (USN)

NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA



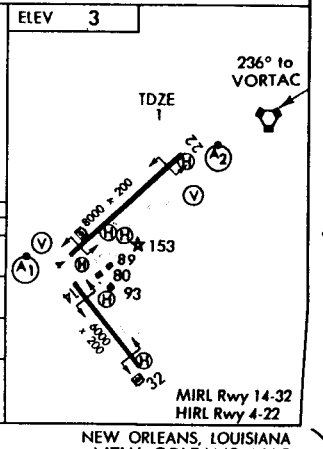
MISSED APPROACH
Climb straight ahead to 2000, turn left, fly R-144 to 10 mile arc. Arc NE to JAINN.



CATEGORY	C	D	E
S-22*	440-1 439 (500-1)	440-1¼ 439 (500-1¼)	
CIRCLING**	500-1½ 497 (500-1½)	560-2 557 (600-2)	640-2¼ 637 (700-2¼)
S-PAR 22*	101-¼ 100 (100-¼) GS 3.0°		

*When ALS inop, increase vis ½ mi.
**Cat E circling not authorized beyond 3.5 NM NW thru N of Rwy 4-22.

ELEV 3



MIRL Rwy 14-32
HIRL Rwy 4-22

HI-TACAN 2 RWY 22

29°50'N-90°02'W

NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

27 (III) JTREYnolds, NAS Pensacola R (6/24/94)

Revised page

92121

AIRPORT DIAGRAM

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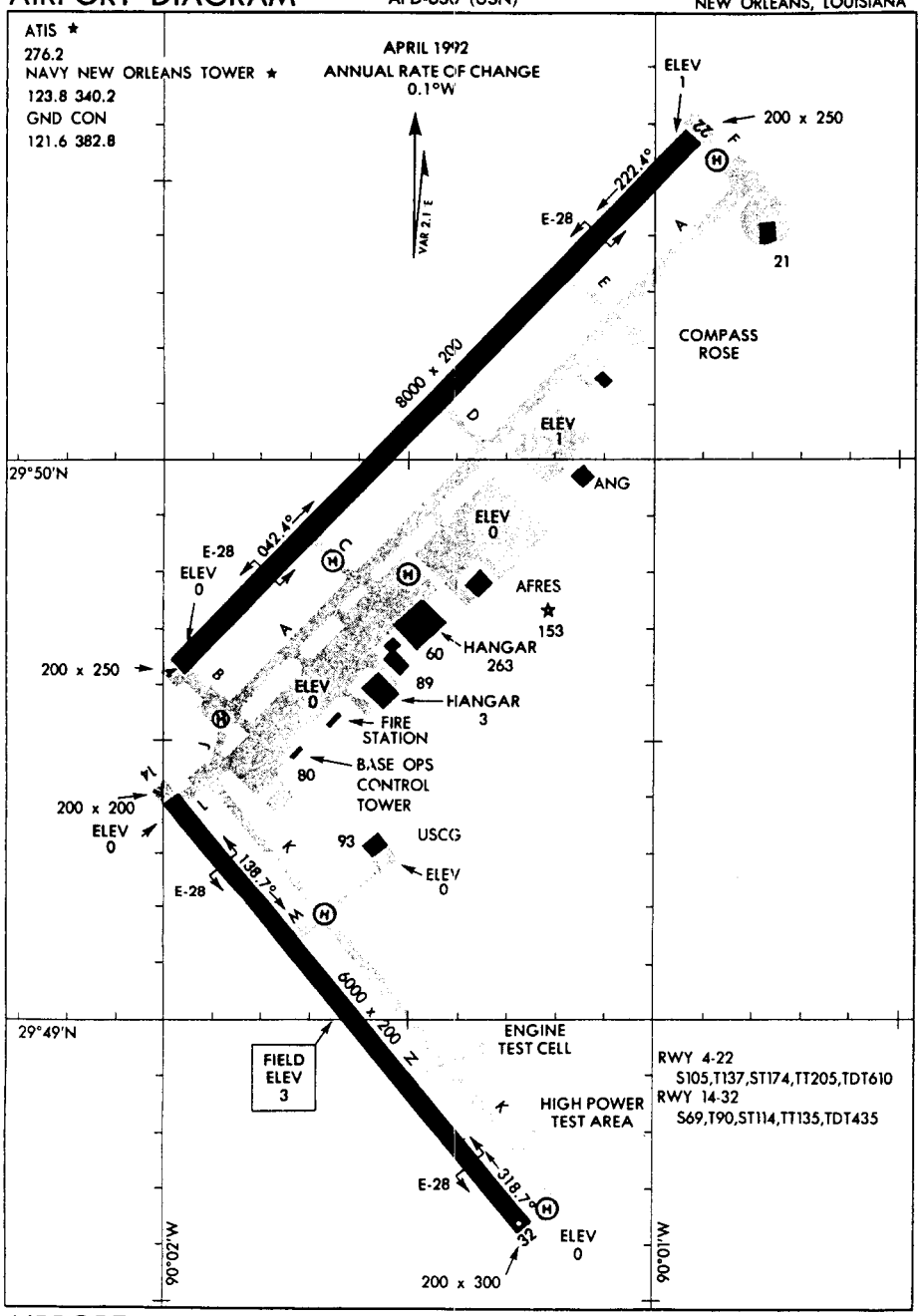
AFD-630 (USN)

NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)
NEW ORLEANS, LOUISIANA



AIRPORT DIAGRAM

NEW ORLEANS, LOUSIANA
NEW ORLEANS NAS
(ALVIN CALLENDER) (KNBG)

R (6/29/94)

25 (JJJJ) JT Reynolds, NAS Pensacola

Revised page

RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA NAS (FORREST SHERMAN FIELD), FL (22 JUL 93 USN) **ELEV 30**

RADAR ⓞ - **(E)** 120.05 128.25 289.8 305.2 318.18 344.4 358.0 376.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR ⓓ	7R ⓑ	3.0°/39/747	ABCDE	**126**-¼	100	(100-¼)
	25R	3.0°/38/699	ABCDE	**122**-½	100	(100-½)
	19	3.0°/41/745	ABCDE	**123**-½	100	(100-½)
	25L	3.0°/38/732	ABCDE	**123**-½	100	(100-½)
	7L	3.0°/40/778	ABCDE	**125**-½	100	(100-½)
	1	3.0°/39/749	ABCDE	**130**-½	100	(100-½)
ASR	7R ⓒ		ABCDE	**380**-¾	354	(400-¾)
	1		ABCDE	**380**-1¼	350	(400-1¼)
	7L		ABCDE	**380**-1¼	355	(400-1¼)
	19		ABCDE	**360**-1¼	337	(400-1¼)
	25L		ABC	**460**-1¼	437	(500-1¼)
			DE	**460**-1½	437	(500-1½)
	25R		ABC	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
CIR	7R-25L, 7L-25R, 1-19		AB	**520**-1¼	490	(500-1¼)
			C	**520**-1½	490	(500-1½)
			DE	**580**-2	550	(600-2)

ⓞ NO-NOTAM preventive maint sked PAR/ASR 1300-1700Z++ Sun. ⓑ PAR Rwy 7R- When ALS inop, increase vis ¼ mile. ⓒ ASR Rwy 7R-When ALS inop, increase vis ½ mile. ⓓ OLS 3.25° not coincident with PAR.

RADAR INSTRUMENT APPROACH MINIMUMS

R (6/24/94)

25(kkkk) JT REYNOLDS, NAS Pensacola

92149

VOR RWY 19

290

AL-736.01 (USN)

PENSACOLA NAS
(FORREST SHERMAN FIELD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR

PENSI
2000 190° (19.5)
BRATT
2600 135° (25.0)
649
CAUTION: PROCEDURE REQUIRES RADAR VECTORS TO FAF
425
IAF
SAUFLEY
108.8 NUN
N30°28.32' W87°20.16'
171°
351°
171
485
273
565
Hold 2000 or as assigned
83
180
104
10 NM
R-171
ENROUTE FACILITIES

MSA NUN 25 NM
3100
1800
1600
195°
100°
345°

EMERG SAFE ALT 100 NM 3100

MISSED APPROACH
Climb to 2000 out R-171, then turn right to NUN VOR and hold. Remain within 15 NM of NUN.

VOR
1700
171°
6.0 NM

ELEV 30

171°6.68 NM from "NUN" VOR

TDZE 23

CATEGORY	A	B	C	D
S-19	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR 19	123-½ 100 (100-½) GS 3.0°			

HIRL Rwy 1-19, 7R-25L and 7L-25R

FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VOR RWY 19

30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FIELD) (KNPA)

25 (LLL) JT REYNOLDS, NAS PENSACOLA R (6/24/94)

93091

TACAN RWY 1

AL-736.03 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR

ENROUTE FACILITIES
FEEDER FACILITIES
10 NM
MONTGOMERY
2200 199° (97)
565
WHITING
Chan 70 NSE
2200 192° (33.7)
PENSACOLA
Chan 119 NPA
N30°21.48' W87°18.99'
85
89
SEMMES
2500 113° (70.9)
NPA 4
NPA 6
012°
NPA 12
NPA 12
Arc
R-192
R-180
R-178
R-141
321°
141°
NPA 18

MSA NPA 25 NM
2900
1800
1500
195°
075°
285°

IAF
CHAPE
NPA
14 DME
N30°10.40'
W87°09.05'

EMERG SAFE ALT 100 NM 3100

MISSED APPROACH
Turn right, climb to 2200 on R-141 to CHAPE.

TACAN
6
4
1.8
800
012°
1200
R-192 12
R-178 12
R-141 12
321°
1200
12
Arc
CHAPE R-141 14
2200
4.2 NM

ELEV 30

012° to TACAN

TDZE 30

CATEGORY	A	B	C	D
S-1	380-1 350 (400-1)			380-1¼ 350 (400-1¼)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR. 1	130-½ 100 (100-½) GS 3.0°			

HIRL Rwys 1-19, 7R-25L, 7L-25R

TACAN RWY 1

30°21'N-87°19'W

291

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

Corrected page

93091

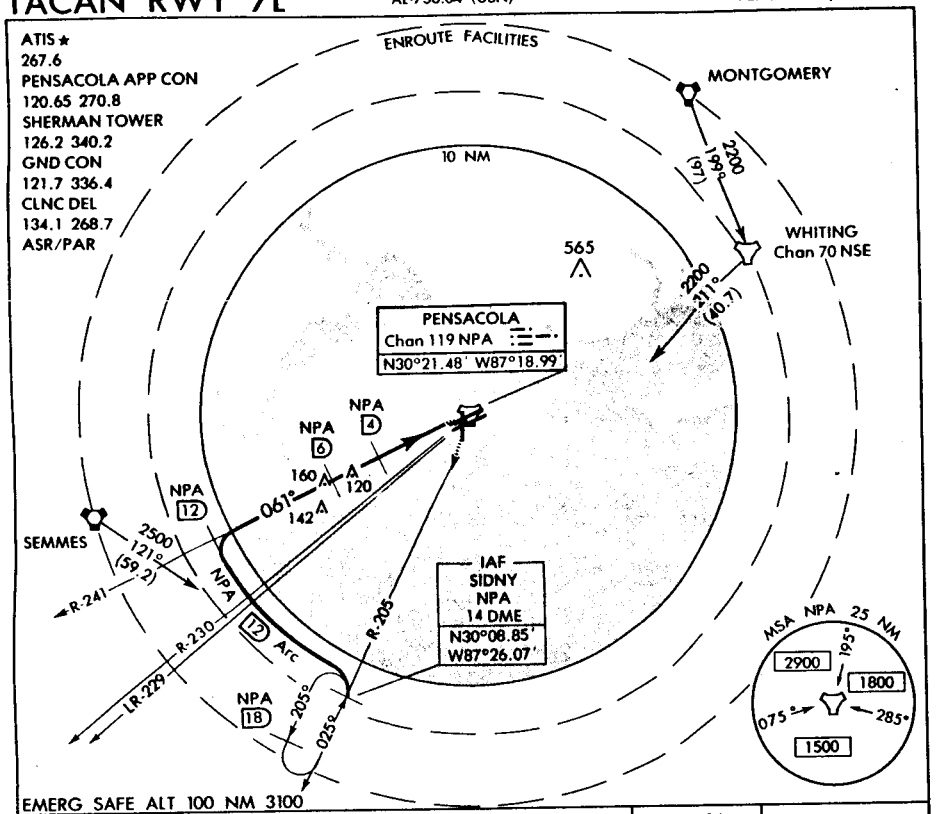
TACAN RWY 7L

292

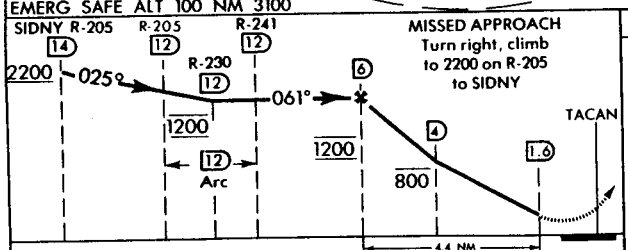
AL-736.04 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR

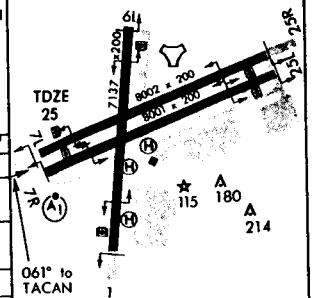


EMERG SAFE ALT 100 NM 3100



MISSED APPROACH
Turn right, climb
to 2200 on R-205
to SIDNY

ELEV 30



CATEGORY	A	B	C	D
S-7L	380-1 355 (400-1)			380-1¼ 355 (400-1¼)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR 7L	125-½ 100 (100-½) GS 3.0°			

30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

TACAN RWY 7L

25 (minimum) JT Reynolds, NAS Pensacola R (6/24/94)

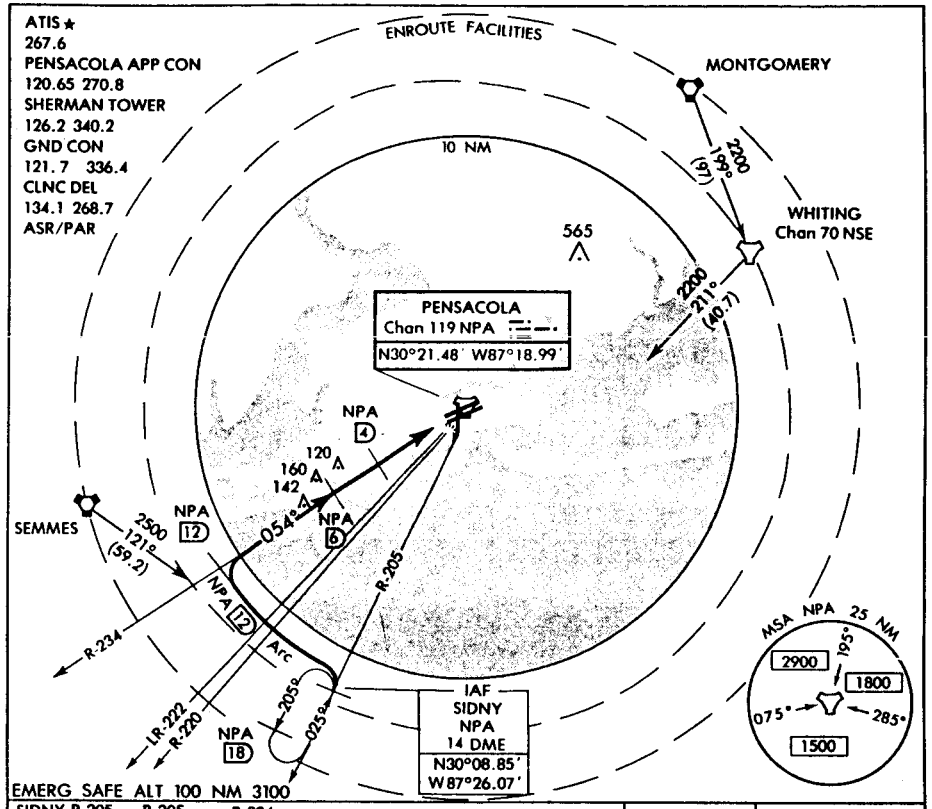
93091

TACAN RWY 7R

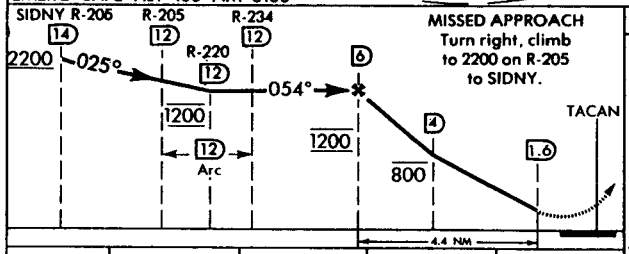
AL-736.02 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR

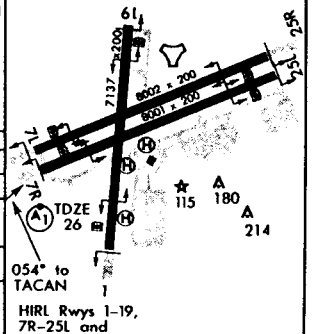


EMERG SAFE ALT 100 NM 3100



MISSED APPROACH
Turn right, climb
to 2200 on R-205
to SIDNY.

ELEV 30



CATEGORY	A	B	C	D
S-7R *	380-½ 354 (400-½)		380-¾ 354 (400-¾)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR 7R **	126-¼ 100 (100-¼) GS 3.0°			

*When ALS inop, increase vis CAT ABD ½ mile, CAT C ¼ mile.
**When ALS inop, increase vis ¼ mile.

TACAN RWY 7R

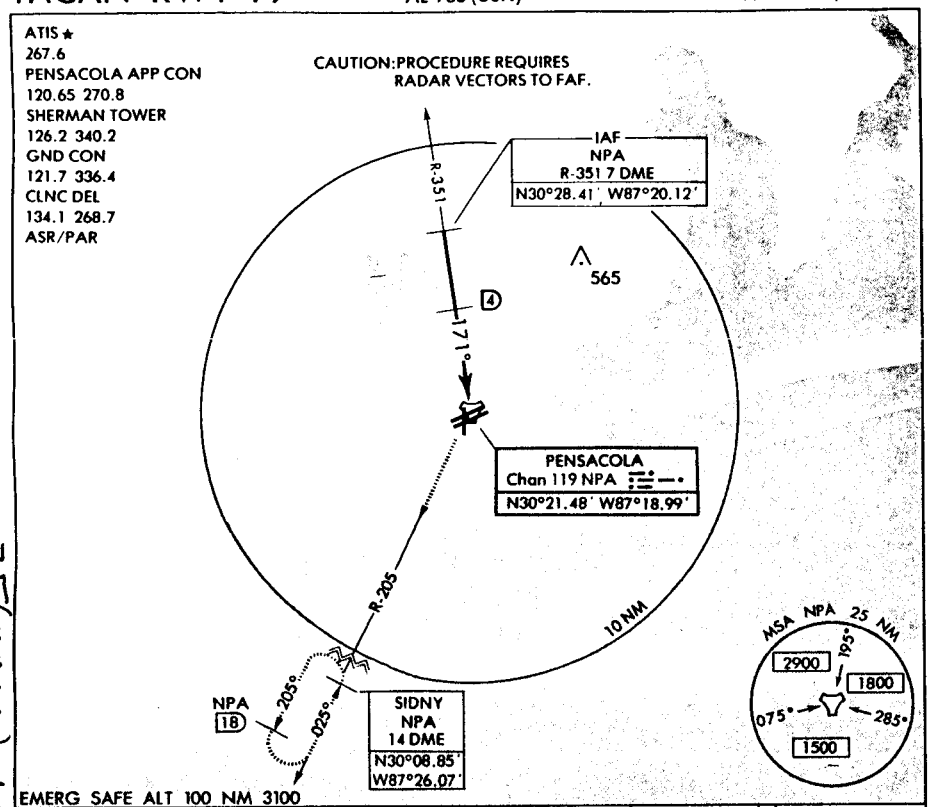
30°21'N-87°19'W

293

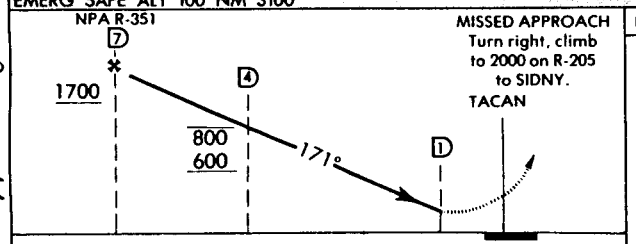
PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

TACAN RWY 19

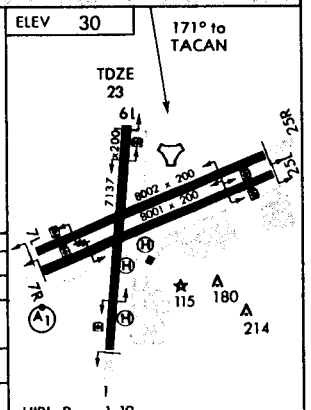
ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR



EMERG SAFE ALT 100 NM 3100



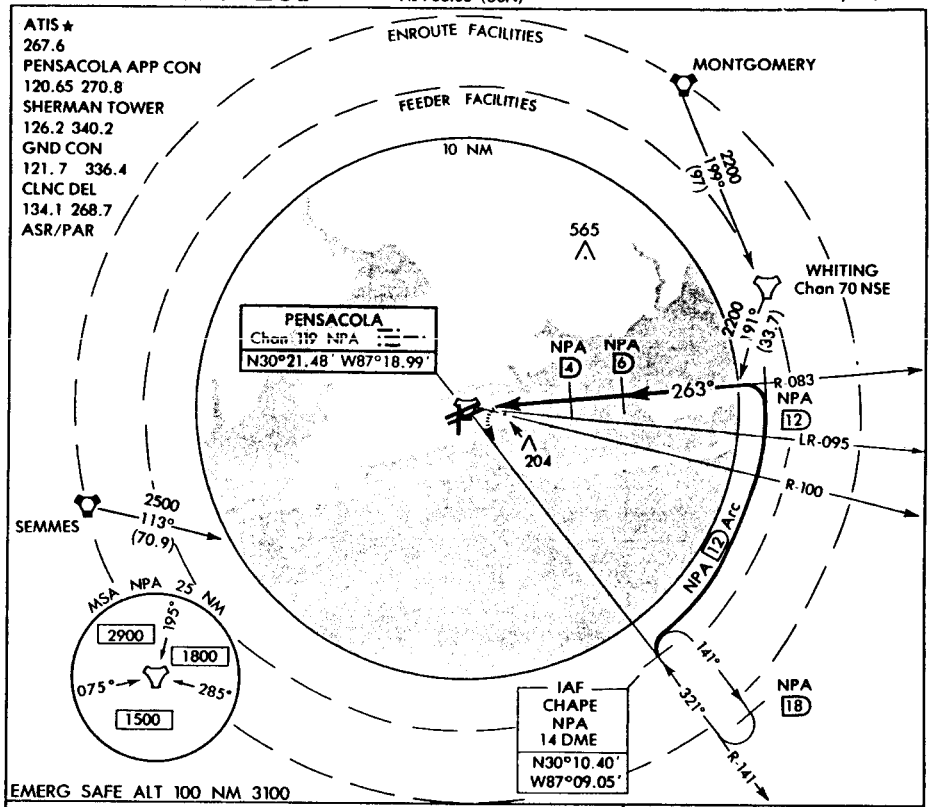
ELEV 30



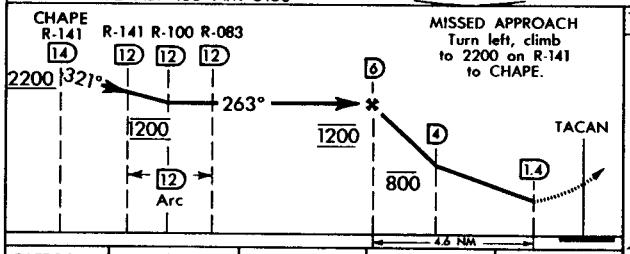
CATEGORY	A	B	C	D
S-19	360-1 337 (400-1)			
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR 19	123-½ 100 (100-½) GS 3.0°			

TACAN RWY 25L

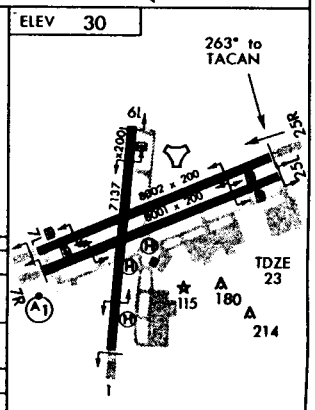
ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR



EMERG SAFE ALT 100 NM 3100



ELEV 30



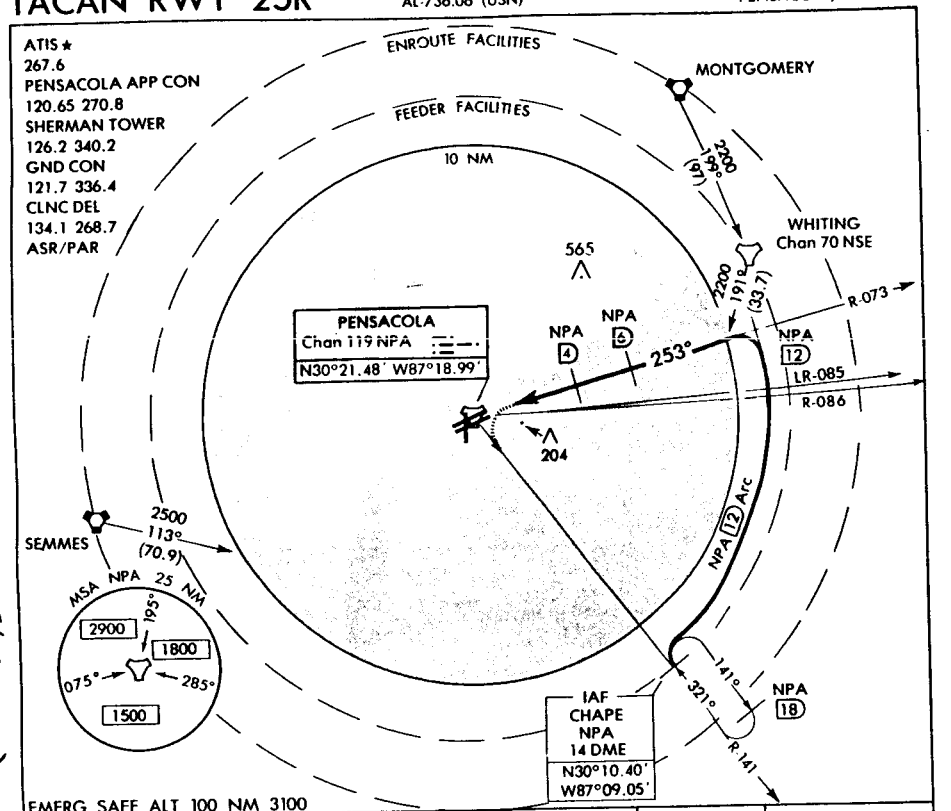
CATEGORY	A	B	C	D
S-25L	460-1 437 (500-1)		460-1¼ 437 (500-1¼)	460-1½ 437 (500-1½)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR 25L	123-½ 100 (100-½) GS 3.0°			

25 (MNM) IT REQUIRED NAS PENSACOLA R (6/24/14)

NOTICE PAGE

TACAN RWY 25R

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR



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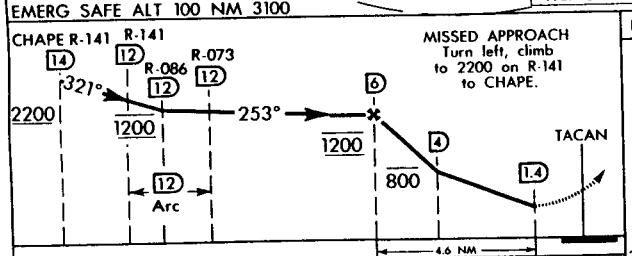
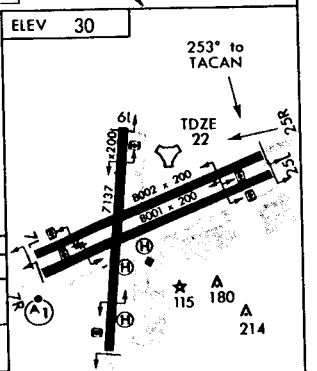


ELEV 30



CATEGORY	A	B	C	D
S-25R	460-1 438 (500-1)		460-1 ¼ 438 (500-1¼)	460-1 ½ 438 (500-1½)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	580-2 550 (600-2)
S-PAR 25R	122-½ 100 (100-½) GS 3.0°			

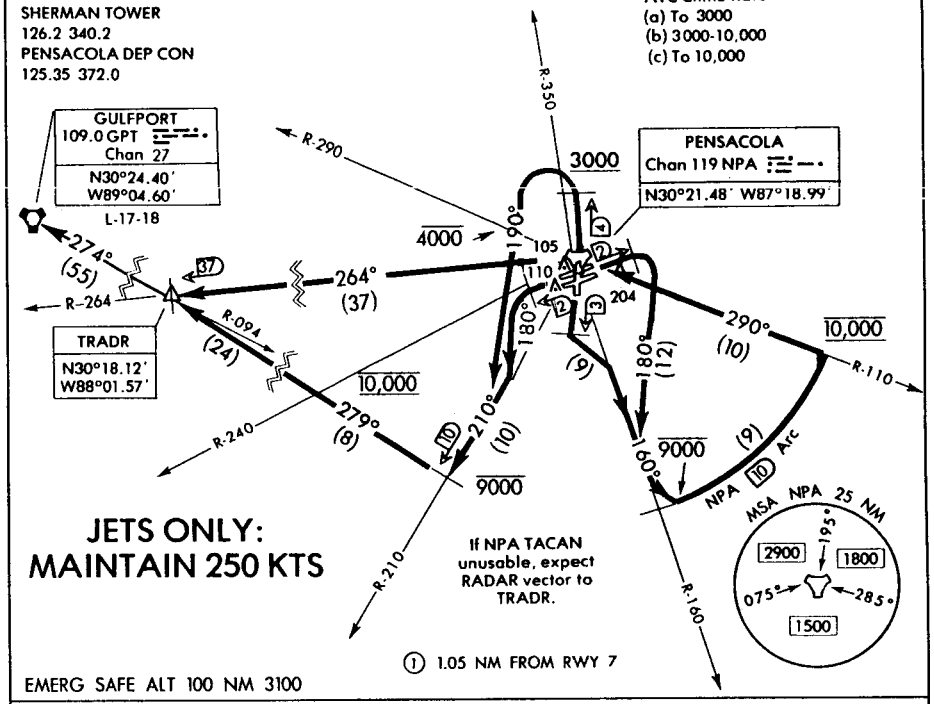
25 (0000) JT Rayne Lt, NAS Pensacola
R (6/27/94)

PATTE-ONE DEPARTURE (PATTE 1•TRADR)

ATIS ★
267.6
CLNC DEL
134.1 268.7
GND CON
121.7 336.4
SHERMAN TOWER
126.2 340.2
PENSACOLA DEP CON
125.35 372.0

Rwy	Knots	60	120	180	240	300	360
1(a)	V/V (fpm)	440	880	1320	1760	2200	2640
1(b)	V/V (fpm)	325	650	975	1300	1625	1950
7(c)	V/V (fpm)	485	970	1455	1940	2425	2910
19(c)	V/V (fpm)	565	1130	1695	2260	2825	3390
25(c)	V/V (fpm)	535	1070	1605	2140	2675	3210

ATC Climb Rate
(a) To 3000
(b) 3000-10,000
(c) To 10,000



JETS ONLY:
MAINTAIN 250 KTS

If NPA TACAN unusable, expect RADAR vector to TRADR.

① 1.05 NM FROM RWY 7

EMERG SAFE ALT 100 NM 3100

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Fly runway heading to NPA 4 DME, turn left heading 190° to join R-210. Cross R-350 at or above 3000 and R-290 at or below 4000, then.....

Fly R-210 to 10 DME then direct TRADR. Cross R-210/10 DME at or below 9000 and R-240 at and maintain 10,000.

TAKE-OFF RWY 7L/R: Fly runway heading to NPA 2 DME, turn right heading 180° to join NPA R-160, then.....

TAKE-OFF RWY 19: Fly runway heading to NPA 3 DME, turn left, then.....

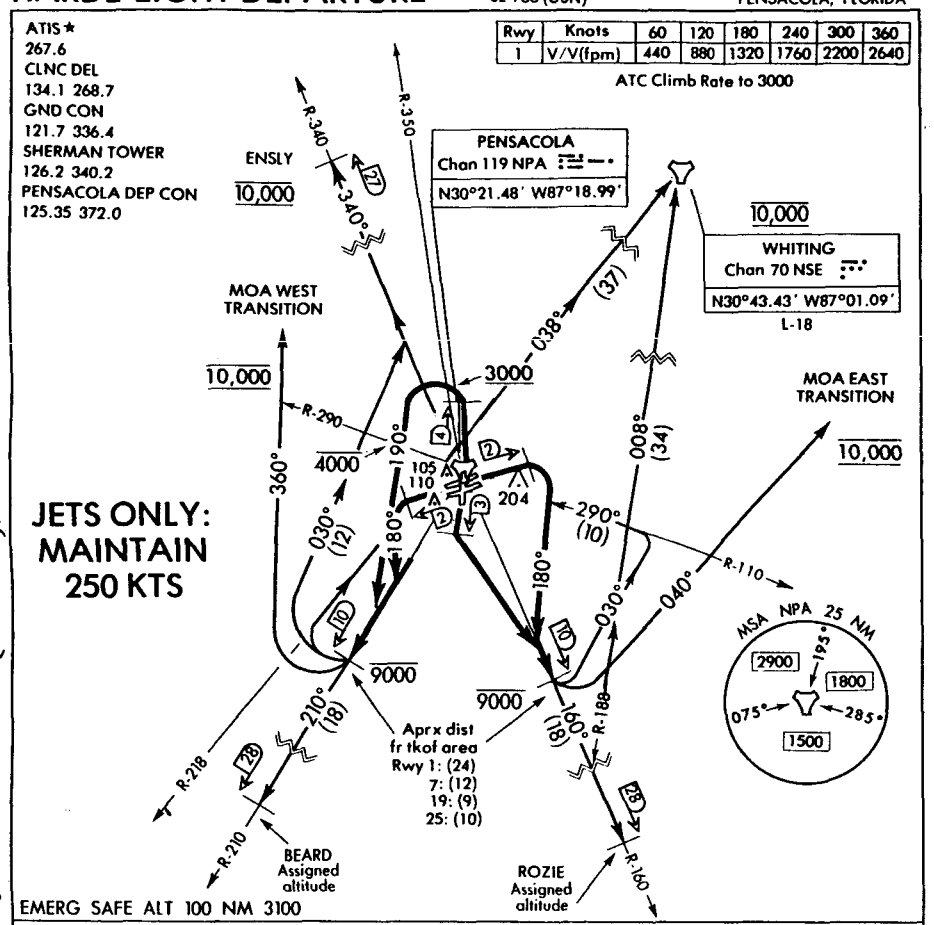
FLY R-160 to join 10 mile arc at or below 9000, Arc SE to join R-110 at 10,000, then fly R-110 to NPA and R-264 to TRADR. Maintain 10,000.

TAKE-OFF RWY 25L/R: Fly runway heading to NPA 2 DME, turn left heading 180° to join R-210, then.....

Fly R-210 to 10 DME then direct TRADR. Cross R-210/10 DME at or below 9000 and R-240 at and maintain 10,000.

GULFPORT TRANSITION (PATTE1•GPT): Via GPT R-094 to GPT. Maintain 10,000.

Revised page



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Fly runway heading to NPA 4 DME, turn left heading 190° to join R-210. Cross R-350 at or above 3000 and R-290 at or below 4000. Fly R-210, cross 10 DME at or below 9000, then via assigned transition.....

TAKE-OFF RWY 7L/R: Fly runway heading to NPA 2 DME, turn right heading 180° to join NPA R-160, cross 10 DME at or below 9000, then via assigned transition.....

TAKE-OFF RWY 19: Fly runway heading to NPA 3 DME, turn left to join NPA R-160, cross 10 DME at or below 9000, then via assigned transition.....

TAKE-OFF RWY 25L/R: Fly runway heading to NPA 2 DME, turn left heading 180° to join R-210, cross 10 DME at or below 9000, then via assigned transition.....

(Continued on next page)

25(PPPD) LT REYNOLDS, NAS Pensacola R(6/24/94)

DEPARTURE ROUTE DESCRIPTION
(Continued)

RWY 7L/R, 19:

ENSLY TRANSITION (HARDE 8•ENSLY): At NPA R-160/10 DME, turn left heading 030° to join NPA R-110 to NPA, then fly NPA R-340 to ENSLY, maintain 10,000.

MOA EAST TRANSITION (HARDE 8•PNSS): At NPA R-160/10 DME, turn left heading 040°, maintain 10,000.

NSE TRANSITION (HARDE 8•NSE): At NPA R-160/10 DME, turn left and fly NSE R-188 to NSE, maintain 10,000.

ROZIE TRANSITION (HARDE 8•ROZIE): Fly NPA R-160 to ROZIE. Climb to assigned altitude.

RWY 25L/R,1:

BEARD TRANSITION (HARDE 8•BEARD): Fly NPA R-210 to BEARD. Climb to assigned altitude.

ENSLY TRANSITION (HARDE 8•ENSLY): At NPA R-210/10 DME, turn right heading 030° to join NPA R-340 to ENSLY, maintain 10,000.

MOA WEST TRANSITION (HARDE 8•PNSS): At NPA R-210/10 DME, turn right heading 360°, maintain 10,000.

NSE TRANSITION (HARDE 8•NSE): At NPA R-210/10 DME, turn right and fly NSE R-218 to NSE, maintain 10,000.

NOTE: If NPA TACAN unusable, expect radar vectors to W-155 or Pensacola South MOA, NSE or ENSLY.

Reynolds

revised pg

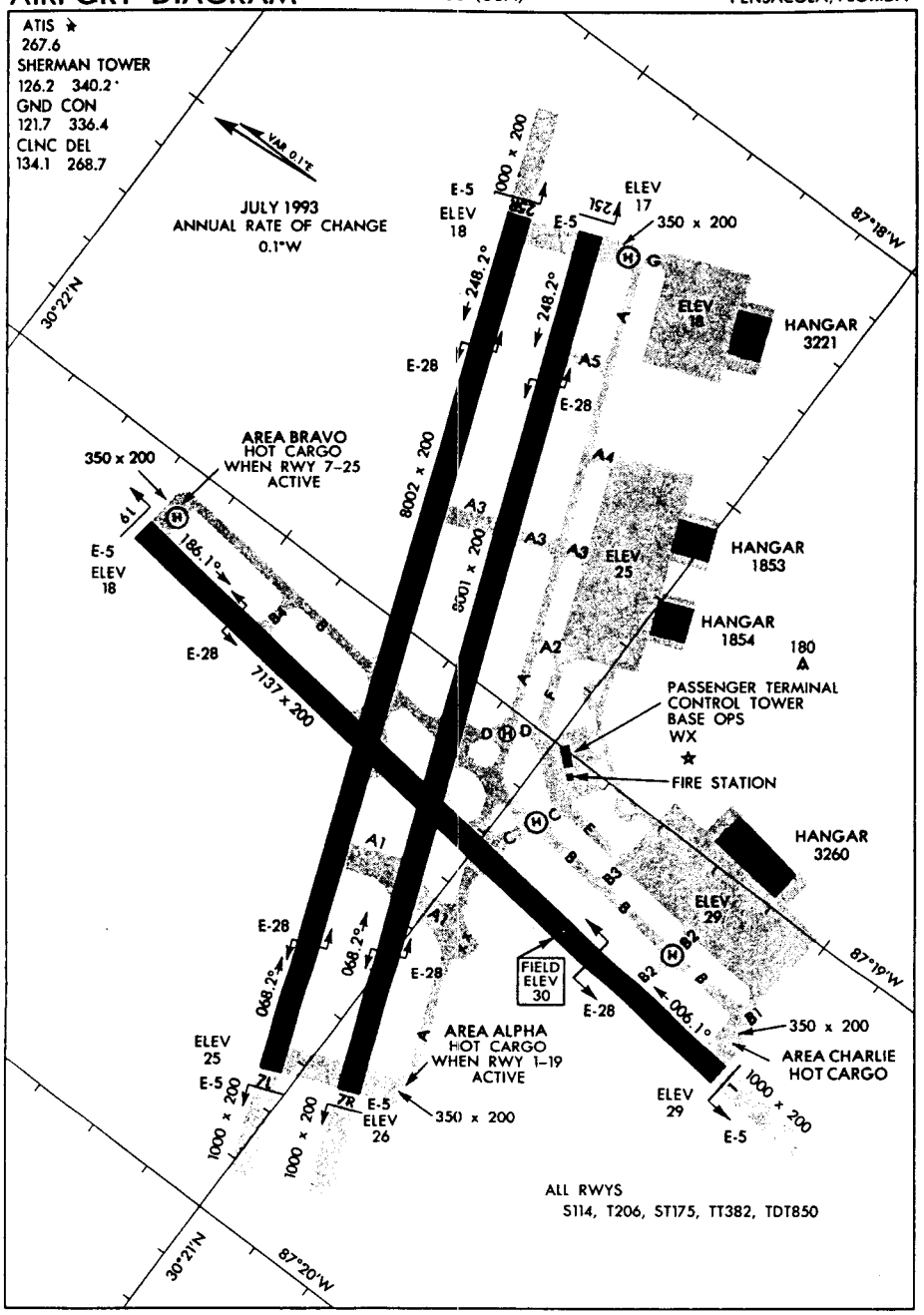
93203

AIRPORT DIAGRAM

300

AFD-736 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD)(KNPA)
PENSACOLA, FLORIDA



AIRPORT DIAGRAM

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD)(KNPA)

R (6/24/99)

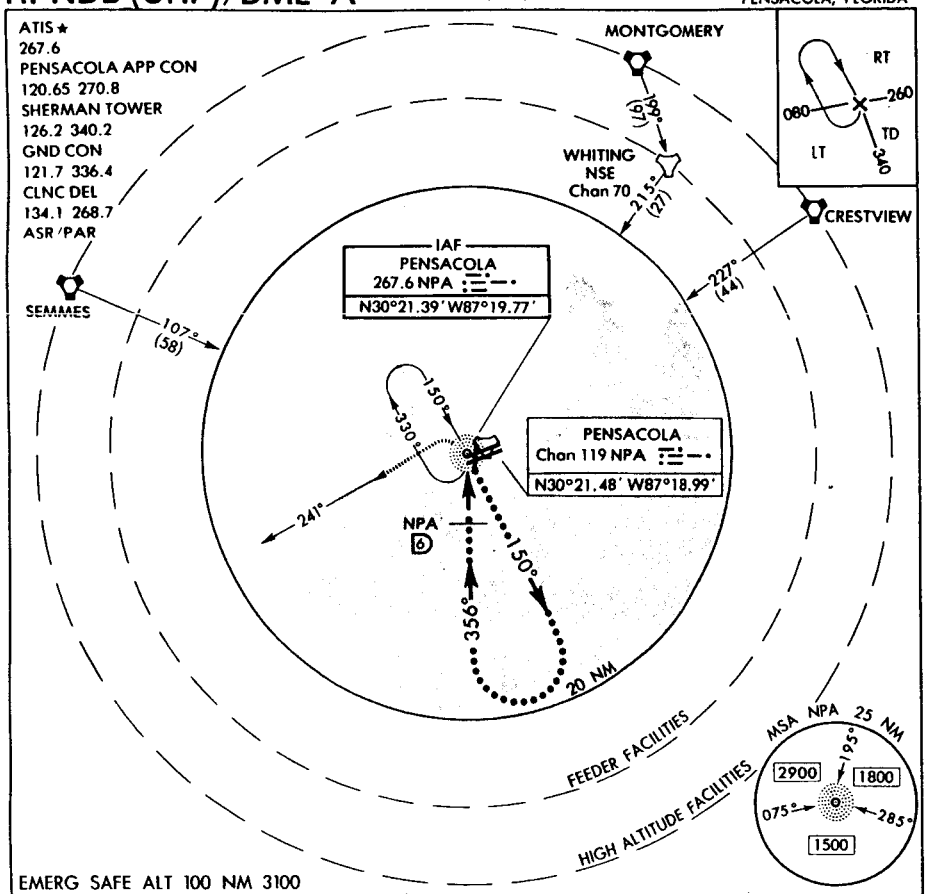
25 (QRQQ) JT Reynolds, NAS Pensacola

HI-NDB (UHF)or HI-NDB (UHF)/DME -A

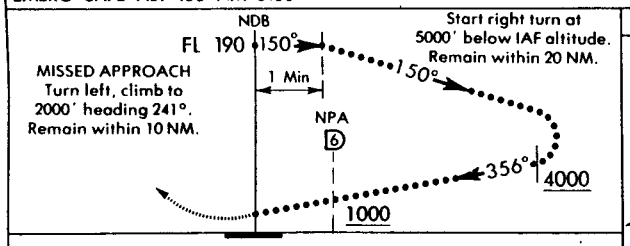
JAL-736.01 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

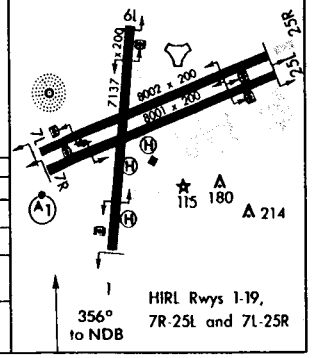
ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR



EMERG SAFE ALT 100 NM 3100



ELEV 30



CATEGORY	C	D	E
CIRCLING	1000-3	970	(1000-3)
WITH STEP DOWN FIX			
CIRCLING	720-2 690 (700-2)	720-2¼ 690 (700-2¼)	720-2½ 690 (700-2½)

30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

HI-NDB (UHF) or
HI-NDB (UHF)/DME-A

25 (RRRR) J.T. Reynolds, NAS Pensacola

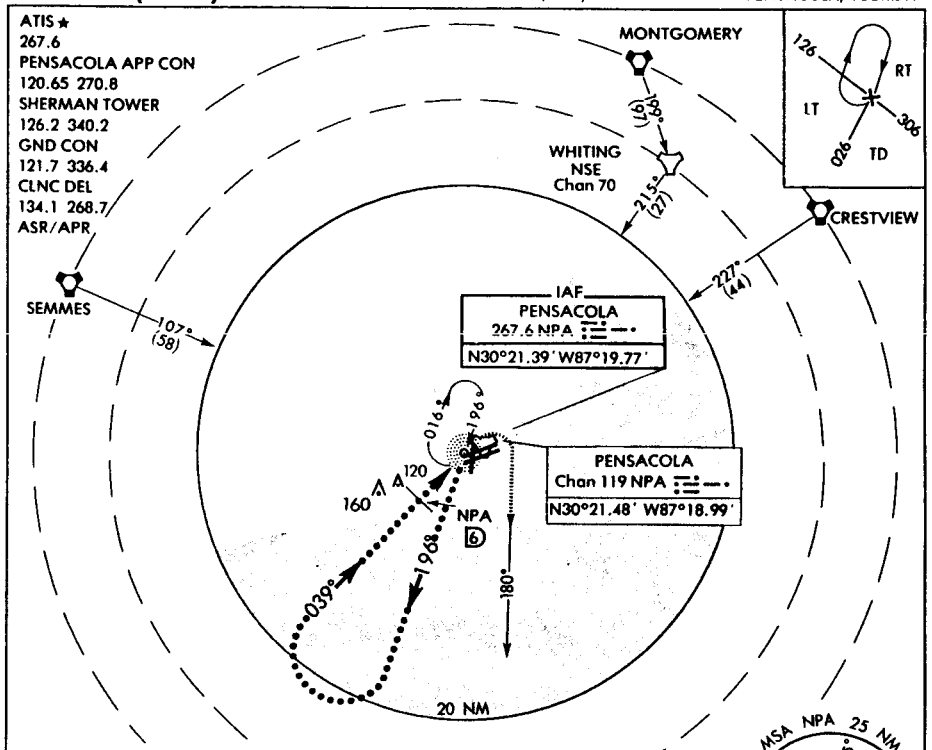
R (6/24/94)

HI-NDB (UHF) or HI-NDB (UHF)/DME RWY 7R

JAL-736.02 (USN)

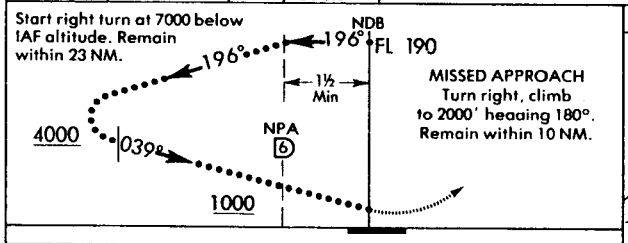
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/APR

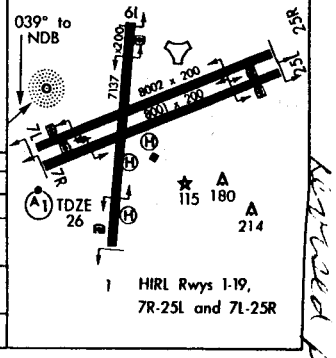


EMERG SAFE ALT 100 NM 3100

CATEGORY	C	D	E
	WITHOUT 6 DME STEP DOWN FIX		
S-7R *	1000-2½ 974 (1000-2½)		
CIRCLING	1000-3 970 (1000-3)		
S-PAR 7R**	126-¼ 100 (100-¼) GS 3.0°		



ELEV 30



CATEGORY	C	D	E
	WITH 6 DME STEP DOWN FIX		
S-7R	700-1½ 674 (700-1½)	700-1¾ 674 (700-1¾)	700--2 674 (700-2)
CIRCLING	700-2 670 (700-2)	700-2¼ 670 (700-2¼)	700-2½ 670 (700-2½)

*When ALS inop, increase vis ½ mile.
**When ALS inop, increase vis ¼ mile.

30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

HI-NDB (UHF) or
HI-NDB (UHF)/DME RWY 7R

Revised pg

93119

HI-TACAN RWY 7L

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JAL-736.07 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR

MERIDIAN 147° (149)
MONTGOMERY 196° (65)
WHITING NSE Chan 70 214° (41)
SEMMES 121° (57)

RT 170 TD 250 070 LT

PENSACOLA
Chan 119 NPA
N30°21.48' W87°18.99'

NPA 4
NPA 6
NPA 14
NPA 19 Arc
NPA 19
NPA 21
MARYS NPA 11

061° 213° 180° 360°
R-241 LR-234 R-213 R-180

110

When cleared to execute approach from holding, turn left at 11 DME (MARYS) to intercept (IAF)

IAF
NPA 14 DME
N30°09.82'
W87°28.02'

20 NM
FEEDER FACILITIES
HIGH ALTITUDE FACILITIES

MSA NPA 25 NM
2900 1800 1500
075° 195° 285°

EMERG SAFE ALT 100 NM 3100

R-213 19 R-213 14 213° 16,000
19 Arc R-241 19 061° 14 6 4 1.6 TACAN
3600 1200 800

MISSED APPROACH
Turn right, climb to 2000 on R-180 to MARYS.

ELEV 30

TDZE 25
7137 × 200
8002 × 200
8001 × 200
19 7L 7R 25L 25R
115 180 214
061° to TACAN

HIRL Rwys 1-19, 7R-25L and 7L-25R

CATEGORY	C	D	E
S-7L	380-1 355 (400-1)	380-1¼ 355 (400-1¼)	
CIRCLING	520-1½ 490 (500-1½)	580-2 550 (600-2)	
S-PAR 7L	125-½ 100 (100-½) GS 3.0°		

30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

25 (SSSS) JT Reynolds, NAS Pensacola R (6/24/99)

92149

HI-VOR RWY 19

146

JAL-736.03 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA

ATIS ★
267.6
PENSACOLA APP CON
120.65 270.8
SHERMAN TOWER
126.2 340.2
GND CON
121.7 336.4
CLNC DEL
134.1 268.7
ASR/PAR

RT 191 TD 091 271 LT

CRESTVIEW 235° (40)
MC COMB 106° (104)
SEMMES 115.3 SJI Chan 100 101° (55)

R-325 R-351 R-171 R-201

1548 171° 649 325° 201° 021° 171° 83 105 95 180

IAF
SAUFLEY
108.8 NUN
N30°28.32'
W87°20.16'

20 NM
FEEDER FACILITIES
HIGH ALTITUDE FACILITIES

MSA NUN 25 NM
3100 1800 1600
100° 195° 345°

Procedure not available when Pensacola South Military Operating Area (MOA) is active.

EMERG SAFE ALT 100 NM 3100

Start turn at 5000 below IAF altitude. Remain within 20 NM.

VOR 16,000 325° 171° 3000 2500

6.0 NM

MISSED APPROACH
Climb to 2000' out R-171. Remain within 16 NM of NUN.

ELEV 30

171° 6.68 NM from "NUN" VOR

TDZE 23
7137 × 200
8002 × 200
8001 × 200
19 7L 7R 25L 25R
115 180 214

HIRL Rwys 1-19, 7R-25L and 7L-25R

CATEGORY	C	D	E
S-19	440-1¼ 417 (500-1¼)		440-1½ 417 (500-1½)
CIRCLING	520-1½ 490 (500-1½)	580-2 550 (600-2)	
S-PAR 19	123-½ 100 (100-½) GS 3.0°		

VOR to Missed Approach 6.0 NM	Knots	120	140	160	180	200
	Min:Sec	3:00	2:34	2:15	2:00	1:48

30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

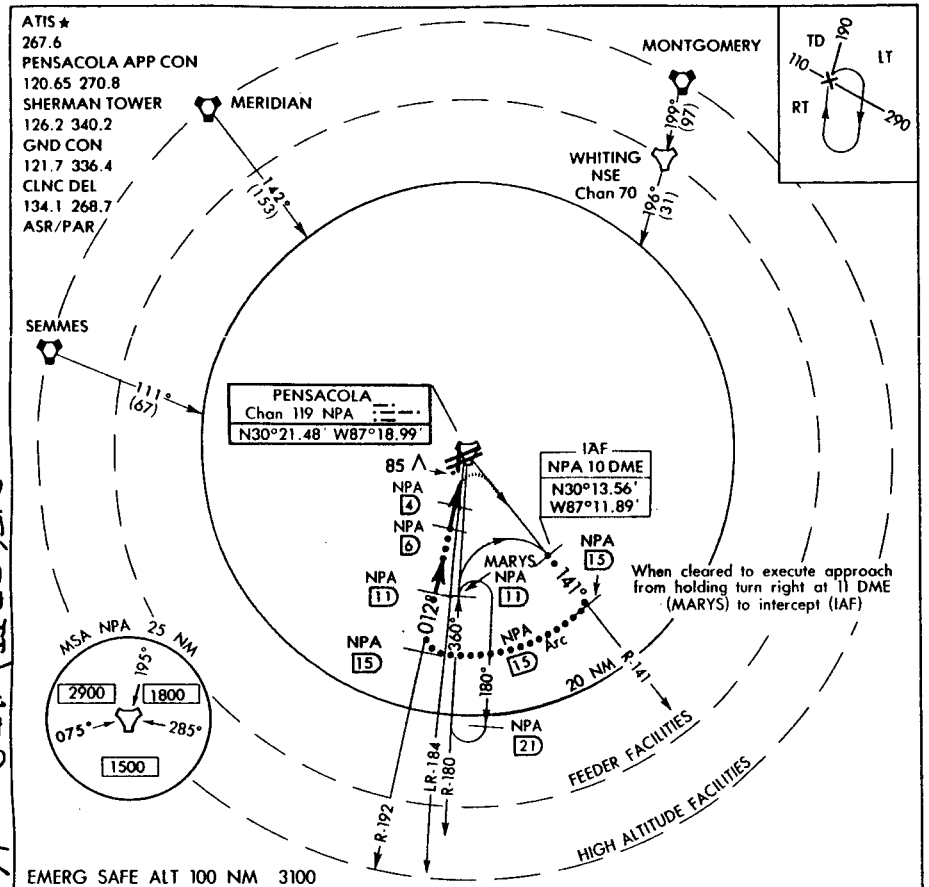
Reverse Pg

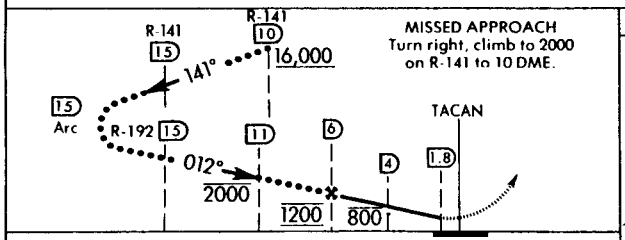
93119

HI-TACAN RWY 1

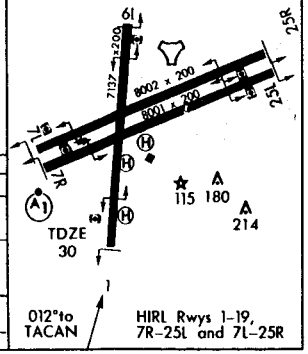
JAL-736.06 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA





ELEV 30



CATEGORY	C	D	E
S-1	380-1 350 (400-1)	380-1 ¼ 350	(400-1 ¼)
CIRCLING	520-1 ½ 490 (500-1 ½)	580-2 550	(600-2)
S-PAR 1	130-½ 100 (100-½) GS 3.0°		

HI-TACAN RWY 1 30°21'N-87°19'W

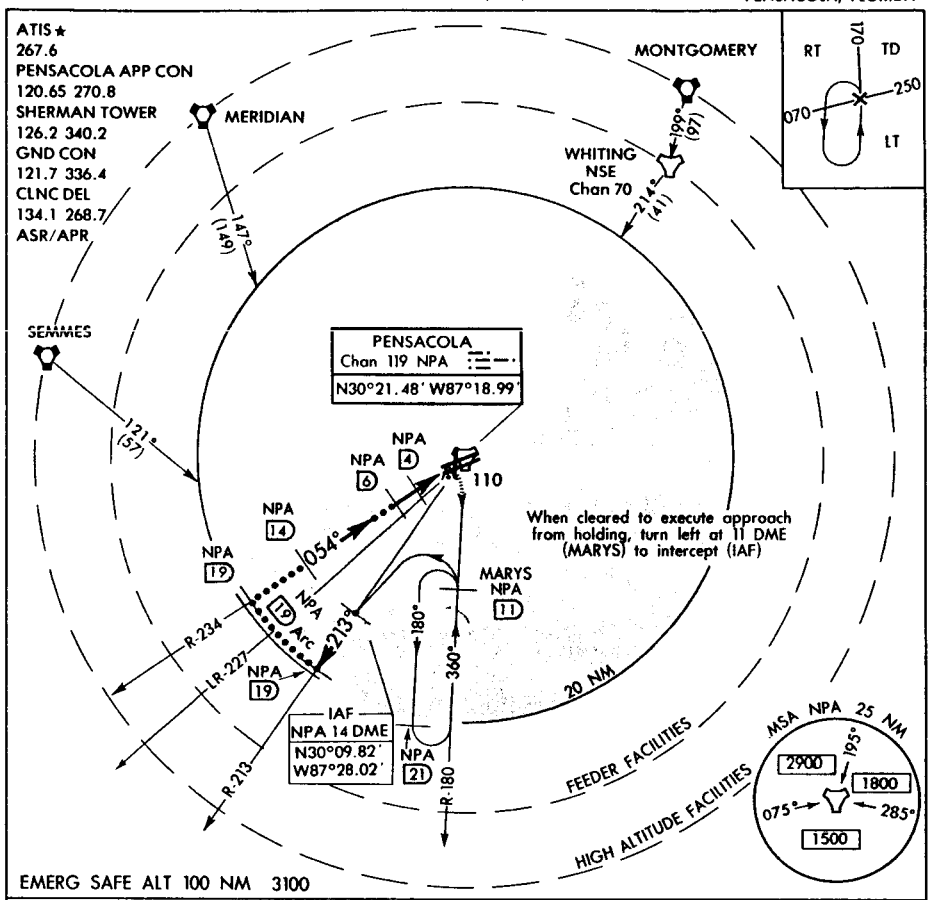
PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

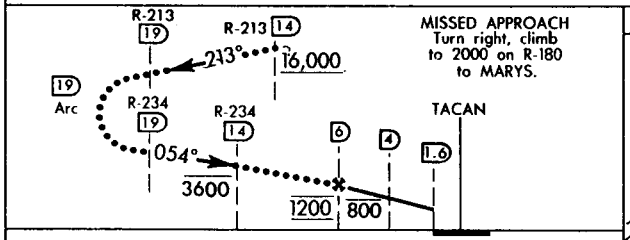
93119

HI-TACAN RWY 7R

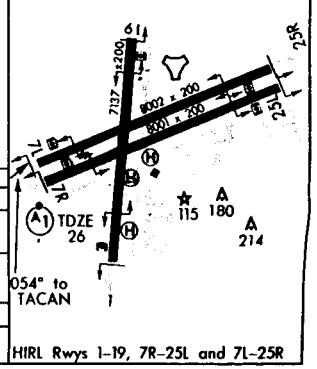
JAL-736.04 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA





ELEV 30



CATEGORY	C	D	E
S-7R***	380-¾	354	(400-¾)
CIRCLING	520-1½ 490 (500-1½)	580-2 550	(600-2)
S-PAR 7R**	126-¼ 100 (100-¼) GS 3.0°		

**When ALS inop, increase vis ¼ mile.
***When ALS inop, increase vis CAT C ¼ mile, CAT DE ½ mile.

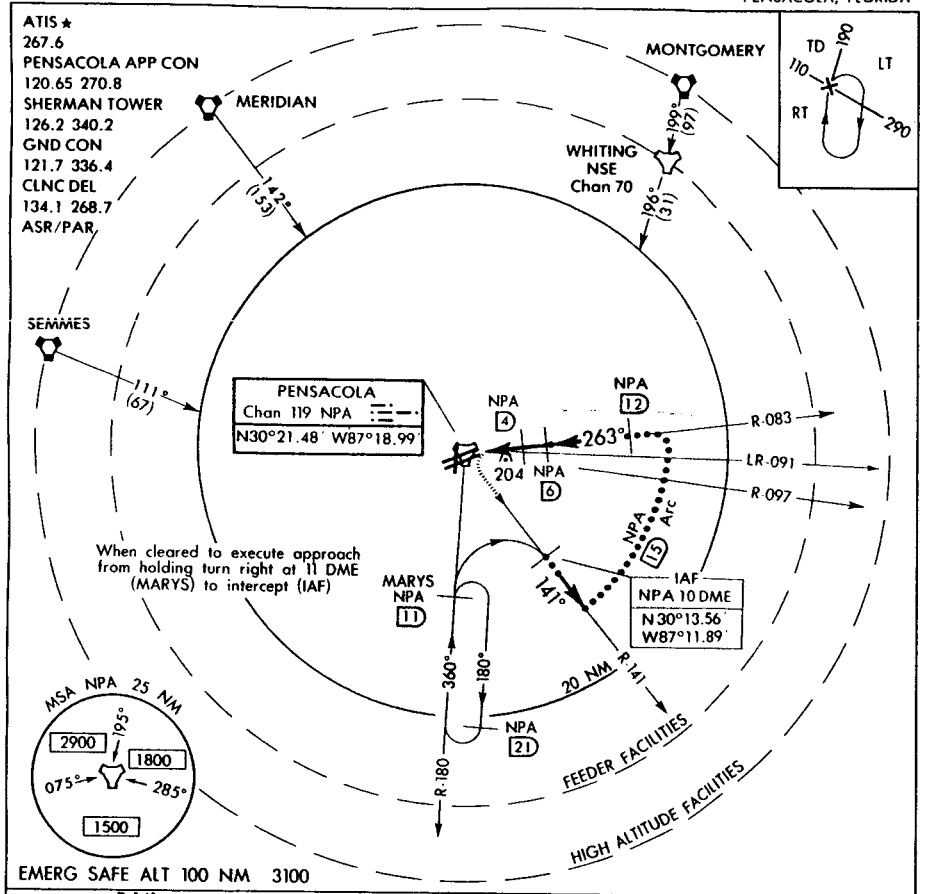
HI-TACAN RWY 7R 30°21'N-87°19'W

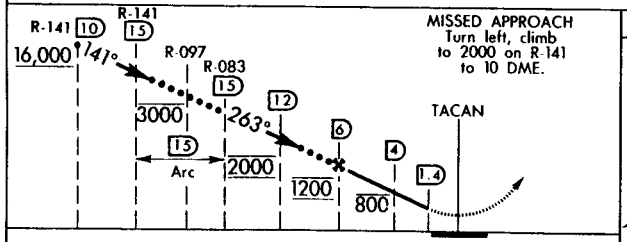
PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

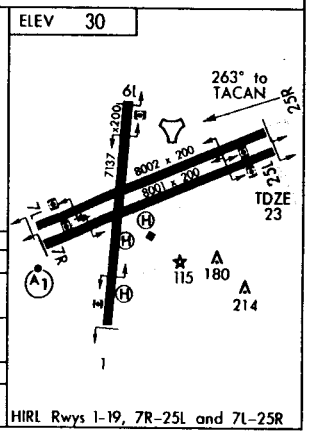
HI-TACAN RWY 25L

JAL-736.05 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA







CATEGORY	C	D	E
S-25L	460-1¼ 437 (500-1¼)	460-1½ 437	(500-1½)
CIRCLING	520-1½ 490 (500-1½)	580-2 550	(600-2)
S-PAR 25L	123-½ 100	(100-½) GS 3.0°	

HI-TACAN RWY 25L 30°21'N-87°19'W

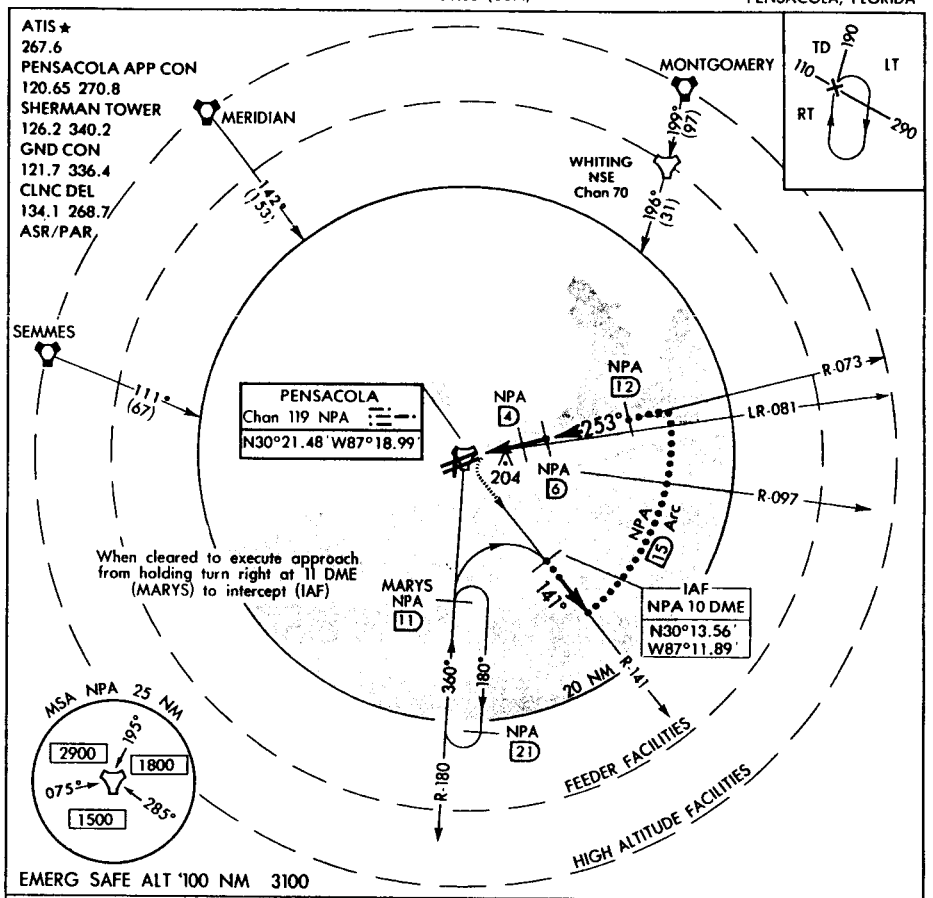
PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)

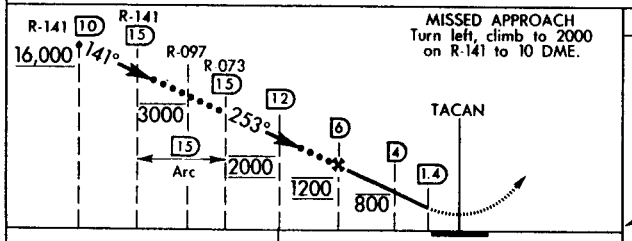
25 (HUNT) JT REYNOLDS, NAS Pensacola R (6/24/94)

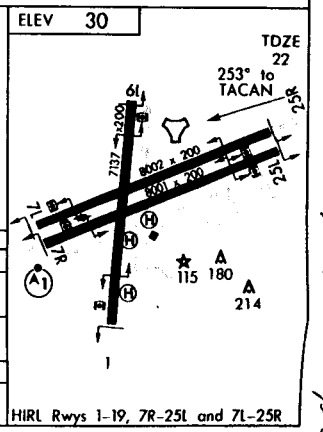
HI-TACAN RWY 25R

JAL-736.08 (USN)

PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)
PENSACOLA, FLORIDA



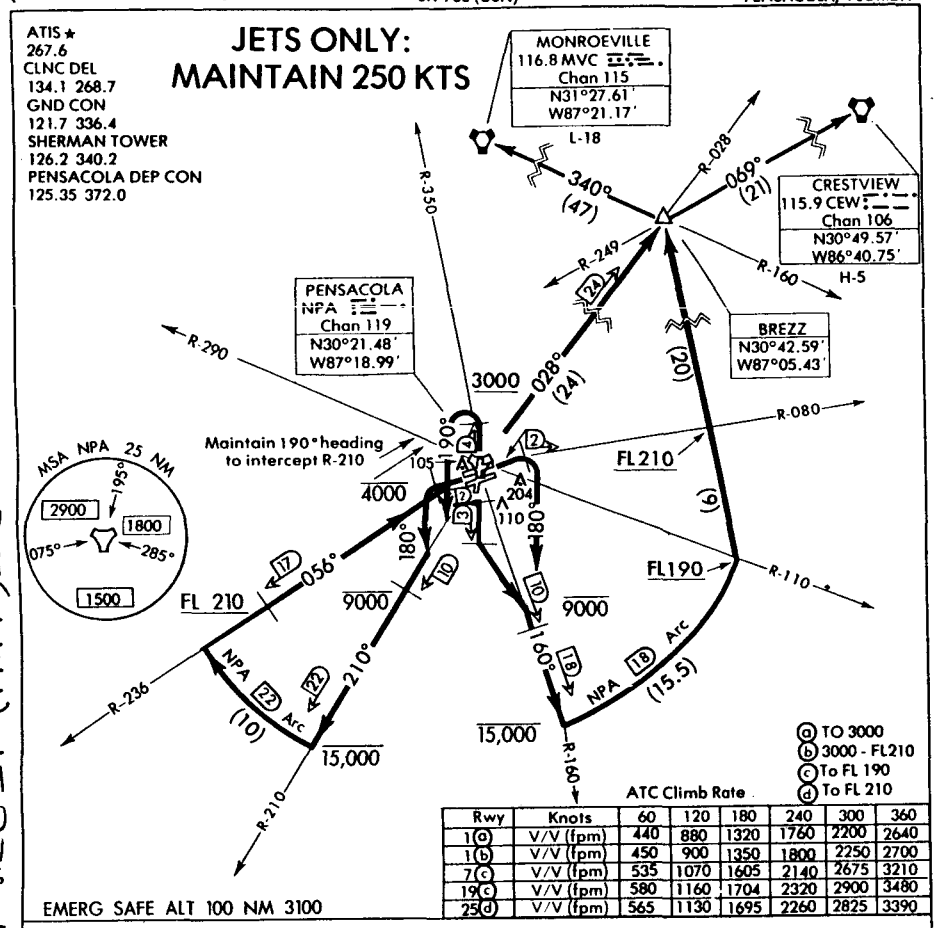




CATEGORY	C	D	E
S-25R	460-1¼ 438 (500-1¼)	460-1½ 438	(500-1½)
CIRCLING	520-1½ 490 (500-1½)	580-2 550	(600-2)
S-PAR 25R	122-½ 100	(100-½) GS 3.0°	

HI-TACAN RWY 25R 30°21'N-87°19'W

PENSACOLA, FLORIDA
PENSACOLA NAS
(FORREST SHERMAN FLD) (KNPA)



Rwy	Knots	60	120	180	240	300	360
1ⓐ	V/V (fpm)	440	880	1320	1760	2200	2640
1ⓑ	V/V (fpm)	450	900	1350	1800	2250	2700
7ⓒ	V/V (fpm)	535	1070	1605	2140	2675	3210
19ⓒ	V/V (fpm)	580	1160	1704	2320	2900	3480
25ⓓ	V/V (fpm)	565	1130	1695	2260	2825	3390

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Fly runway heading to NPA 4 DME, turn left heading 190° to join R-210. Cross R-350 at or above 3000. Cross R-290 at or below 4000, then. . . .

Fly R-210 to cross 10 DME at or below 9000, and 22 DME at or below 15,000. Join the 22 mile arc SW to R-236 then fly R-236 to NPA and R-028 to BREZZ. Cross R-236/17 DME at or above FL210.

TAKE-OFF RWY 7L/R: Fly runway heading to NPA 2 DME, turn right heading 180° to join NPA R-160, then. . . .

TAKE-OFF RWY 19: Fly runway heading to NPA 3 DME, turn left to join NPA R-160, then. . . .

(Continued on next page)

25 (UUU) JT REYNOLDS, NAS Pensacola R(6/24/94

DEPARTURE ROUTE DESCRIPTION
(Continued)

Fly R-160 to cross 10 DME at or below 9000, and 18 DME at or below 15,000. Then fly 18 mile arc SE to cross R-110 at or above FL190 then direct BREZZ. Cross R-080 at above FL210.

TAKE-OFF RWY 25L/R: Fly runway heading to NPA 2 DME, turn left heading 180° to join R-210, then. . . .

Fly R-210 to cross 10 DME at or below 9000, and 22 DME at or below 15,000. Join the 22 mile arc SW to R-236 then fly R-236 to NPA and R-028 to BREZZ. Cross R-236/17 DME at or above FL210.

TRANSITION ROUTINGS

CRESTVIEW TRANSITION (BREZZ 2•CEW): Fly CEW R-249 to CEW.

MONROEVILLE TRANSITION (BREZZ 2•MVC): Fly MVC R-160 to MVC.

NOTE: If NPA TACAN unusable, expect RADAR vector to BREZZ.
NOTE: Expect alternate routing if non-radar.

Keyreed page

DEPARTURE ROUTE DESCRIPTION
(Continued)

Fly R-160 to cross 10 DME at or below 9000, and 18 DME at or below 15,000. Fly 18 mile arc SE to join R-110 at or above FL190. Fly R-110 to TACAN then R-264 to TRADR. Cross R-110/10 DME at or above FL 210.

TAKE-OFF RWY 25L/R: Fly runway heading to NPA 2 DME, turn left heading 180° to join R-210, then. . . .

FLY R-210 to cross 10 DME at or below 9000 and 22 DME at or below 15,000, then direct TRADR. Cross R-246 at or above FL190, maintain FL210 or above.

TRANSITION ROUTINGS

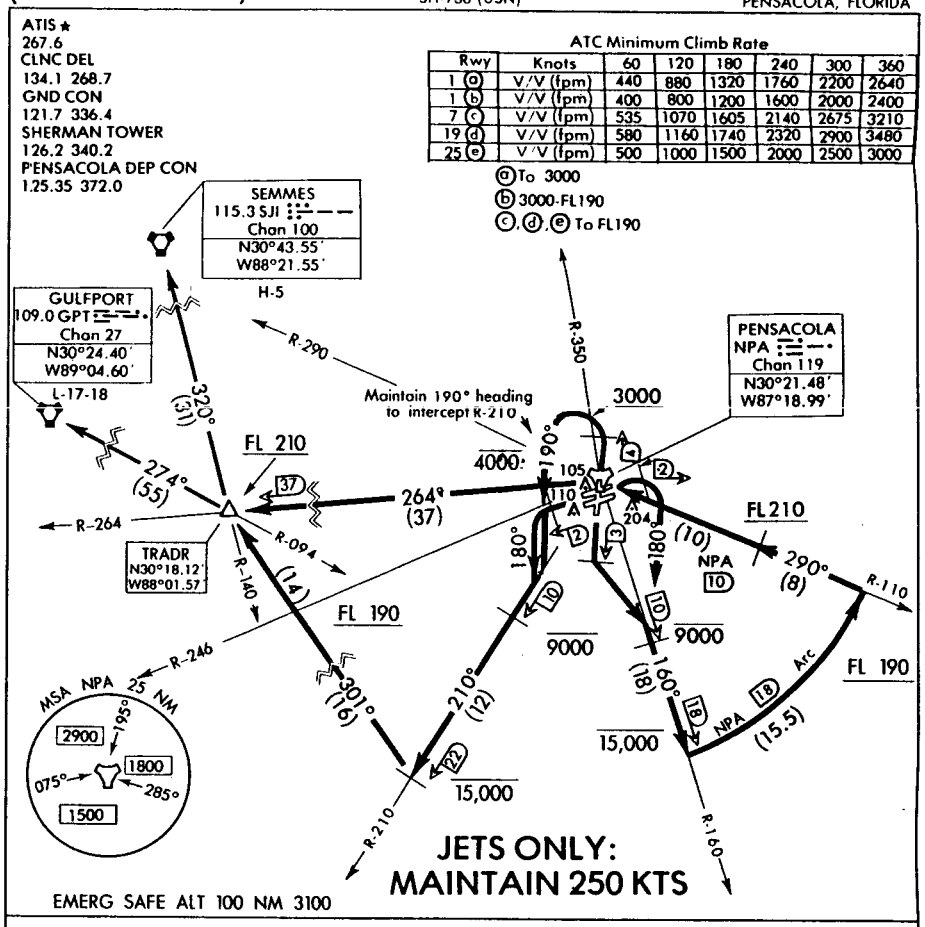
GULPORT TRANSITION (TRADR 4•GPT): Fly GPT R-094 to GPT. Maintain assigned altitude.

SEMMES TRANSITION (TRADR 4• SJI): Fly SJI R-140 to SJI. Maintain assigned altitude.

NOTE: If NPA TACAN unusable, expect radar vectors to TRADR.

NOTE: Expect alternate routings if non-radar.

25 (WWW) JT Reynolds, NAS Pensacola R(6/24/94)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Fly runway heading to NPA 4 DME, turn left heading 190° to join R-210. Cross R-350 at or above 3000 and R-290 at or below 4000, then. . .

Fly R-210 to cross 10 DME at or below 9000 and 22 DME at or below 15,000 then direct TRADR. Cross R-246 at or above FL190, maintain FL210 or above.

TAKE-OFF RWY 7L/R: Fly runway heading to NPA 2 DME, turn right heading 180° to join NPA R-160, then. . . .

TAKE-OFF RWY 19: Fly runway heading to NPA 3 DME, turn left to join NPA R-160. then. . . .

(Continued on next page)

Corrected page

Revised page

RADAR INSTRUMENT APPROACH MINIMUMS

PENSACOLA REGIONAL, FL (14 NOV 91 FAA) ELEV 121

RADAR - (E) 118.0 281.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	17		ABC	520/24	399	(400-½)
			D	520/50	399	(400-1)
	26		ABC	480-1	369	(400-1)
			D	480-1¼	369	(400-1¼)
	35		ABC	480-1	377	(400-1)
			D	480-1¼	377	(400-1¼)
	8		AB	540-1	445	(500-1)
			C	540-1¼	445	(500-1¼)
			D	540-1½	445	(500-1½)
CIR	All Rwys		A	540-1	419	(500-1)
			B	580-1	459	(500-1)
			C	580-1½	459	(500-1½)
			D	680-2	559	(600-2)

REDSTONE AAF, AL (Redstone Arsenal) (4 MAY 89 USA) ELEV 685

RADAR ⓐ - (E) - 124.8 237.5 ▼ △ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	17ⓒ	3.0°/32/648	AB	885-½	200	(200-½)
			CDE	885-¾	200	(200-¾)
	35	3.0°/32/578	ABCDE	905-1	250	(300-1)
ASR	35		AB	1100-1	438	(500-1)
			C	1100-1¼	438	(500-1¼)
			DE	1100-1½	438	(500-1½)
	17ⓒ		AB	1240-¾	555	(600-¾)
			C	1240-1¼	555	(600-1¼)
			D	1240-1½	555	(600-1½)
			E	1240-1¾	555	(600-1¾)
CIRⓑ	17-35		AB	1240-1	555	(600-1)
			C	1240-1½	555	(600-1½)
			D	1280-2	595	(600-2)
			E	1560-3	875	(900-3)

ⓐ Opr 1200-0100Z++ Mon-Fri excld hol, OT PPR. ⓑ CAUTION: 1430' twr 1.7 NM E of A/D. Cir not auth E of rwy. ⓒ When approach lights inoperative, increase CAT A,B visibility ¼ mile.

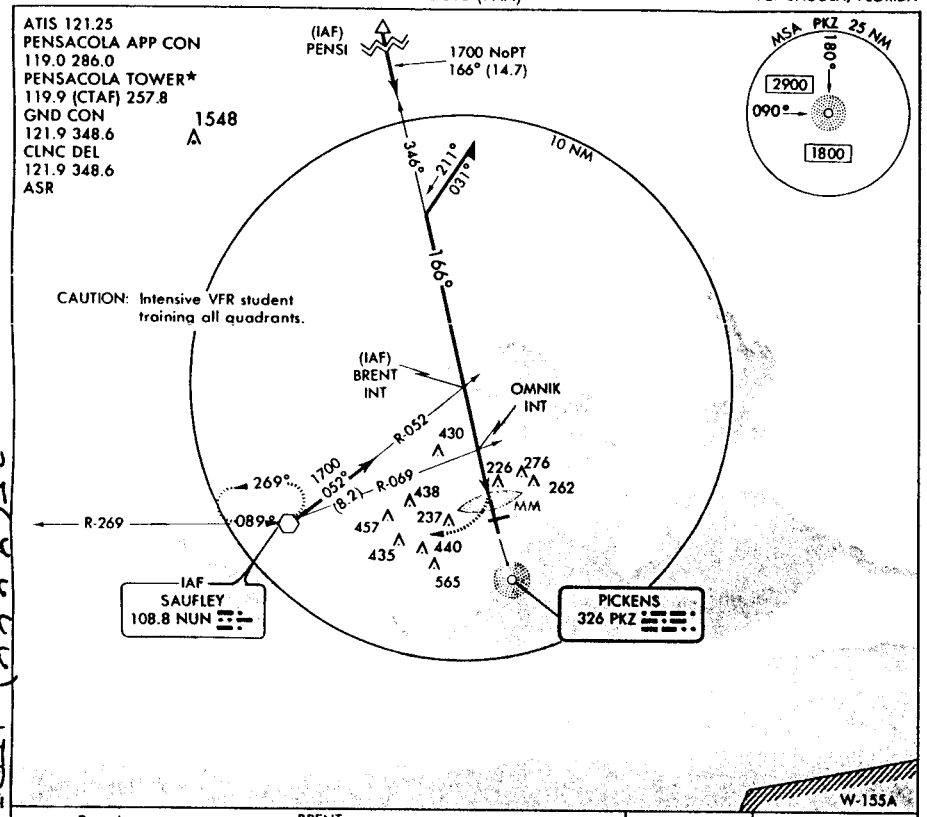
25(XXXX) JT Reynolds, NAS Pensacola R 6/24/94

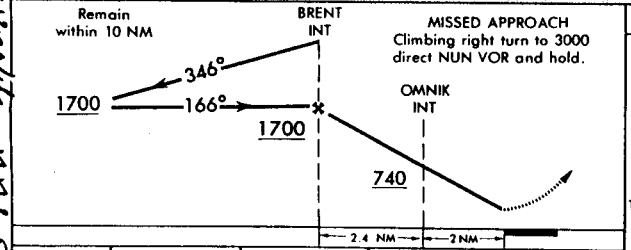
Orig-A 94006

NDB RWY 17

AL-318 (FAA)

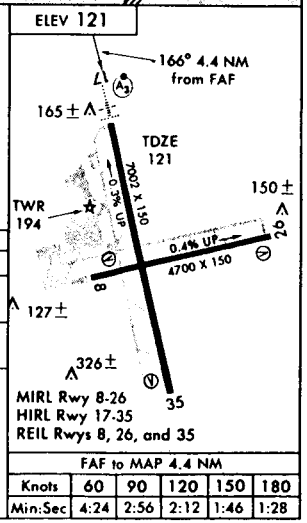
PENSACOLA REGIONAL (PNS)
PENSACOLA, FLORIDA





MISSED APPROACH
Climbing right turn to 3000 direct NUN VOR and hold.

CATEGORY	A	B	C	D
S-17	600/40 479 (500-¾)			600/60 479 (500-1¼)
CIRCLING	600-1 479 (500-1)		600-1½ 479 (500-1½)	680-2 559 (600-2)



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

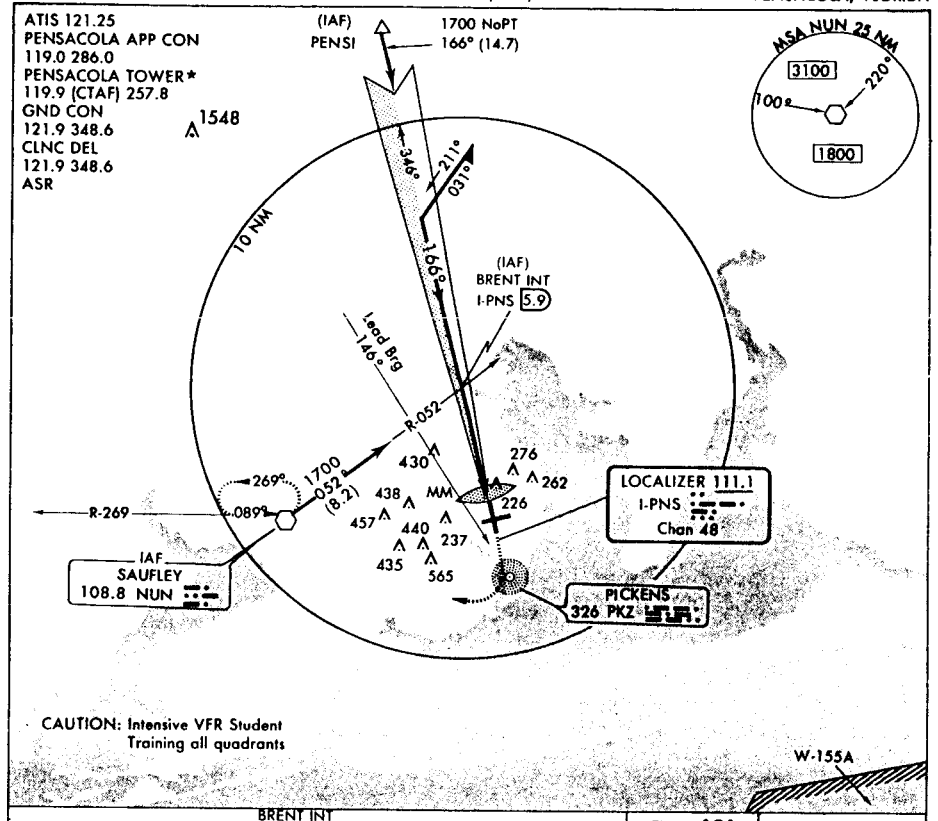
25(YYYY) J TREYNOLDS NAS Pensacola R(6/24/94)

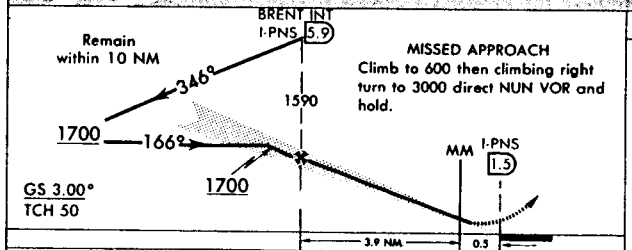
Amdt 13C 94006

ILS RWY 17

AL-318 (FAA)

PENSACOLA REGIONAL (PNS)
PENSACOLA, FLORIDA

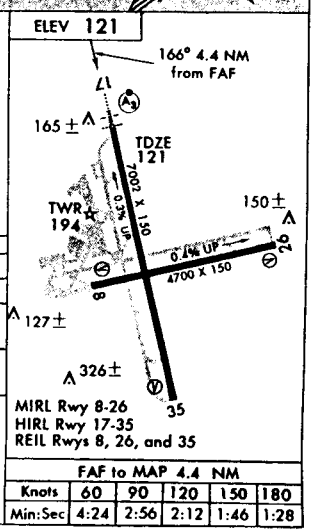




MISSED APPROACH
Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold.

	A	B	C	D
S-ILS 17	321/24 200 (200-½)			
S-LOC 17	500/24 379 (400-½)			500/40 379 (400-¾)
CIRCLING	540-1 419 (500-1)	580-1 459 (500-1)	580-1½ 459 (500-1½)	680-2 559 (600-2)

Cat. D S-LOC visibility increased to RVR 5000 for inoperative MM.
△



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

Reprinted 99

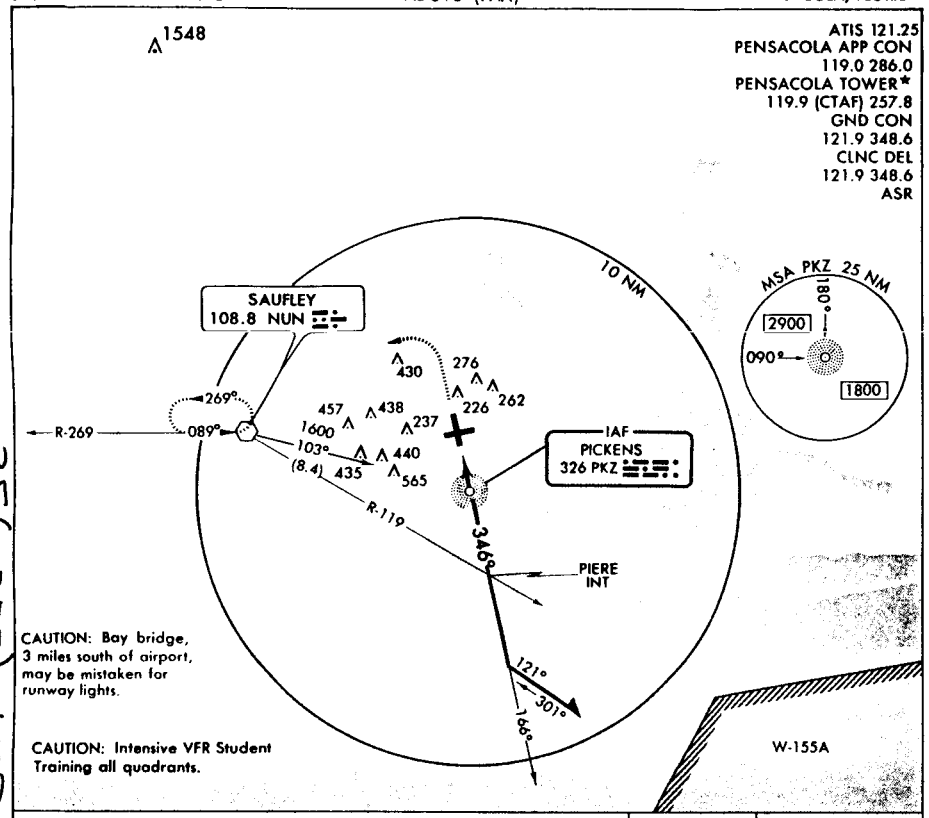
Amdt 15A 94006

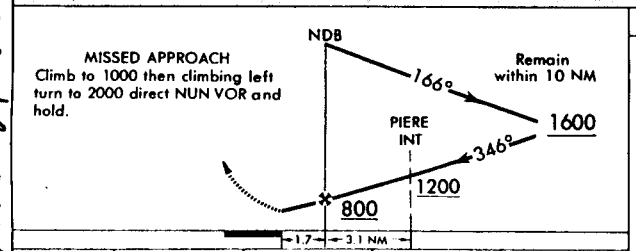
NDB RWY 35

302

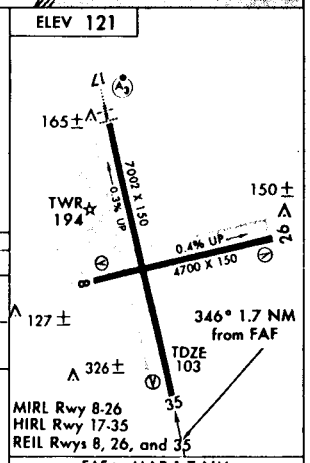
AL-318 (FAA)

PENSACOLA REGIONAL (PNS)
PENSACOLA, FLORIDA





CATEGORY	A	B	C	D
S-35	500-1 397 (400-1)			500-1¼ 397 (400-1¼)
CIRCLING	540-1 419 (500-1)	580-1 459 (500-1)	580-1½ 459 (500-1½)	680-2 559 (600-2)



FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

NDB RWY 35

30°28'N – 87°11'W

PENSACOLA, FLORIDA
PENSACOLA REGIONAL (PNS)

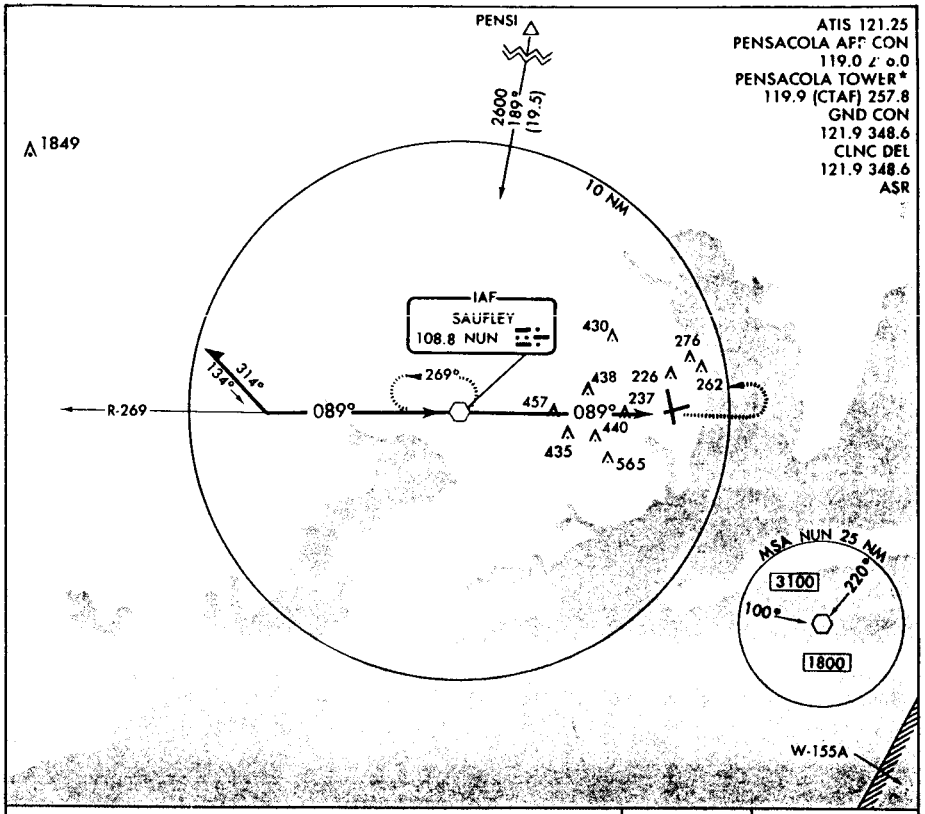
Amdt 2B 94006

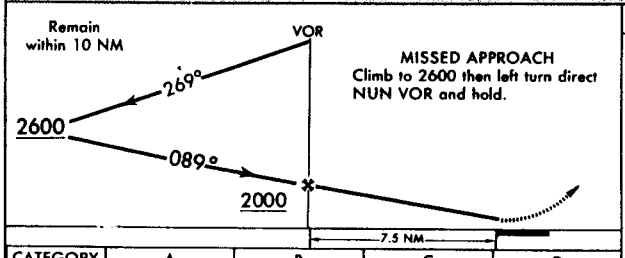
VOR RWY 8

304

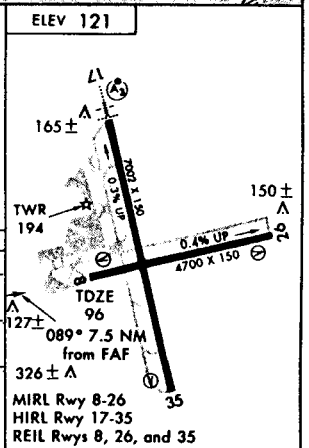
AL 318 (FAA)

PENSACOLA REGIONAL (PNS)
PENSACOLA, FLORIDA





CATEGORY	A	B	C	D
S-8	800-1 704 (700-1)		800-2 704 (700-2)	800-2¼ 704 (700-2¼)
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2¼ 679 (700-2¼)



FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

VOR RWY 8

30°28'N-87°11'W

PENSACOLA, FLORIDA
PENSACOLA REGIONAL (PNS)

25 (2222) LT Reynolds NAS Pensacola R (6/24/94)

Revised pg

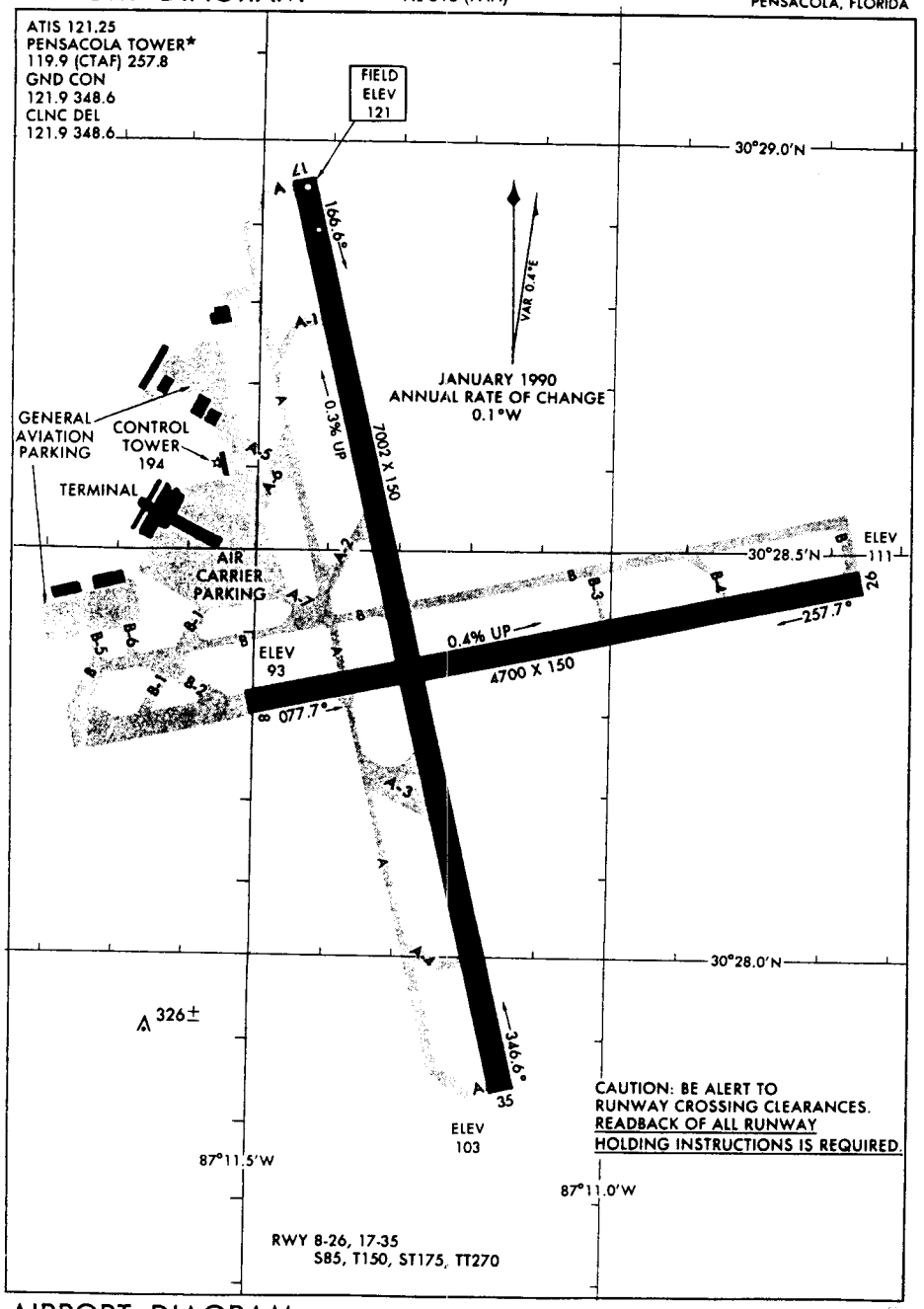
Revised pg

94006

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA REGIONAL (PNS)
PENSACOLA, FLORIDA



AIRPORT DIAGRAM

PENSACOLA, FLORIDA
PENSACOLA REGIONAL (PNS)

25 (AAAAA) JT Reynolds, NAS Pensacola R(6/24/94)

Revised pg

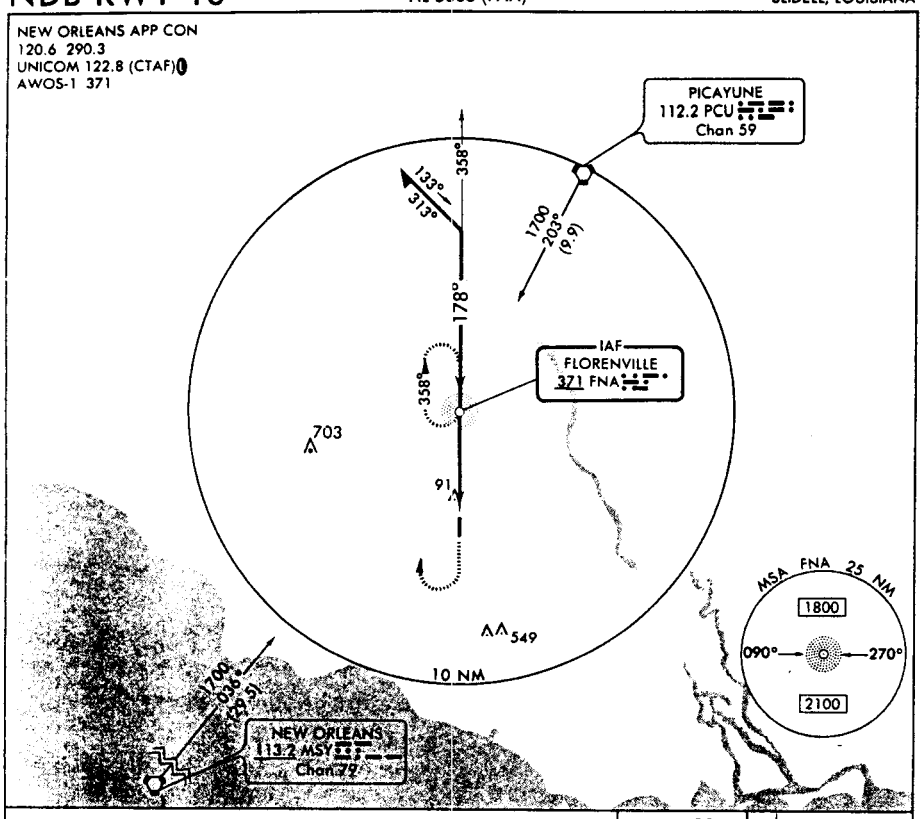
Amdt 1 93147

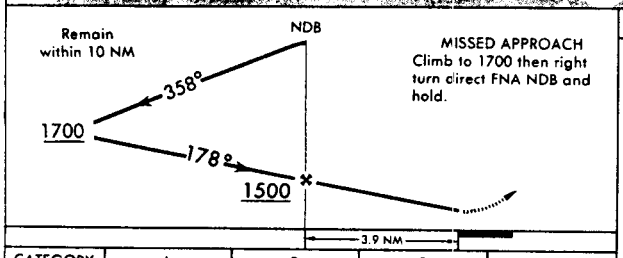
NDB RWY 18

AL-5806 (FAA)

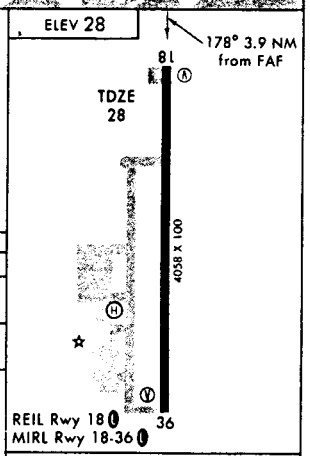
SLIDELL (6RØ)
SLIDELL, LOUISIANA

NEW ORLEANS APP CON
120.6 290.3
UNICOM 122.8 (CTAF)
AWOS-1 371





MISSED APPROACH
Climb to 1700 then right turn direct FNA NDB and hold.



CATEGORY	A	B	C	D
S-18	440-1 412 (500-1)		440-1¼ 412 (500-1¼)	NA
CIRCLING	460-1 432 (500-1)	480-1 452 (500-1)	480-1½ 452 (500-1½)	NA

If local altimeter not received, use Lakefront altimeter setting and increase all MDAs 60 feet.

△ NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

R (6/24/94)
25 (BBBBB) JT Reynolds, NAS Pensacola

Revised pg

WHITING FLD NAS-NORTH, FL (Milton) (25 JUN 92 USN) **ELEV 200**

RADAR ⓒ - Ctc PENSACOLA APP CON **(E)** 118.0 119.0 124.85 281.8 286.0 385.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	14ⓑ		AB	560-½	360	(400-½)
			CDE	560-¾	360	(400-¾)
	23		ABC	540-1	357	(400-1)
			DE	540-1¼	357	(400-1¼)
	5		ABCD	520-1	340	(400-1)
			E	520-1¼	340	(400-1¼)

ⓒ No-NOTAM preventive maint sked: Mon 1300-1800Z++. ⓑ When ALS inop, increase vis CAT ABDE ½ mile, CAT C ¼ mile.

WHITING FLD NAS-SOUTH, FL (Milton) (25 JUN 92 USN) **ELEV 178**

RADAR ⓒ - Ctc PENSACOLA APP CON **(E)** 118.0 119.0 124.85 281.8 286.0 385.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	32	3.0°/38/666	ABCDE	372-¾	200	(200-¾)
	23	3.0°/39/637	ABCDE	428-1	250	(300-1)
ASR	32		ABCDE	460-1	288	(300-1)
	23		ABC	520-1	342	(400-1)
			DE	520-1¼	342	(400-1¼)
	14		AB	580-1	402	(500-1)
			CD	580-1¼	402	(500-1¼)
			E	580-1½	402	(500-1½)
	5		AB	600-1	430	(500-1)
			C	600-1¼	430	(500-1¼)
			DE	600-1½	430	(500-1½)

ⓒ No-NOTAM preventive maint sked: Mon 1300-1800Z++.

R (6/24/94)
25(CCCCC) JT Reynolds, NAS Pensacola

94062

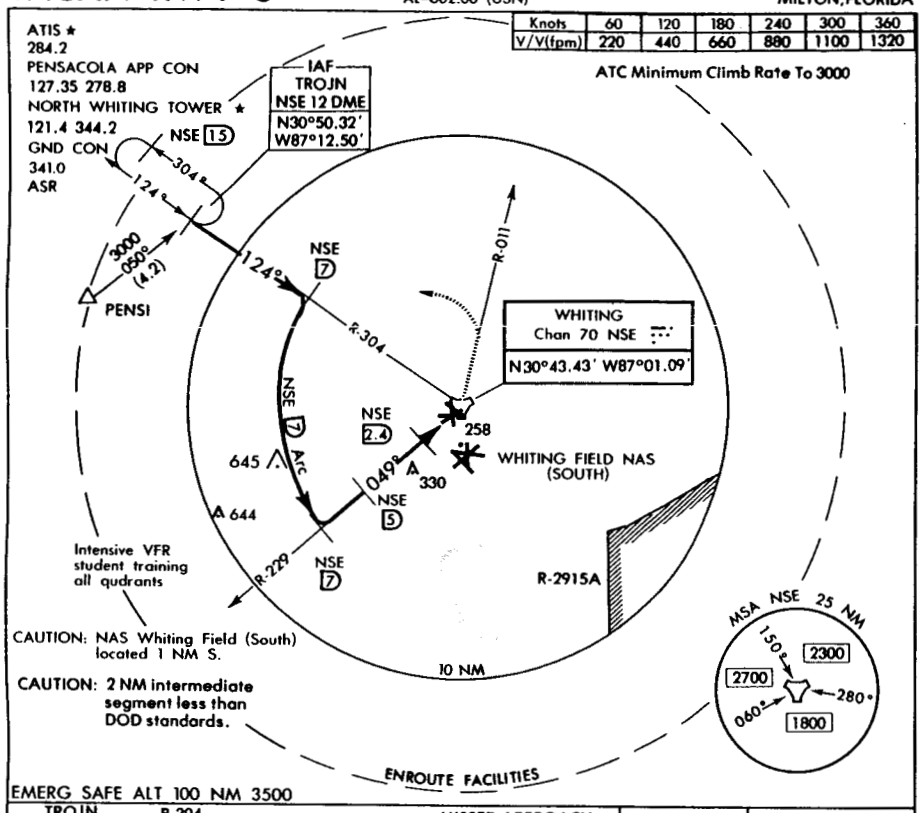
TACAN RWY 5

AL-602.06 (USN)

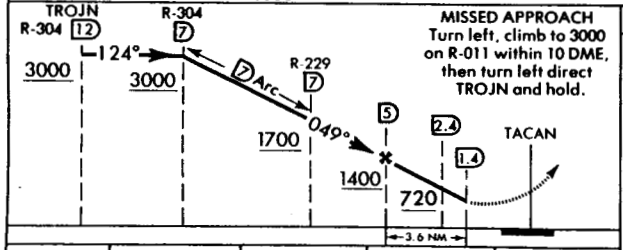
WHITING FLD NAS (NORTH) (KNSE)
MILTON, FLORIDA

Knots	60	120	180	240	300	360
V/V(fpm)	220	440	660	880	1100	1320

ATC Minimum Climb Rate To 3000

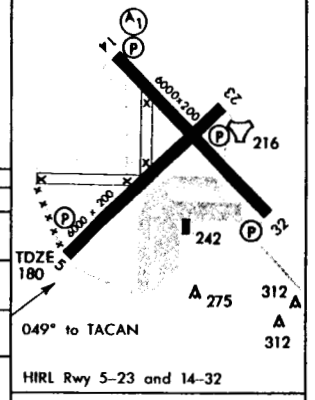


EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Turn left, climb to 3000 on R-011 within 10 DME, then turn left direct TROJN and hold.

ELEV 200



CATEGORY	A	B	C	D
S-5	500-1 320 (300-1)			
CIRCLING*	580-1 380 (400-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)
S-ASR 5	520-1 340 (400-1)			

*Cir not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

HIRL Rwy 5-23 and 14-32

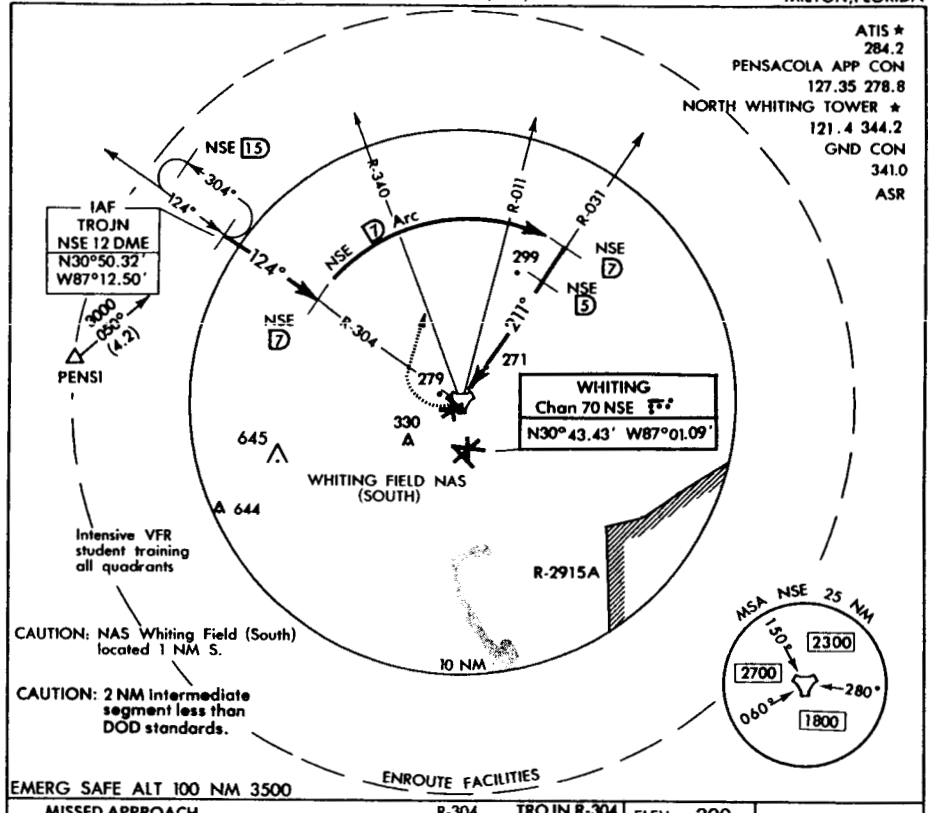
TACAN RWY 5 30°44'N-87°01'W MILTON, FLORIDA
379 WHITING FLD NAS (NORTH) (KNSE)

93315

TACAN RWY 23

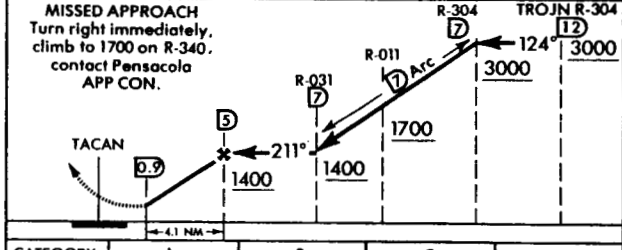
AL-602.05 (USN)

WHITING FLD NAS (NORTH) (KNSE)
MILTON, FLORIDA

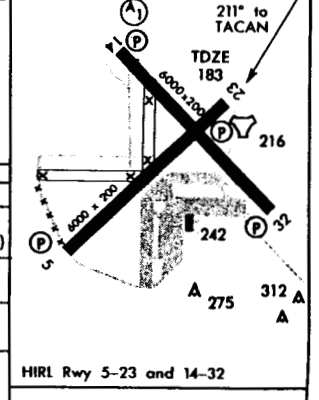


EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Turn right immediately, climb to 1700 on R-340, contact Pensacola APP CON.



ELEV 200



CATEGORY	A	B	C	D
S-23	540-1 357 (400-1)			540-1¼ 357 (400-1¼)
CIRCLING*	580-1 380 (400-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)
S-ASR 23	540-1 357 (400-1)			540-1¼ 357 (400-1¼)

*Circling not auth in sector SE of Rwy 5-23 and SW of Rwy 14-32.

HIRL Rwy 5-23 and 14-32

TACAN RWY 23 30°44'N-87°01'W MILTON, FLORIDA
381 WHITING FLD NAS (NORTH) (KNSE)

25(DDDDD) JT Rapuzzi, NAS Pensacola (6/24/94)

Contact ops

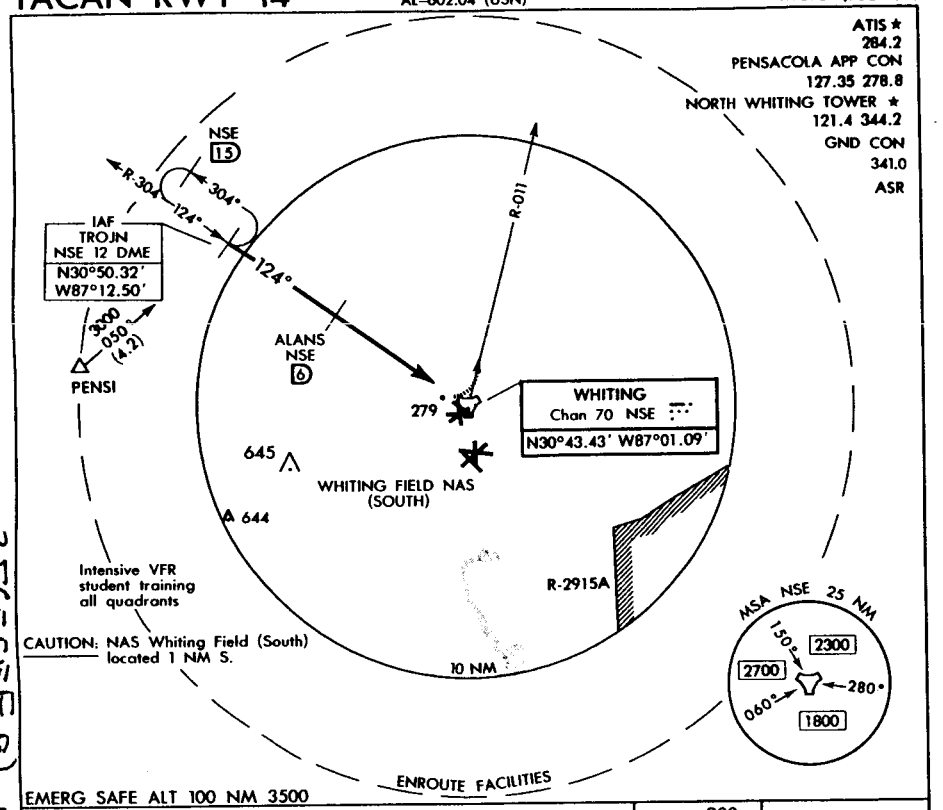
93315

TACAN RWY 14

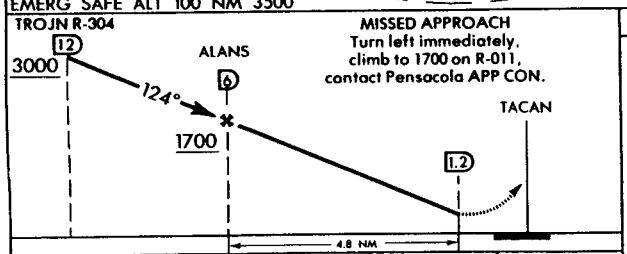
380

AL-602.04 (USN)

WHITING FLD NAS (NORTH) (KNSE)
MILTON, FLORIDA



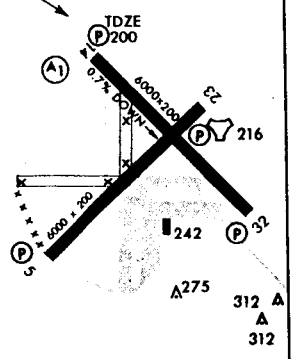
EMERG SAFE ALT 100 NM 3500



MISSED APPROACH
Turn left immediately,
climb to 1700 on R-011,
contact Pensacola APP CON.

ELEV 200

124° to TACAN



HIRL Rwy 5-23 and 14-32

CATEGORY	A	B	C	D
S-14 *	540-½	340 (400-½)	540-¾	340 (400-¾)
CIRCLING **	580-1 380 (400-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)
S-ASR 14 ***	560-½	360 (400-½)	560-¾	360 (400-¾)

*When ALS inop, increase vis CAT AB ½ mile, CAT CD ¼ mile.
**Circling not athorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
***When ALS inop, increase vis CAT ABD ½ mile, CAT C ¼ mile.

TACAN RWY 14

30°44'N-87°01'W

MILTON, FLORIDA
WHITING FLD NAS (NORTH) (KNSE)

25(EEEEB) JTREYNOLDS, NAS Pensacola (6/24/94)

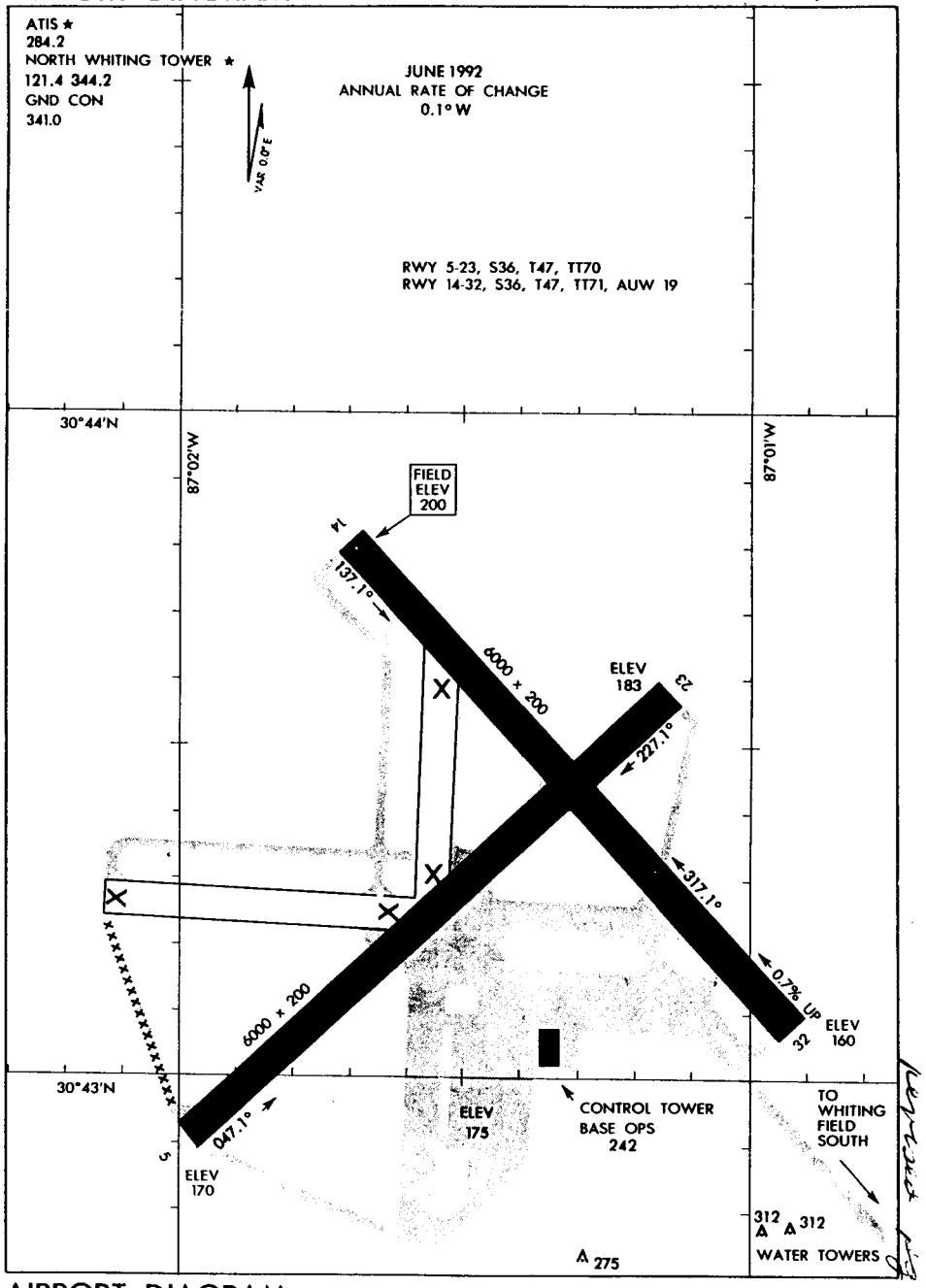
92177

AIRPORT DIAGRAM

382

AFD-602 (USN)

WHITING FLD NAS (NORTH) (KNSE)
MILTON, FLORIDA



AIRPORT DIAGRAM

MILTON, FLORIDA
WHITING FLD NAS (NORTH) (KNSE)

92177

TACAN RWY 32

AL-1909 (USN)

WHITING FLD NAS (SOUTH)(NDZ)
MILTON, FLORIDA

ATIS ★
281.2
PENSACOLA APP CON
124.85 385.4
SOUTH WHITING TOWER ★
121.4 349.8
GND CON
346.8
ASR/PAR

ENROUTE FACILITIES

CAUTION: NAS Whiting Field (North) located 1 NM N.

10 NM

NAS Whiting Field (North)

PENSI 3000 131° (23.9)

CRESTVIEW 3000 212° (21.6)

312 201 210° 438

NGS 3 319°

SANTA ROSA
Chan 63 NGS
N30°36.88' W86°56.25'

R-2915A

2 NGS

169° 349°

IAF
IVORY
NGS 5 DME
N30°31.95'
W86°55.24'

NGS 5

R-169

CAUTION: Intensive VFR student traning all quadrants

MSA NGS 25 NM
170° 2300 260° 2600 080° 1800

EMERG SAFE ALT 100 NM 3500

IVORY R-169 5 3000 349° 1700 NGS TACAN 319° 800 3 5.8

MISSED APPROACH
Turn left, climb to 3000 direct IVORY.

3 NM 2.8 NM

CATEGORY	A	B	C	D
S-32	460-1 288 (300-1)			
CIRCLING*	560-1 382 (400-1)	640-1 462 (500-1)	640-1½ 462 (500-1½)	740-2 562 (600-2)
S-PAR 32	372-¾ 200 (200-¾)			

*Circling not auth in sector NE of Rwy 14-32 and NW of Rwy 5-23.

ELEV 178

312 312 261 298 248 23 6000 200 5 6000 200 32

TDZE 172

319° from TACAN

HIRL Rwy 5-23, 14-32

25 (FFFF) JTRaynold NAS pensacola (6/24/94)

TACAN RWY 32

30°42'N-87°01'W

MILTON, FLORIDA
WHITING FLD NAS (SOUTH)(NDZ)

383

92177

COPTER TACAN 001

384

AL-1909.01 (USN)

WHITING FLD NAS (SOUTH)(NDZ)
MILTON, FLORIDA

ATIS ★
281.2
PENSACOLA APP CON
124.85 385.4
SOUTH WHITING TOWER ★
121.4 349.8
GND CON
346.8
ASR/PAR

ENROUTE FACILITIES

5 NM

WHITING
Chan 70 NSE
N30°43.43' W87°01.09'

PENSI 3000 136° (18.3)

CRESTVIEW 3000 227° (23.4)

330 312 WHITING FIELD NAS (SOUTH) 179

210° 001° NSE 3.9

347 NSE 5

CAUTION: NAS Whiting Field (North) located 1 NM N.

Intensive VFR student training all quadrants

NSE 7

IAF
NSE 9 DME
N30°34.41'
W87°01.45'

181° 001°

NSE 13

R-181

MSA NSE 25 NM
150° 2300 280° 2700 060° 1800

EMERG SAFE ALT 100 NM 3500

MISSED APPROACH
Turn left immediately, fly R-181 to IAF, climb to 3000.

R-181 9 3000 7 001° 2200 5 3.9 1.7 TACAN 1300 600

3.3 NM

CATEGORY	COPTER
H-001	500-½ 330 (400-½)
CIRCLING	NOT AUTHORIZED

ELEV 178

312 312 261 298 248 23 6000 200 5 6000 200 32

TDZE 170

001° 1.7 NM to TACAN

HIRL Rwy 5-23, 14-32

COPTER TACAN 001

30°42'N-87°01'W

MILTON, FLORIDA
WHITING FLD NAS (SOUTH)(NDZ)

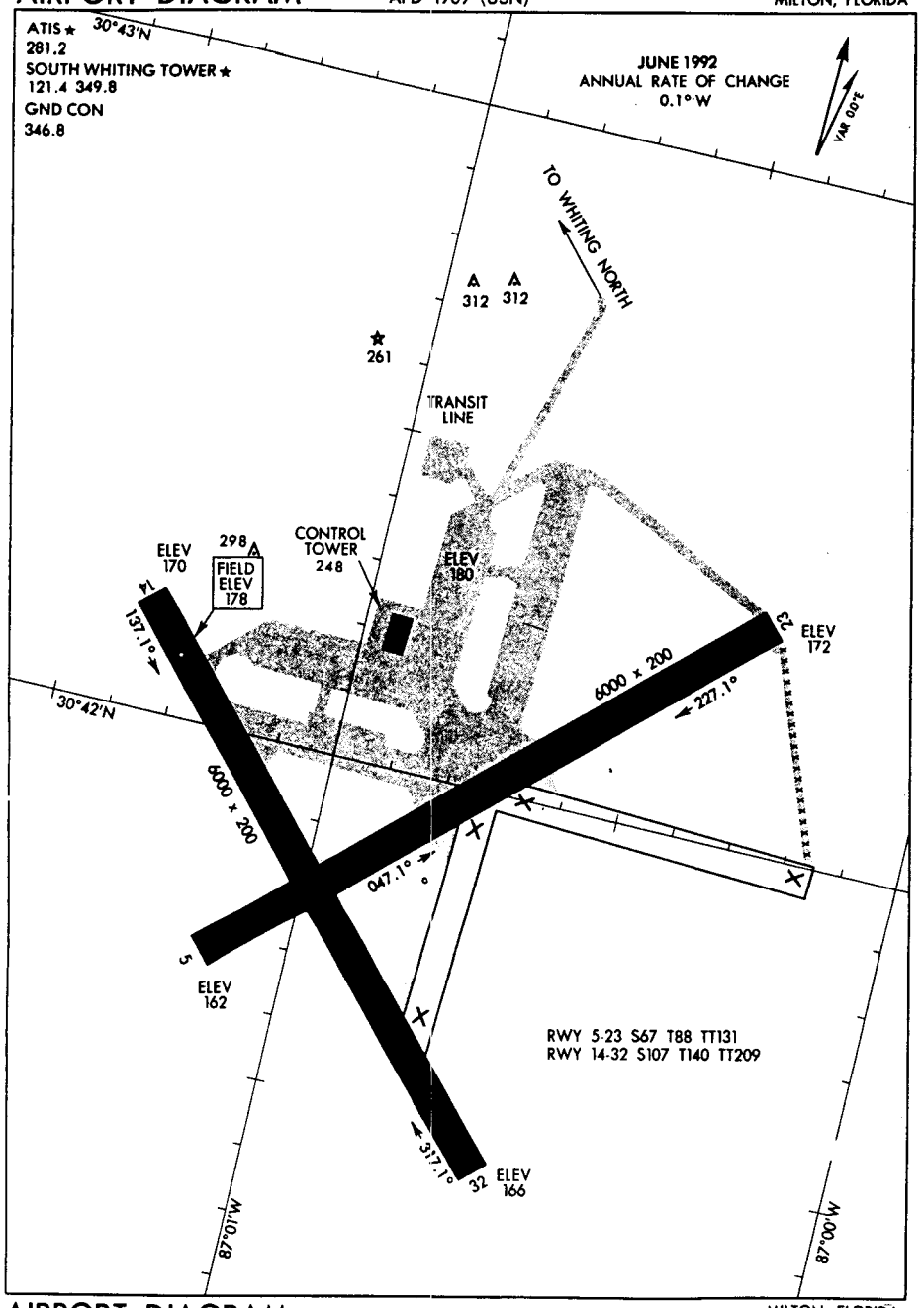
Revised page

92177

AIRPORT DIAGRAM

AFD-1909 (USN)

WHITING FLD NAS (SOUTH) (NDZ)
MILTON, FLORIDA



AIRPORT DIAGRAM

MILTON, FLORIDA
WHITING FLD NAS (SOUTH) (NDZ)

R(6/24/94)
25 (66666) JT Reynolds, NAS Pensacola

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 23, 24, 71, 72, and 76)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

Signature

Acting
Title

10/31/94
Date

CNET
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

Signature

Title

11/3/94
Date

Encl (1)

BRAC 95 DATA CALL 20
NAS PENSACOLA UIC 00204
STATION REVISION OF 9/12/94, PGS 23, 24, 71, 72 & 76

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

10/21/94
Date

TRAINING AIR WING SIX
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)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

27 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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)

Signature

Title

Date

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

BRAC-95 DATA CALL NUMBER 20 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

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

10/20/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Pages:
23 R (9/12/94)
24 R (9/12/94)
71 R (9/12/94)
72 R (9/12/94)
76 R (9/12/94)

NAS PENSACOLA UIC 00204
STATION REVISIONS OF 9/12/94, PAGES 23,24,71,72 & 76

REVISION TO BRAC-95 DATA CALL 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/21/94
Date

TRAINING AIR WING SIX
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)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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)

Signature

Title

Date

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

Facilities

A. Air Space and Flight Training Areas (cont)

5. Are there planned changes to the major air traffic structures in the region? If so, will these changes affect air station operations. Describe the effect.

   NO

6. Does the current system of air traffic control (ATC) routes limit aircraft flights between the air station and all associated training areas? If so, describe these limitations.

   NO

7. Does the air station experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

   NO

8. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit air station operations?

   FCLP ~~is prohibited at NPA without a waiver due to noise abatement.~~ can be conducted at NAS Pensacola with permission of the Wing CDR. OLF choctaw is primary FCLP. ~~SMC and has no limitations~~ CNATRA N3

9. Does the current airspace which you schedule/control permit Advanced Strike training? If not, explain why.

   YES

10. Is there airspace within 50 NM which permits Advanced Strike training?

    YES

11. Does the current airspace configuration permit helicopter training? If not, explain why.

    YES

12. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

    NO

Facilities

A. Air Space and Flight training Areas (cont.)

13. For each stage and for each type of undergraduate pilot flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

HEPRD CNET N-4433 30 April 94

Stage	Strike	E2/C2	Maritime	Helo	Primary	**NFDS**
Familiarization	N/A	LR	N/A	N/A	N/A	
Basic Instrument		NP				
Radio Instrument		NP				
Formation		LP				
Tactical Formation		LP				
Airway Navigation		NP				
Visual Navigation		LR				
Overwater Navigation		NA				
Out-of-control Flight		LP				
Carrier Qualifications		WR				
Air Combat Maneuvers		NA				
Operational Navigation		NA				
Weapons		NA				
Gunnery		NA				
Precision Aerobatics		NA				LR/WR
Helo Tactics		NA				
Helo Ship Qualifications		NA				

2 CNATRA N3

****NOTE:** THE NFDS, WHILE NOT UNDERGRADUATE PILOTS HAVE REQUIREMENTS AS INDICATED THAT NEED TO BE CONSIDERED.

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)
~~NFDS (Blue Angels)~~

2 CNATRA N3

Facilities

A. Air Space and Flight training Areas (cont.)

14. For each stage and for each type of undergraduate NFO flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

VT-86

Stage	OJN	RIO	TN
Radar Navigation	LR	NA	LR
Surface Search	WR	NA	WR
Low Level	LR	LR	LR
AirwaysNav/Radar/Low Level	LR/WR	LR/WR	LR/WR
Familiarization	LR	LP/WP	LR/WR
Tactical Low Level	NA	LR	LR
Advanced Tactical Maneuvers	NA	NP	NA
Pursuit Intercepts	NA	NP	NA
Attack/Reattack Intercepts	NA	NP	NA
Conversion Intercepts	NA	NP	NA
Unknown Intercepts	NA	NP	NA
Advanced Intercepts	NA	NP	NA

VT-10

Stage	PRIMARY	INTERMEDIATE
Low Level VNAV	NA	LR
AirwaysNav	NA	LR
Familiarization	LR	NA
NAV	LR	NA
JNAV	LR	NA
FORM	NA	NP

HEARD CNET N-4433 ~~AOA~~ 30 APR 94

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

Facilities

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field, provide the following data

Airfield Name: SHERMAN FIELD

a. Location: NAS PENSACOLA
b. Distance from main field: N/A
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? PARALLEL
e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? NO
f. Does the airfield have full-length parallel taxiways? YES
g. Does the airfield have high speed taxiways? NO
h. Does the airfield have a crosswind runway? YES
i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity? YES
j. How much capacity is lost? ~~30% (MAX.CAP.)~~ 48 % CNATRA N3
k. What percent of the time do conditions force the crosswind runway to be used? 18%
l. Is the airfield equipped to support IFR flight operations? YES
m. Is the airfield owned by the navy or leased? OWNED BY NAVY
n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). ~~N/A~~
Air station is capable of handling helos, propeller type or/and jet aircraft. CNATRA N3

2. List all NAVAIDS with published approaches that support the main airfield and/or your outlying and auxiliary airfields. Note any additions/upgrades to be added between now and FY 1997.

NAVAID	Description
TACAN (NPA - CH119)	6 - LO-TACAN APPROACHES (1 TO EACH RWY)
	5 - HI TACAN APPROACHES (N/A RWY 19)
VOR (NUN - 108.8)	HI & LO APPROACH TO 19
NDB (NPA - 267.6)	HI NDB/DME APPROACH TO RWY's 01 & 07R
ASR / PAR	Surveillance and Precision Radar

*** ILS FOR RUNWAY 07L SCHEDULED FOR COMPLETION FY94**

CNATRA N3

Facilities

B. Airfields (cont.)

1. For the main airfield(s) and each auxiliary and outlying field, provide the following data:

Airfield Name: OLF CHOCTAW

a. Location: PENSACOLA, FL
b. Distance from main field: 20 MILES TO EAST
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? N/A
f. Does the airfield have full-length parallel taxiways? YES
g. Does the airfield have high speed taxiways? NO
h. Does the airfield have a crosswind runway? NO
i. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity? N/A
j. How much capacity is lost? N/A
k. What percent of the time do conditions force the crosswind runway to be used? N/A
l. Is the airfield equipped to support IFR flight operations? YES (LOCAL USE ONLY)
m. Is the airfield owned by the navy or leased? OWNED BY USAF WITH EXCLUSIVE USAGE GRANTED TO USN
n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

2. List all NAVAIDS with published approaches that support the main airfield and/or your outlying and auxiliary airfields. Note any additions/upgrades to be added between now and FY 1997.

NAVAID	Description
TACAN (NGS - CH63)	LO TACAN RWY 36 WITH A CIRCLE TO RWY 18 (LOCAL USE ONLY FOR CTW-6)
Control Tower	self-explanatory

2
CNATRA
N3

Facilities

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	760107	77778	74095
111-15	RUNWAYS ROTARY WING	SY	0	469251	342993
111-20	LANDING PAD	SY	77500	0	0
113-20	PARKING APRON	SY	111253	505670	0
113-40	ACCESS APRON	SY	36556	32290	0
133-72	RATCC CENTER	SF	0	0	8247
137-10	OCEANOGRAPHIC BLDG	SF	3246	0	0
141-11	AIR PASSENGER TERMINAL	SF	3206	0	0
141-40	ACFT OPS BLDG	SF	9010	0	0
141-70	CONTROL TOWER	SF	0	0	2364
211-05	MAINT HANGAR-OH SPACE	SF	111582	0	0
211-06	MAINT HANGAR - 01 SPACE	SF	74359	0	0
211-07	MAINT HANGAR - 02 SPACE	SF	31719	0	0
211-08,21, 45,75	AVIATION SHOPS (NON-NARF)	SF	31719	0	0
610-01	ADMIN OFFICE	SF	~~21460~~ 579908	~~0~~ 56,957	~~0~~ 22,423

CNATRA NG1

Facilities

B. Airfields (cont)

4. 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:

a. Facility Type/Code: RUNWAY FIXED WING (@OLF CHOCTAW), 111-10
b. What makes it inadequate? TOTAL PAVEMENT OBSOLESCENCE
c. What use is being made of the facility? NONE
d. What is the cost to upgrade the facility to substandard? $750,000
e. What other use could be made of the facility and at what cost? PARKING APRON, OPEN STORAGE,$0
f. Current improvement plans and programmed funding: NONE
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? NO

a. Facility Type/Code: RUNWAY, ROTARY WING (@OLF BRONSON), 111-15
b. What makes it inadequate? FUNCTIONAL CRITERIA, TOTAL STRUCTURE
c. What use is being made of the facility? NONE
d. What is the cost to upgrade the facility to substandard? $1,800,000
e. What other use could be made of the facility and at what cost? PARKING APRON, OPEN STORAGE, $0
f. Current improvement plans and programmed funding: NONE
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? NO

a. Facility Type/Code: RATCC CENTER, 133-72
b. What makes it inadequate? FUNCTIONAL CRITERIA (SIZE, CONFIGURATION)
c. What use is being made of the facility? RATCC CENTER
d. What is the cost to upgrade the facility to substandard? NOT FEASIBLE
e. What other use could be made of the facility and at what cost? TRAINING, ADMIN OFFICE $85,000
f. Current improvement plans and programmed funding: TO BE REPLACED BY MILCON P-623, FY94
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? YES

a. Facility Type/Code: CONTROL TOWER, 141-70
b. What makes it inadequate? FUNCTIONAL CRITERIA (BLIND SPOTS)
c. What use is being made of the facility? CONTROL TOWER
d. What is the cost to upgrade the facility to substandard? NOT FEASIBLE
e. What other use could be made of the facility and at what cost? NONE
f. Current improvement plans and programmed funding: TO BE REPLACE BY MILCON P-620, FY95
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

Facilities

C. Ground Training Facilities

1. List other types of ground training facilities at the air station (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
171-10	ACADEMIC INST BLDG	SF	49394	0	2850
171-20	APPLIED INST BLDG	SF	377319	22113	32364
171-35	OPERATIONAL TRAINER FAC	SF	33451	0	0
179-40	SMALL ARMS RANGE	EA	1	0	0
179-45	SURVIVAL TRAINING PIER	EA	1	0	0
179-50	OBSTACLE COURSE	EA	1	0	0
179-60	PARADE AND DRILL FIELD	EA	1	0	0

2. 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:

a. Facility Type/Code: **ACADEMIC INST BLDG (B1,654), 171-10**
b. What makes it inadequate? STRUCT & ELEC CONDITION, FUNCTIONAL CRITERIA
c. What use is being made of the facility? ACAD INST
d. What is the cost to upgrade the facility to substandard? $140,000
e. What other use could be made of the facility and at what cost? ADMIN STORAGE, $0
f. Current improvement plans and programmed funding:NONE
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? NO
a. Facility Type/Code: **APPLIED INST BLDG(B58,75), 171-20**
b. What makes it inadequate? TOTAL OBSOLESCENCE
c. What use is being made of the facility? APPLIED INST
d. What is the cost to upgrade the facility to substandard? $1.7M
e. What other use could be made of the facility and at what cost? STORAGE,$0
f. Current improvement plans and programmed funding: TO BE DEMOLISHED AND REPLACED BY MILCON P-568 FY94
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? YES

.lities

Aircraft Maintenance Facilities

Complete the following table for each type of aircraft which can be maintained at your air stations. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
UC-12C			X		X
UH-3H			X	X	
T-2			X		X
T-34			X		X
T-39			X		X
F/A-18			X	X	
C-130			X	X	

Facilities

D. Aircraft Maintenance Facilities

R

1. Complete the following table for each type of aircraft which can be maintained at your air stations. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
UC-12C			X		X
UH-3H			X	X	
T-2		X	X		X
T-34			X		X
T-39			X		X
F/A-18			X	X	
C-130			X	X	

R

Facilities

E. Ship Berthing and Maintenance Facilities

1. List all ships (military and other) scheduled to be homeported at this facility through Fiscal Year 1997.

Ship name (hull number)	Military/Other	Arrival/Departure or Decommission Date
NONE		

2. List the ship maintenance facilities located at or near this air station.

Organization (military/private)	Level of Maintenance (shipyard/depot/intermediate)	Drydock (capacity)
RUNYUN SHIPYARD (P)	SHIPYARD	3 RAILWAYS; 550 LONG TONS
INGALLS SHIPYARD (P)	SHIPYARD	38,000 LONG TONS
BENDER'S SHIPYARD (P)	SHIPYARD	15,250 LONG TONS
ATLANTIC MARINE (P)	SHIPYARD	39,000 LONG TONS PENDING CERTIFICATION
HALTER MARINE (P)	SHIPYARD	900 LONG TONS
AVANDALE MARINE (P)	SHIPYARD	81,000 LONG TONS

3. In the following table, provide the optimum ship berthing configurations available at the installation.

Ship Class	Configuration					Comments
	option 1	option 2	option 3	option 4	option 5	
CV	1	0	0	0	0	OPTIONS DO NOT INCLUDE NESTING OR ANCHORING CONFIGURATIONS.
CG	0	1	0	0	0	
AOR	0		1	0	0	
FF	2	2	2	0	0	NEARD CNET N-4433 Ports 30 Apr 94

4. Describe restrictions and limitations on homeporting different types of ships.

Ship Class	Comments on Limitations and Restrictions
ALL	NO AMMUNITION HANDLING CLEARANCE FOR PIERS. MAXIMUM DESIGN DEPTH IS 42 FEET.

Facilities

F. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
RATCF/FACSFAC	SAME AS PAGE 10 E. 3
NAVLANT-METOC	SAME AS PAGE 11 F. 2

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

Type of Facility	Location	Bldg #	Mission and Capability of Facility
1BTX1	MAG POINT	612	CADS/NAS WEAPONS
1BTX2	MAG POINT	673	JATO/NAS WEAPONS
1BT3	MAG POINT	703	SMALL ARMS AMMO/NAS WEAPONS
1ET4	MAG POINT	391	DEMO (K-9 SCENT KIT)/NAS WEAPONS
2Y3A	MAG POINT	610	UNSERVICEABLE AMMO/NAS WEAPONS
2Y3B	MAG POINT	610	PYRO/NAS WEAPONS
2Y4A	MAG POINT	611	ROCKET MOTORS AND CADS/NAS WEAPONS
2Y4B	MAG POINT	611	EMPTY/NADEP
2Y5A	MAG POINT	705	UNSERVICEABLE AMMO/NAS WEAPONS
2Y5B	MAG POINT	705	CADS/NAS WEAPONS
5Y2	MAG POINT	3460	EMPTY (PYRO)/NADEP
5Y3	MAG POINT	3460	EMPTY (PYRO)/NADEP
3YC1A	SHERMAN FIELD	1909	CADS/PYRO/AIMD
3YC1B	SHERMAN FIELD	1909	CADS/NFDS
3YC2A	SHERMAN FIELD	1910	EMPTY/NAS WEAPONS
3YC2B	SHERMAN FIELD	1910	ROCKET MOTORS/NFDS
3YC3A	SHERMAN FIELD	1911	ROCKET MOTORS AND CADS/UNC
3YC3B	SHERMAN FIELD	1911	EMPTY/NAS WEAPONS
4YC1A	SHERMAN FIELD	1912	RIOT CONTROL AGENT & PYRO/NAS WEAPONS
4YC1B	SHERMAN FIELD	1912	CHEMICAL AND PYRO/NAS WEAPONS
4YC2A	SHERMAN FIELD	1913	PYRO/NAS WEAPONS
4YC2B	SHERMAN FIELD	1913	CHEMICAL AND PYRO/AOM
4YC3A	SHERMAN FIELD	1914	JATO AND IGNITERS/NAS WEAPONS

4YC3B	SHERMAN FIELD	1914	EMPTY/NAS WEAPONS
2Y1A	NAS PENSACOLA	447	PYRO/NAS WEAPONS
2Y1B	NAS PENSACOLA	447	PYRO/NAS WEAPONS
NOT APPLICABLE	NAS PENSACOLA	462	NAS ARMORY

Facilities

G. Non-DON Facility Support Arrangements

1. List all arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Activity Name / Military Service	Description of Activity Role and Degree of Support
DEFPHOTOSCOL PNCLA/ASD(PA)	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
JOAP-TSC PNCLA/DOD/NAVAIR	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
313THTECHTRASQDN AIRTRNGCMD/U.S. AIR FORCE	PROVIDE FIRE PROTECTION AND BACHELOR OFFICERS QTRS BY ISA
16THSPECOPSWING(AFSOC) 16THOPSGRU/U.S. AIR FORCE	PROVIDE CONTROL TOWER SAFETY OBSERVER, ACCESS TO OLF CHOCTAW, AND CRASH/RESCUE ASSETS BY ISA
3800 ABW/LG MAXWELL AFB/ U.S. AIR FORCE	PROVIDE NAVAL BRIG FACILITIES FOR SHORT-TERM CONFINEMENT OF USAF PRISONERS BY ISA
17TH TRAINING SQDN/ U.S. AIR FORCE	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
PNCLADET 344THMILINTELBN 111THBRG/ U.S. ARMY	PROVIDE STORAGE OF ORDNANCE (I.E., AMMUNITIONS, WEAPONS), FIRE PROTECTION, AND BACHELOR OFFICER QTRS BY ISA
USAIC FT BENNING GA FOR 361STCALBRDG/842NDSIGNALCO/ U.S. ARMY	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT UPON MOBILIZATION OF U.S. ARMY RESERVE UNITS BY ISA
USA AEROMEDICAL CTR FT RUCKER/U.S. ARMY	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA

2. 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.

Activity /Sponsor/ Government Affiliation	Description of Activity Role and Support Level
BARRANCAS NAT'L CEMETERY/NASP/DEPT OF VETERAN AFFAIRS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
GULF ISLANDS NAT'L SEASHORE/NASP/ DEPT OF INTERIOR	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
NAT'L WEATHER SVC/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA

FEDERAL AVIATION ADMINISTRATION/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
AMERICAN RED CROSS/ NASP/CHARTER	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
NAVMARCOR RELIEF SOCIETY/NASP/ CHARTER	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
STATE OF FLA DEPT OF HRS(DIV OF BLIND)/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CHARTER BY ISA
FIRST NAVY BANK/ NASP/OUTGRANT LEASE	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
PEN AIR FEDERAL CREDIT UNION/NASP/ OUTGRANT LEASE	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
OMEGA TRAVEL AGENCY/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
COMBINED FEDERAL CAMPAIGN/NASP/ SECNAVINST	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
CONSUMER CREDIT COUNSELING OF WEST FLORIDA/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
PENSACOLA JR COLLEGE/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
UNIVERSITY OF WEST FLORIDA/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
ST JOHNS COUNTY SCHOOL BOARD/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
EMBRY-RIDDLE AERONAUTICAL UNIV/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
TROY STATE UNIVERSITY-FR/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
UNIVERSITY OF ARIZONA/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
NAVAVNMUSEUM FOUNDATION/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
SCHEDULED AIRLINES TICKET OFFICE/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
U.S. POST OFFICE/ NASP/OUTGRANT LEASE	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CHARTER/LEASE

NAT'L SECURITY AGENCY/CSS TECHREP/ NASP	PROVIDE FIRE PROTECTION ONLY BY ISA
NORTHWEST FLA SAFETY COUNCIL/ NASP	PROVIDE CLASSROOM SPACE AND A DESIGNATED OUTSIDE AREA FOR MOTORCYCLE DRIVER TRAINING AT NO COST TO THE U.S. NAVY BY ISA
ESCAMBIA COUNTY, PENSACOLA FLORIDA/ NASP	PROVIDE FIREFIGHTING SUPPORT THROUGH MUTUAL AID AGREEMENTS, WITHIN CAPABILITIES
CITY OF PENSACOLA, FLORIDA/NASP	PROVIDE FIREFIGHTING SUPPORT THROUGH MUTUAL AID AGREEMENTS, WITHIN CAPABILITIES
DEFPRINTSVCSA/DOD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DEFPRINTSVCDETCOFF PNCLA/DOD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DEFENSE DISTRIBUTION DEPOT PENSACOLA/DDRE/DLA	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DAO-CL PNCLA/DFAS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DRMO PNCLA/DLA	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DITSOPNCLA/DFAS	PROVIDE FIRE PROTECTION AND BACHELOR QTRS SUPPORT
FEDERAL PRISON CAMP/DEPT OF JUSTICE	PROVIDE FIRE PROTECTION ONLY BY ISA
COGARD LO PNCLA/ U.S. COAST GUARD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
COGARD STA PNCLA/ U.S. COAST GUARD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
COGARD ANT PNCLA/ U.S. COAST GUARD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
USCGC POINT LOBOS/ U.S. COAST GUARD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DEFENSE INVESTIGATIVE SERVICE/DOD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
COMMISSARY STORE/DEFENSE COMMISSARY AGENCY	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
CIVILIAN RETIRED AFFAIRS OFFICE/HRO	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
MCDONALD'S RESTAURANT/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
PRIVATE INDUSTRY OF ESCAMBIA COUNTY, INC/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT

U.S. CUSTOMS JACKSONVILLE/ BUREAU OF TOBACCO AND FIREARMS	PROVIDE CALIBRATION OF PRECISION INSTRUMENTS AND SPECIAL SERVICES BY ISA AS REQUESTED
TWENTY-THREE (23) PRIVATE CONTRACTORS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT

Location

A. Proximity to Operational Mission Areas

1. Does the location of the air base have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

   - Five nautical miles from piers to sea buoy and Gulf of Mexico.

   - Short, safe navigation detail.

   - Near Ingleside Shipyard, Pascagoula, Mississippi and New Orleans, Louisiana.

   - Five hundred nautical miles to Key West, Florida.

   - Approximately 3,000 feet of pier space.

Location

B. Proximity to Training Areas

1. Does the location of the air station permit any specialized training with other operational units (e.g. Battle Groups or Joint forces)? If so, provide details.

   Yes. NAS Pensacola is centrally located on the Gulf of Mexico, near several large military installations, including 2 tacts ranges. This location permits virtually all types of specialized training capabilities.

2. Describe the plan for conducting carrier and helicopter landing trainer qualifications. Will ship deploy to training squadron site or will squadrons deploy?

   CHATTA N3

   Helicopter landing trainer qualifications are conducted at NAS Pensacola by ~~h-57~~ TH-57's from NAS Whiting Field.

   Currently no training carrier assigned to NAS Pensacola although CQ oplan is current. Airspace/op-area are available for carrier to operate within and will have no negative impact on current training. Currently squadrons have to deploy to receive CQ training.

3. How far (nmi.) is the air station from a designated naval operations area where an aircraft carrier would conceivably operate?

   30 nmi

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually conducted directly from the air station or on a detachment basis?

   Directly from NAS Pensacola.

Location

C. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO training) in the local flying area that are available for training and emergency uses. (TW-6/SQDS)

Airfield Name	Major Use / Capability	Location / Distance
PENSACOLA REG	DIVERT/APPROACH	FL/018
HURLBURT	" "	FL/032
EGLIN AFB	" "	FL/041
MOBILE DOWNTOWN	" "	AL/043
MOBILE REGIONAL	" "	AL/053
KEESLER AFB	" "	MISS/083
TYNDALL AFB	" "	MISS/092
GULFPORT/BILOXI	" "	MISS/093

2. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance
NET PASA (Sanfley Field)	Training Administration	11 miles
NTTC Corry Station	Technical Training	5 miles
NAS Whiting Field	Flight Training	27 miles
Ft. Rucker, AL Aeromedical Research Lab	Life Sciences Research	300 miles
NAVLANTMETOCDET Whiting Field	In the event of catastrophic loss of equipment and facilities at Pensacola	30 miles

CNATRA N7

3. What civilian owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
See Note		

CNATRA N7

NOTE: NO TENANT AT THIS INSTALLATION COULD PROVIDE INPUT FOR QUESTION 3. QUESTION WILL BE SUBMITTED TO THE LOCAL CHAMBER OF COMMERCE FOR CONSIDERATION. NAS PENSACOLA'S VASTNESS WITH OVER 60 TENANTS MAKE ANY CIVILIAN OWNED FACILITY OPTION INFEASIBLE.

MILITARY FACILITY NAME	Actual / Proposed Use	Distance
Annex Dental Corry Station	Dental Services - Corry	5 miles
Branch Dental Whiting Field	Dental Services - Whiting	40 miles
NTCC Corry Station	NTC	3 miles
Sanfley Field	Navy Activities / Federal Prison	8 miles
NTTC Corry Station	AITC - Instructor Training	3 miles
OLF Choctaw	Field Survival Training	40 miles

CNATRA N7

Features and Capabilities

A. Weather

1. 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.).

Local Field: **NAS PENSACOLA/OLF CHOCTAW**
due to proximity weather would be same

Month	% of Hours[3] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility **NOTE:** * = VALUE > 0 AND < 0.5 PERCENT	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather
Jan.	80	20	11	
Feb.	79	21	10	
Mar.	80	20	12	
Apr.	84	16	07	SEE FOLLOWING PAGES FOR TRAINING SQUADRON INPUTS
May	92	08	02	
June	96	04	01	
July	97	03	*	
Aug.	96	04	*	
Sep.	95	05	01	
Oct.	94	06	02	
Nov.	89	11	05	
Dec.	83	17	09	

Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Local Field: **NAS PENSACOLA** VT-4

Month	% of Hours[4] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather
Jan.				126.0
Feb.				151.5
Mar.				126.0
Apr.				30.0
May				30.0
June				15.0
July				36.0
Aug.				34.5
Sept.				72.0
Oct.				63.0
Nov.				126.0
Dec.				28.5

Local Field: NAS PENSACOLA VT-10

Month	% of Hours[5] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather	
				Primary	Intermediate
Jan.				29	20
Feb.				8	5
Mar.				23	14
Apr.				4	5
May				5	3
June				6	10

[4]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

[5]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Local Field: **NAS PENSACOLA** VT-4

1K

Month	% of Hours[4] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather
Jan.				126.0
Feb.				151.5
Mar.				126.0
Apr.				30.0
May				30.0
June				15.0
July				36.0
Aug.				34.5
Sept.				72.0
Oct.				63.0
Nov.				126.0
Dec.				28.5

Local Field: NAS PENSACOLA VT-10

R

Month	% of Hours VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather	
				Primary	Intermediate
Jan.				173	189
Feb.				42	42
Mar.				170	130
Apr.				26	37
May				25	15
June				43	36
July				25	44
Aug.				21	56
Sept.				73	121

[4]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Oct.				78	37
Nov.				63	34
Dec.				67	13

R

Local Field: NAS PENSACOLA VT-86

Month	% of Hours[5] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather	
				T-39	T-2
Jan.				143	162
Feb.				59.4	8.1
Mar.				118.8	110.7
Apr.				37.4	18.9
May				66	14.8
June				37.4	18.9
July				39.6	56.7
Aug.				6.6	9.4
Sept.				46.2	41.8
Oct.				6.6	17.5
Nov.				96.8	37.8
Dec.				81.4	70.2

[5]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

July				4	9
Aug.				4	10
Sept.				15	20
Oct.				2	1
Nov.				18	6
Dec.				24	23

Local Field: NAS PENSACOLA VT-86

Month	% of Hours[6] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather	
				T-39	T-2
Jan.				143	162
Feb.				59.4	8.1
Mar.				118.8	110.7
Apr.				37.4	18.9
May				66	14.8
June				37.4	18.9
July				39.6	56.7
Aug.				6.6	9.4
Sept.				46.2	41.8
Oct.				6.6	17.5
Nov.				96.8	37.8
Dec.				81.4	70.2

[6]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Features and Capabilities

A. Weather (cont.)

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

VT-4	T-2 = 13%	
VT-10	T-34 = 22%	T-39 = 7%
VT-86	RIO T-39 = 4%	T-2 = 14%
	TN T-39 = 10%	
	OJN T-39 = 4%	

3. Do the normal weather conditions at the most frequently used training areas pose a chronic 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?

VT-4: No

VT-10/VT-86: No ~~Yes, weather during the months of December, January and February may preclude low level flights along military training routes from being completed~~.

2
CNATRA N3

Features and Capabilities

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your air station? If so, describe.

   No. Not in the sense of Atlanta or Denver, Pensacola Regional has and is expecting to see a substantial increase in commercial operations. (As per Mr. Chuck Porter, Asst. Airport Manager, Pensacola Regional Airport, 435-1746)

2. 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.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991		NONE	
1992		NONE	
1993		NONE	

3. How many times during each of the past three years have any of your low level training routes or any of the low level training routes you used been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	NONE
1992	NONE
1993	2 VR 1023, 1024

NAS PENSACOLA
Data Call 3

revised pg

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances?
CHAPTER N3

NAS Pensacola does not have a current ~~approved~~ AICUZ study; one is now being initiated by Southern Division, Naval Facilities Engineering Command. However, the most recent noise survey and footprint of traffic patterns for Forrest Sherman Field have been incorporated in county zoning.

a. Attach a copy of any applicable sections of the air station's AICUZ plan and those for OLFs used, and note any recent modifications.

Current AICUZ plan not yet available.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Escambia County, FL Ordinance 89-27, URBAN AREA LAND USE REGULATIONS, is attached. Ordinance reduces future encroachment by limiting development density in air station environs. Does not restrict NAS flight hours or operations.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

No.

6. Provide a copy of the current and proposed land development plans for the area surrounding the air station (i.e., the local government's comprehensive land-use plan).

3 drawings and land use regulations ~~are attached~~. (Drawings and land use regulations will be forwarded under separate correspondence.)

HEARD
CNET N-4433
~~Art~~
2 May 94

DRAWINGS AND LAND USE REGULATIONS ATTACHED

HEARD
CNET-N4433
~~Art~~
6 May 94

3459 COPIER

revised pg

Data Call 3, Question b.4.

NASP: On page 50, Question b.4., NASP indicates that they do not have a current AICUZ study. Is there an old study? If so, is it encoded in local zoning ordinances? Also, they indicate Sherman Field has been incorporated in county zoning. What about Old Choctaw Field? Is this in Escambia County? If so, have traffic patterns and noise survey for it been incorporated in county zoning? If not, what county is it in and has it been encoded in that county's zoning ordinance?

Response:

NASP does not have a current approved AICUZ plan; however, a draft plan and environmental assessment were prepared by Southern Division, NAVFAC, in 1990. This plan is currently under review at NAVFAC and will be revised to include data for the T-44, T-45, and possibly the JPATS. This draft plan (i.e., noise contours and accident potential zones) is incorporated in the Escambia County Urban Land Use Regulation. The previous approved AICUZ for NASP, dated 1976, was made obsolete by changes in both aircraft mix and flight tracks. It was not incorporated in county land use regulations.

OLF Choctaw is located in Santa Rosa County, Florida, and is part of Eglin Air Force Base Reservation. An AICUZ study was prepared in September 1980, included in a study for all Pensacola-area OLF's. However, the OLF Choctaw AICUZ is not incorporated in Santa Rosa County zoning regulations. (Source: Santa Rosa County Planning and Zoning Office). The preponderance of the AICUZ footprints falls within the Air Force reservation. Of that remaining, most covers bayous or swamps with very limited development potential

Features and Capabilities

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances?

CNATRA N3

NAS Pensacola does not have a current ~~approved~~ AICUZ study; one is now being initiated by Southern Division, Naval Facilities Engineering Command. However, the most recent noise survey and footprint of traffic patterns for Forrest Sherman Field have been incorporated in county zoning.

a. Attach a copy of any applicable sections of the air station's AICUZ plan and those for OLFs used, and note any recent modifications.

Current AICUZ plan not yet available.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Escambia County, FL Ordinance 89-27, URBAN AREA LAND USE REGULATIONS, is attached. Ordinance reduces future encroachment by limiting development density in air station environs. Does not restrict NAS flight hours or operations.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

No.

6. Provide a copy of the current and proposed land development plans for the area surrounding the air station (i.e., the local government's comprehensive land-use plan).

3 drawings and land use regulations ~~are attached~~. (Drawings and land use regulations will be forwarded under separate correspondence.)

HGARD
CNET N-4433
~~Sott~~
2 May 94

Features and Capabilities

C. Quality of Life

1. Military Housing

(a) Family Housing:

(1) Do you have mandatory assignment to on-base housing? No

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total Number of Units	Number* Adequate	Number Substandard	Number Inadequate
Officer	4+	55	55		
Officer	3	93	93		
Officer	1 or 2	16	16		
Enlisted	4+	84	84		
Enlisted	3	377	325	52	
Enlisted	1 or 2	260	114	146	
Mobile Homes		---			
Mobile Home lots		52			

* RD CNET N442 DAVIS 30 Apr 94

937

(3) 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:

~~Facility type/code: **A/E**~~
~~What makes it inadequate? **Size - does not meet current minimum square feet requirements for DOD family housing.**~~
~~What use is being made of the facility? **Housing**~~
~~What is the cost to upgrade the facility to substandard? **N/A**~~
~~What other use could be made of the facility and at what cost? **Low income public housing - No cost.**~~
~~Current improvement plans and programmed funding: **Vinyl siding and new roofing recently completed.**~~
~~Has this facility condition resulted in C3 or C4 designation on your BASEREP? **C-3**~~

NO INADEQUATE HOUSING.
- RD
CNET N442
DAVIS
30 Apr 94

NAS PENSACOLA UIC 00204
DATA CALL THREE REVISION (26 AUG 94)

Addendum to:

Features and Capabilities

C. Quality of Life

1. Military Housing

(a) Family Housing

In addition to Family Housing reported on previous page, the following will be constructed in conjunction with the relocation of NATTC from Millington, TN to Pensacola, FL:

Type of Quarters	Number of Bedrooms	Total No. of Units	Number Adequate	Number Substand	Number Inadeq
Enlisted	2	76	76		
Enlisted	3	40	40		

Estimated completion date 1997.

Features and Capabilities

C. Quality of Life (cont.)

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[7]	Average Wait
O-6/7/8/9	1	N/A	
	2	N/A	
	3	N/A	
	4+	10	1 year
O-4/5	1	N/A	
	2	N/A	
	3	16	12-18 months
	4+	5	4-7 months
O-1/2/3/CWO	1	N/A	
	2	36	4-8 months
	3	6	Walk-in - 60 days
	4+	5	4-8 months
E1-E9	1	N/A	
	2	93	4-8 months
	3	104	4-8 months
	4+	30	3-7 months

RD
CNET N442
DAVIS
30 APR94

[7]As of 31 March 1994.

Manpower Implications (cont.)

A. Quality of Life (cont.)

(5) 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)?

82% Due to the limited SF in our inadequate quarters 18% of our housing units do not meet the basic amenity guidelines. The SF does not allow for adequate bulk storage, connections for washer and dryer, and upright freezer connections. R

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	96.6%
Substandard/Semi-Permanent	89.4%
Inadequate/Temporary	

(7) 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?

Utilization rate for adequate quarters has improved to 98.4% as of 31 March 1994. Utilization rate for substandard quarters had decreased to 78.8% as a result of rehabilitation of units.

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	90%
Substandard/Semi-Permanent	0
Inadequate/Temporary	0 *

R

* *Utilization rate for Inadequate/Geographic Bachelor status is 73%*

(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?

Occupancy will be higher in 1994 due to additional DOD Photo School students inhabiting an entire Permanent Party building. R

Features and Capabilities

R

C. Quality of Life (cont.)

(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.

	Top Five Factors Driving the Demand for Base Housing
1	Cost
2	Convenience (Familiar Lifestyle)
3	Location
4	Security
5	Social Status

(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)?

82% of adequate units. Due to limited SF in our inadequate quarters 18% of our housing units do not meet the basic amenity guidelines. The SF does not allow for adequate bulk storage, connections for washer and dryer, and upright freezer connections. R

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	96.6
Substandard	89.4
Inadequate	----

No - changed by CWATRA-N? in original DC

SH CWEF N4434 10/5/94

(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?

- Utilization rate for adequate quarters has improved to 98.4 percent as of 31 March 1994.

- Utilization rate for substandard quarters has decreased to 78.8 percent as a result of rehabilitation of units.

Features and Capabilities

C. Quality of Life (cont.)

(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.

	Top Five Factors Driving the Demand for Base Housing
1	Cost
2	Convenience (Familiar Lifestyle)
3	Location
4	Security
5	Social Status

(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)?

100% of adequate units

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	96.6
Substandard	89.4
Inadequate	----

2
CNATRA N3

No.

(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?

- Utilization rate for adequate quarters has improved to 98.4 percent as of 31 March 1994.

- Utilization rate for substandard quarters has decreased to 78.8 percent as a result of rehabilitation of units.

Manpower Implications (cont.)
A. Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	71%
Substandard/Semi-Permanent	0
Inadequate/Temporary	0 *

R

** Utilization rate for Inadequate/Geographic Bachelor status is 92%*

(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? **Occupancy for 1994 will reflect a higher percentage due to one Transient building being under renovation for a 6 month period. Therefore, the available number of rooms have been temporarily reduced.** R

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? **Yes *** R

Units Under Renovation or Construction				
Type Unit (Family Housing/ BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
Family Housing	200	3 Bedroom	N/A	FY95
Family Housing	250	2/3/4 Bedroom	N/A	FY97

*** Units will be vacated on a rotational basis. It is anticipated that no more than 25 units will be vacated for purpose of renovation at any one time.**

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

Type Unit (Family Housing/ BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
BEQ (E1 - E4)	8 Buildings	108,506 SF each building	560 each building 4,480 total	1997
BEQ (E5 - E6)	1 Building	250,000 SF	450	1997
Family Housing	76	2 Bedroom	950 SF	FY97
Family Housing	40	3 Bedroom	1,250 SF	FY97

Features and Capabilities

C. Quality of Life (cont.)

R

(b) BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

BEQ

Type of Quarters	Utilization Rate
Adequate	90%
Substandard	0
Inadequate	0

R

BOQ

Type of Quarters	Utilization Rate
Adequate	71%
Substandard	0
Inadequate	0

R

(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?

BEQ Occupancy will be higher in 1994 due to additional DOD Photo School students inhabiting an entire Permanent Party building. R

BOQ Occupancy for 1994 will reflect a higher percentage due to one transient building being under renovation for a 6 month period. Therefore, the available number of rooms have been temporarily reduced. R

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

BEQ AOB = 53
BOQ AOB = 23

ENCL (1)

Features and Capabilities

C. Quality of Life (cont.)

(b) BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

BEQ

Type of Quarters	Utilization Rate
Adequate	90%
Substandard	N/A
Inadequate	73%

HEARD CNET N-4433 ATA 30 APR 94

BOQ

Type of Quarters	Utilization Rate
Adequate	71%
Substandard	N/A
Inadequate	92%

(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?

BEQ Yes, due to increased requirements DOD Photo "A" School.
BOQ None

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

BEQ AOB = 53
BOQ AOB = 23

Features and Capabilities

C. Quality of Life (cont.)

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

BEQ

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	41	50	Waiting for school to get out. Housing.
Spouse Employment (non-military)	29	35	
Other	12	15	Separated
TOTAL	82	100	

BOQ

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	23	100	
Spouse Employment (non-military)	0	0	
Other	0	0	
TOTAL	23	100	

(5) How many geographic bachelors do not live on base?

BEQ/BOQ **Unknown.**

HEARD CNET N-4433 30 Apr 94

Features and Capabilities

C. Quality of Life (cont.)

2. For on-base MWR facilities[8] 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.

LOCATION: NAS PENSACOLA FL **DISTANCE: N/A**

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby (Bldg. 632)	Indoor Bays	24	N/A
	Outdoor Bays	N/A	
Arts/Crafts (Bldg. 632)	SF	1920	N/A
Wood Hobby	SF	N/A	
Bowling (Bldg. 3211)	Lanes	24	Y
Enlisted Club (Bldg.667) (Note 1)	SF	11,600	Y
Officer's Club (Bldg.253) (Note 2)	SF	31,196	Y
Library (Bldg. 633)	SF	4,800	N/A
Library	Books	22,823	N/A
Theater*	Seats	~~N/A~~ 1500	N/A
ITT (Bldg. 632) (Note 3)	SF	1,248	N/A
Museum/Memorial	SF	N/A	N/A
Pool (indoor)	Lanes	N/A	N/A
Pool (outdoor) (Note 4)	Lanes	18	N/A
Beach	LF	1,000	N/A
Swimming Ponds	Each	N/A	N/A
Tennis CT (Note 5)	Each	15	N/A

CNATRA N6

NO MOVIES SHOWN IN THEATER. USED FOR COMMAND MEETINGS, TRAINING AND SPECIAL EVENTS. RP CNET N-432

CNATRA N6

* THIS FACILITY IS A TRAINING BUILDING, NOT AN MWR FACILITY

[8]Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Features and Capabilities

C. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	6	N/A
Basketball CT (outdoor)	Each	N/A	N/A
Racquetball CT (Bldg.632)	Each	5	N/A
Golf Course (Note 6)	Holes	54	Y
Driving Range	Tee Boxes	33	Y
Gymnasium (Bldg. 632)	SF	33,000	N/A
Fitness Center (Bldg.632)	SF	8,080	N/A
Marina (Note 7)	Berths	209	Y
Stables	Stalls	N/A	N/A
Softball Field	Each	7	N/A
Football Field (Note 8)	Each	2	N/A
Soccer Fld	Each	2	N/A
Youth Center (Bldg.3690)	SF	23,328	N/A
RECREATION CENTER - ENLISTED	EA	1	YES SEE NOTE 9

BP

BP

NOTES:

1. Lighthouse Point All Hands Club (Bldg. 3558) 16,426 S.F. Profitable.
2. Bayshores Restaurant & Lounge (Bldg 3249) 6,700 S.F. Nonprofitable.
3. Additional Location at NEX Mall Opens June '94 with 2,000 S.F.
4. Pools Breakdown = Officers 2 @ 6 lanes; Enlisted 1 @ 6 lanes.
5. Total includes 2 indoor tennis courts in Bldg. 632.
6. Golf Course Breakdown = 27 Championship holes; 18 Executive Length; and 9 holes Par Three located off-base at Saufley Field.
7. Marinas Breakdown = Sailing Marina has 166 wet slips; Powerboat Marina has 43 wet slips with 50 addn'l slips open Sept '94.
8. Football and Soccer share same two fields.
9. REC CENTER INCLUDES BAR/ITALIAN FAST FOOD AREAS

Other Facilities Not Listed:

Campground/RV Park/12 Rental Cabins; Four Mile Fitness Trail; Family Picnic Center Waterfront Area; 3 Little League ball fields.

3. Is your library part of a regional interlibrary loan program?

No

Features and Capabilities

C. Quality of Life (cont.)

4. 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.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-12Mos **	13	800	0	0	36	180
13-23 Mos	20	700	0	0	15	90
24 Mos-5 yrs.	178	6,230 (1)	0	0	18 (2)	0
24-36 Mos						
3-5 Yrs						

** UNABLE TO BREAK DOWN BY BRAC AGE CATEGORIES.

HEARD CNET W-443 ATA 2 May 94

NOTE (1): Two classroom expansion (46 children or 1610 square feet) due to open Jul 94.

NOTE (2): These children are on our waiting list because siblings are in need of infant care (we are full) in order for them to register.

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:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

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.

After Family Home Care, we recommend the services of West Florida Child Care Services. This referral organization is sponsored by the State of Florida.

Features and Capabilities

C. Quality of Life (cont.)

4. Base Family Support Facilities and Programs (cont.)

d. How many "certified home care providers" are registered at your base?

15

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).

NTTC Corry Station - 45 Children

Features and Capabilities

C. Quality of Life (cont.)

f. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	89,220
Gas Station	SF	3,600
Auto Repair	SF	7,330
Auto Parts Store	SF	6,550
Commissary	SF	41,100
Mini-Mart/Package Store	SF	18,428
Fast Food Restaurants	Each	10
Bank/Credit Union	Each	1 Bank 1 Credit Union
Family Service Center	SF	8,625
Laundromat	SF	628
Dry Cleaners/Tailor Shop	Each	4
American Red Cross	PN	3
Alcohol Rehab Center	PN	0
Chapel	PN	11
FSC Classroom/Auditorium	PN	20
FSC Conference Room	PN	15
Personalized Services	SF	7,608

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Pensacola	6
Tallahassee	172
Mobile	56
New Orleans	176

Features and Capabilities

C. Quality of Life (cont.)

f. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	89,220
Gas Station	SF	3,600
Auto Repair	SF	7,330
Auto Parts Store	SF	6,550
Commissary	SF	41,100
Mini-Mart/Package Store	SF	18,428
Fast Food Restaurants *	Each	5 ~~2~~ ~~19,140~~
Bank/Credit Union	Each	1 Bank 1 Credit Union
Family Service Center	SF	8,625
Laundromat	SF	628
Dry Cleaners/Tailor Shop	Each	2,328
~~American Red Cross~~	~~PN~~	~~3~~
Alcohol Rehab Center	PN	N/A 0
Chapel	PN	11
FSC Classroom/Auditorium	PN	20
FSC Conference Room	PN	15
Personalized Services	SF	7,608

B. PATRICK
CNET N-432
5-1-94

OK
~~HCAA~~ ~~CNET N-4433~~ ~~AAA~~ 30 Apr 94

* INCLUDES McDONALDS, NEX CAFETERIA, AND (3) FAST FOOD/SNACKBARS

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Pensacola	6
Tallahassee	172
Mobile	56
New Orleans	176

Features and Capabilities

C. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	24.70	13.82
E2	24.70	15.83
E3	12.40	9.14
E4	37.43	26.12
E5	40.16	28.04
E6	30.73	20.92
E7	33.48	23.25
E8	14.87	11.24
E9	25.26	19.17
W1	70.84	53.80
W2	36.90	28.94
W3	49.33	40.10
W4	42.78	39.73
O1E	20.76	15.03
O2E	28.55	22.77
O3E	40.08	33.91
O1	34.89	25.71
O2	0.00	0.00
O3	55.31	46.56
O4	33.97	29.54
O5	90.39	74.75
O6	145.67	120.57
O7	74.18	60.27

Features and Capabilities

C. Quality of Life (cont.)

7. 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.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	375	300	55.00
Apartment (1-2 Bedroom)	400	300	75.00
Apartment (3+ Bedroom)	600	450	95.00
Single Family Home (3 Bedroom)	750	500	114.00
Single Family Home (4+ Bedroom)	950	700	120.00
Town House (2 Bedroom)	450	375	90.00
Town House (3+ Bedroom)	750	475	114.00
Condominium (2 Bedroom)	750	450	90.00
Condominium (3+ Bedroom)	925	600	114.00

NOTE: Figures obtained from review of all rental listings in referral books.

1. Average high 50 percent 2. Average low 50 percent.

Features and Capabilities

C. Quality of Life (cont.)

(b) What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	98
Apartment (1-2 Bedroom)	97
Apartment (3+ Bedroom)	98
Single Family Home (3 Bedroom)	97
Single Family Home (4+ Bedroom)	99
Town House (2 Bedroom)	98
Town House (3+ Bedroom)	99
Condominium (2 Bedroom)	99
Condominium (3+ Bedroom)	99

(c) What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	$72,900
Single Family Home (4+ Bedroom)	$129,900
Town House (2 Bedroom)	$45,000
Town House (3+ Bedroom)	$64,950
Condominium (2 Bedroom)	$79,900
Condominium (3+ Bedroom)	$164,500

Features and Capabilities

C. Quality of Life (cont.)

(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.

Month	Number of Bedrooms		
	2	3	4+
January			
February			
March **1994**	72	238	19
April			
May			
June			
July			
August			
September			
October			
November			
December			

(SEE NOTE)

HEARD CNET N-4433 ~~ARA~~ 30 APR 94

NOTES:

1. Data provided as of 31 March 1994. Data for prior months is not available in the current MLS system.
2. E-5 BAQ+VHA (+ or- 10%) = $410 - $500 monthly.
3. VHA mortgage at 8 percent/zero down/monthly insurance = $20/ monthly taxes = $60.
4. Homes meeting the above assumption, range in purchase price from $47,000 to $54,000.

(e) Describe the principle housing cost drivers in your local area.

- Current market value
- Current lending rates
- Availability of homes for sale

Features and Capabilities

C. Quality of Life (cont.)

8. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AB	0	70
AK	0	54
AM	0	26
AO/GMG	0	15/10
OS	0	18
BM*	0	27
EN*	0	38
MA*	0	10
MM*	0	40
MS*	0	69

* **Information on Port Operations support is provided because NAS Pensacola is unique in that it is the only air training station which has pier facilities to accommodate up through carrier-size ships.**

9. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location (County)	% Employees	Distance (mi)	Time(min)
Escambia, FL	76	6.7	20
Santa Rosa, FL	6	10.5	35
Okaloosa, FL	0	55	90
Baldwin, AL	2	35	60
Military Quarters/ NASP/Escambia, FL	16	3	12

Features and Capabilities

C. Quality of Life (cont.)

10. 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:

(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.

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ACT Score	% HS Grad to Higher Educ	Source of Info
East Hill Christian	Private	K-12	No	2106-2380	ACT 21	85	Administrator
Episcopal Day	Private	Pre-K-~~12~~ 8	No	1700-2600			
Escambia Christian	Private		No	1600-1800			Administrator
Gulf Coast Christian Ady	Private	K-12	unknown	1080-1845	unknown	unknown	Administrator
Montessori Early School	Private	K-6	Yes	2850-3000			Administrator
Pensacola Catholic High	Diocesan	9-12	yes	2436-3288	ACT 21.6	95+	Principal
St. John the Evangical Catholic	Parochial	K-8	No	1400-1700			Administrator
St. Michael Inter-parochial	Parochial	K-8	No	140-270 mo			Administrator
Temple Christian	Private	K-12	No	95-425 mo	unknown	unknown	Administrator
West Florida Baptist Academy	Private	K-12	No	950-5700	unknown	75	Administrator
Jim Allen	Public	Elem					(see NOTE)
Barrineau Park	Public	Elem					
Beggs Educational Ctr	Public	High	*				
Bellview	Public	Elem					
Bellview	Public	Mid					
Beulah	Public	Elem					
Bratt	Public	Elem					
Brentwood	Public	Elem					
Brentwood	Public	Mid					
Brown Barge	Public	Elem	**				
Brownsville	Public	Mid					
Byrneville	Public	Elem					
Carver	Public	Mid					

HEARD CNET N-4433 ~~Fax~~ 2 May 94

Century	Public	Elem					
Century	Public	High			UNKNOWN	unknown	
N.B. Cook	Public	Elem	**				
Cordova Park	Public	Elem					
Dixon	Public	Elem					
Edgewater	Public	Elem					
Ensley	Public	Elem					
Ernest Ward	Public	6-12					
Escambia	Public	High			SAT 931	75	Guidance
Ferry Pass	Public	Elem			ACT 21		
Ferry Pass	Public	Mid					
Goulding	Public	Elem					
Hallmark	Public	Elem					
Hellen Caro	Public	Elem					
Holm	Public	Elem					
Lincoln Park	Public	Elem					
Lipscomb	Public	Elem					
Longleaf	Public	Elem					
McArthur	Public	Elem					
Molino	Public	Elem					
Montclair	Public	Elem					
Myrtle Grove	Public	Elem					
Navy Point	Public	Elem					
O.J. Semmes	Public	Elem					
Oakcrest	Public	Elem					
Pensacola Beach	Public	Elem					
Pensacola	Public	High	***		SAT 980 ACT 24	75	Guidance
Pine Meadow	Public	Elem					
Pine Forest	Public	High			SAT 879 ACT 20	55	Guidance
Pleasant Grove	Public	Elem					
Ransom	Public	Mid					
Scenic Heights	Public	Elem					
Sherwood	Public	Elem					
Spencer Bibb	Public	Elem					
Suter	Public	Elem					
Tate	Public	High			UNKNOWN	unknown	
Warrington	Public	Elem					
Warrington	Public	Mid					
Washington	Public	High			ACT 21	73	Guidance
Wedgewood	Public	Mid					
Weis	Public	Elem					
West Pensacola	Public	Elem					
Woodham	Public	High			SAT 1040 ACT 21	79	Guidance

HEARD
CNET N-4433
~~Ana~~
2 May 94

Workman	Public	Mid					
Yniestra	Public	Elem					
Holley-Navarre	Public	Mid					

* **School is for drop-out prevention only.**
** **Magnet Schools.**
*** **Has International Baccalaureate Program.**

NOTE: Public School INFO source was Escambia County School Board and individual SCHOOLS. HEARD ~~FOA~~ CNET N-4433 2 May 94

(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.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
George Stone Vocational-Technical	Day	N	Y	N	N	N
	Night	N	Y	N	~~Y~~ N	N
Pensacola Christian College	Day	Y	N	unknown	Y	Y
	Night	N	N	N	N	N
Pensacola Junior College	Day	Y	Y	Y	Associate Y	N
	Night	Y	Y	Y	Associate Y	N
University of West Florida	Day	N	N	N	Y	Y
	Night	N	N	N	Y	Y

HEARD CNET N-4433 ~~FOA~~ 2 May 94

Features and Capabilities

C. Quality of Life (cont.)

(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.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Embry-Riddle Aeronautical University	Day	N	N	N	~~Y~~ N	~~Y~~ N
	Night	~~Y~~ N	~~Y~~ N	N	Y	Y
	Corre-spondence	N	N	N	Y	Y
Troy State University	Wkend	N	N	N	Y	Y
	Night	N	N	N	Y	Y
	Corre-spondence	N	N	N	N	N
Pensacola Junior College	Day	N	N	N	~~Assoc~~ N	N
	Night	N	N	Y	Assoc Y	N
	Corre-spondence	N	N	N	N	N

CHANGES MADE PER VAL HELMS (NCFA) - 2 May 94

HEARD CNET N-4433 2 May 94

Features and Capabilities

C. Quality of Life (cont.)

11. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance *			Local Community Unemployment Rate **
	1991	1992	1993	
Professional				
Manufacturing				
Clerical				
Service				
Other	489	515	549	6.1

* Spouse employment client stats are not maintained (nor required by BUPERS) for occupational choice or placement.

** Not available by industry groups from Florida Department of labor.

12. 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.

DENTAL: Active duty personnel have no difficulty with access to dental care at the Pensacola Dental Clinic. This clinic offers a full range of dental specialty services and referral to a civilian provider has not been necessary.

MEDICAL: Active duty personnel currently assigned to commands within the Pensacola complex have access to appropriate, timely medical health care. Medical needs can be satisfied through combination of Branch Medical Clinics, Naval Hospital Pensacola, other DOD medical facilities outside the area, and civilian health care resources available locally.

13. 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.

DENTAL: Except for relief of pain and infection due to an emergency condition, dependents of active duty personnel who are enrolled with Delta Dental are not eligible for dental care. Access to civilian dentists in the Pensacola area is considered excellent. Dependents who are not enrolled with Delta Dental, are eligible for care on a space available basis only.

MEDICAL: The medical needs of active duty dependents currently located in the area are met through combination of the Naval Hospital and the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). There is an abundant supply of primary and specialty health care providers in the civilian market to treat active duty dependents.

revised pg

C. Quality of Life (cont.)

MEDICAL (cont): Following the BRAC relocation of approximately 6,559 active duty to Pensacola, access for active duty dependents may decrease at the Naval Hospital. All active duty will receive care at the Naval Hospital. Assuming the size and staff at the facility are not both increased to support the new population, nearly 27,000 outpatient visits by non-active duty beneficiaries must be referred under CHAMPUS. Plans are now to expand the hospital (this is not a BRAC initiative). Additional staff for the hospital remains an unresolved concern.

~~14. 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.~~

~~* Awaiting statistics from local authorities for total off base criminal activity.~~

CNATRA N61 5/18/94

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military		1	3
Base Personnel - civilian		1	1
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
2. Blackmarket (6C)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
3. Counterfeiting (6G)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
4. Postal (6L)			
Base Personnel - military		0	1
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

revised pg

Features and Capabilities

C. Quality of Life (cont.)

14. 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.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military		1	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian		94	102
2. Blackmarket (6C)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)			
Base Personnel - military		1	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)			
Base Personnel - military		2	3
Base Personnel - civilian		0	1
Off Base Personnel - military			
Off Base Personnel - civilian			

~~71a~~ (REV 5/10/94)
71a (This page replaces what was originally submitted for Quest 14 on p. 71)
HEARD
CNET N-4433 AOA 31 May 94

Features and Capabilities

C. Quality of Life (cont.)

MEDICAL (cont): Following the BRAC relocation of approximately 6,559 active duty to Pensacola, access for active duty dependents may decrease at the Naval Hospital. All active duty will receive care at the Naval Hospital. Assuming the size and staff at the facility are not both increased to support the new population, nearly 27,000 outpatient visits by non-active duty beneficiaries must be referred under CHAMPUS. Plans are now to expand the hospital (this is not a BRAC initiative). Additional staff for the hospital remains an unresolved concern.

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Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military		1	3
Base Personnel - civilian		1	1
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
2. Blackmarket (6C)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
3. Counterfeiting (6G)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
4. Postal (6L)			
Base Personnel - military		0	1
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Features and Capabilities

C. Quality of Life (cont.)

MEDICAL (cont): Following the BRAC relocation of approximately 6,559 active duty to Pensacola, access for active duty dependents may decrease at the Naval Hospital. All active duty will receive care at the Naval Hospital. Assuming the size and staff at the facility are not both increased to support the new population, nearly 27,000 outpatient visits by non-active duty beneficiaries must be referred under CHAMPUS. Plans are now to expand the hospital (this is not a BRAC initiative). Additional staff for the hospital remains an unresolved concern.

14. 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.

*** Awaiting statistics from local authorities for total off base criminal activity.**

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military		1	3
Base Personnel - civilian		1	1
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
2. Blackmarket (6C)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
3. Counterfeiting (6G)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
4. Postal (6L)			
Base Personnel - military		0	1
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
6. Burglary (6N)			
Base Personnel - military		5	4
Base Personnel - civilian		7	6
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
7. Larceny - Ordnance (6R)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
8. Larceny - Government (6S)			
Base Personnel - military		35	22
Base Personnel - civilian		40	33
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
6. Burglary (6N)			
Base Personnel - military		8	1
Base Personnel - civilian		1	0
Off Base Personnel - military			
Off Base Personnel - civilian		5032	4780
7. Larceny - Ordnance (6R)			
Base Personnel - military		2	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)			
Base Personnel - military		4	12
Base Personnel - civilian		5	4
Off Base Personnel - military			
Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
6. Burglary (6N)			
Base Personnel - military		5	4
Base Personnel - civilian		7	6
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
7. Larceny - Ordnance (6R)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
8. Larceny - Government (6S)			
Base Personnel - military		35	22
Base Personnel - civilian		40	33
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)			
Base Personnel - military		141	136
Base Personnel - civilian		52	55
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
10. Wrongful Destruction (6U)			
Base Personnel - military		172	123
Base Personnel - civilian		109	75
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
11. Larceny - Vehicle (6V)			
Base Personnel - military		2	0
Base Personnel - civilian		1	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
12. Bomb Threat (7B)			
Base Personnel - military		8	9
Base Personnel - civilian		10	4
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)			
Base Personnel - military		6	9
Base Personnel - civilian		6	3
Off Base Personnel - military			
Off Base Personnel - civilian		10617	10543
10. Wrongful Destruction (6U)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
11. Larceny - Vehicle (6V)			
Base Personnel - military		4	6
Base Personnel - civilian		1	1
Off Base Personnel - military			
Off Base Personnel - civilian		822	865
12. Bomb Threat (7B)			
Base Personnel - military		5	4
Base Personnel - civilian		2	0
Off Base Personnel - military			
Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)			
Base Personnel - military		141	136
Base Personnel - civilian		52	55
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
10. Wrongful Destruction (6U)			
Base Personnel - military		172	123
Base Personnel - civilian		109	75
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
11. Larceny - Vehicle (6V)			
Base Personnel - military		2	0
Base Personnel - civilian		1	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
12. Bomb Threat (7B)			
Base Personnel - military		8	9
Base Personnel - civilian		10	4
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)			
Base Personnel - military		1	1
Base Personnel - civilian		1	0
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)			
Base Personnel - military		5	3
Base Personnel - civilian		2	2
Off Base Personnel - military			
Off Base Personnel - civilian		2635	2555
15. Death (7H)			
Base Personnel - military		4	0
Base Personnel - civilian		1	1
Off Base Personnel - military			
Off Base Personnel - civilian		24	30
16. Kidnapping (7K)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian		93	114

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
14. Assault (7G)			
Base Personnel - military		13	15
Base Personnel - civilian		30	9
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
15. Death (7H)			
Base Personnel - military		0	1
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
16. Kidnapping (7K)			
Base Personnel - military		0	0
Base Personnel - civilian		1	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
14. Assault (7G)			
Base Personnel - military		13	15
Base Personnel - civilian		30	9
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
15. Death (7H)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
16. Kidnapping (7K)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)			
Base Personnel - military		6	0
Base Personnel - civilian		3	4
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
19. Perjury (7P)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
20. Robbery (7R)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
21. Traffic Accident (7T)			
Base Personnel - military		115	72
Base Personnel - civilian		90	117
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)			
Base Personnel - military		18	5
Base Personnel - civilian		8	5
Off Base Personnel - military			
Off Base Personnel - civilian		1604	1610
19. Perjury (7P)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian		785	513
21. Traffic Accident (7T)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian		12716	13372

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)			
Base Personnel - military		6	0
Base Personnel - civilian		3	4
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
19. Perjury (7P)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
20. Robbery (7R)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
21. Traffic Accident (7T)			
Base Personnel - military		115	72
Base Personnel - civilian		90	117
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Manpower Implications (cont.)

A. Quality of Life (cont.)

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

NTTC Corry Station Child Development Center (45 children, 0-5 yrs).

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	89,220
Gas Station	SF	3,600
Auto Repair	SF	7,330
Auto Parts Store	SF	6,550
Commissary	SF	41,100
Mini-Mart	SF	18,428
Package Store	SF	Combined with Mini-Mart
Fast Food Restaurants	Each	10
Bank/Credit Union	Each	1 Bank 1 Credit Union
Family Service Center	SF	8,625
Laundromat	SF	628
Dry Cleaners/Tailor Shop	Each	4
Alcohol Rehabilitation Center	PN	0
Chapel	PN	11
FSC Classroom/ Auditorium	PN	20
FSC Conference Room	PN	15
American Red Cross	PN	3
Personalized Services	SF	7,608

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
23. Indecent Assault (8D)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
24. Rape (8F)			
Base Personnel - military		2	3
Base Personnel - civilian		1	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
25. Sodomy (8G)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military		9	15
Base Personnel - civilian		1	7
Off Base Personnel - military			
Off Base Personnel - civilian		167	191
23. Indecent Assault (8D)			
Base Personnel - military		4	
Base Personnel - civilian			1
Off Base Personnel - military			
Off Base Personnel - civilian		129	105
24. Rape (8F)			
Base Personnel - military		8	9
Base Personnel - civilian		2	
Off Base Personnel - military			
Off Base Personnel - civilian		182	158
25. Sodomy (8G)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian		50	67

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
23. Indecent Assault (8D)			
Base Personnel - military		1	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
24. Rape (8F)			
Base Personnel - military		2	3
Base Personnel - civilian		1	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
25. Sodomy (8G)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0

Features and Capabilities

D. Ability for Expansion

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

   YES

2. What is the availability of off-station acreage for possible future air station development?

   There is privately-owned undeveloped and semi-developed acreage west and northwest of the air station which could be available for expansion. The station is bounded by water on the north, south and east.

3. Provide the following information for air station infrastructure related facilities and functions. If these or other base infrastructure attributes may be a determining factor for base loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	50,000 KW	50,000 KW	25,000 KW	32,000 KW
Water (GPD)	10,000,000	NA	4,000,000	8,000,000
Sewage (GPD)	3,500,000	NA	1,500,000	2,500,000
Natural Gas (CFH)	306,000	141,500	95,500	172,000
Short Term Parking	13,500	NA	11,000	45,000
Long Term Parking	0	0	0	0

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Features and Capabilities

D. Ability for Expansion (cont.)

4. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres.

Site Location: NAS PENSACOLA (INCLUDES CORRY MALL)

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	2,500	1,980	200	320
Training	350	275	20	55
Maintenance	160	110	10	40
Research & Development	25	8	5	12
Supply and Storage	230	117	30	83
Admin	60	27	5	28
Housing	210	176	6	28
Recreational	650	580	20	50
Navy Forestry Program	1,740	***0***	***1640***	***100***
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
TOTAL	5,925*	***3273***	***1936***	***716***

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ALL DATA EXCEPT TOTAL ACRES (*) ARE APPROXIMATIONS

Features and Capabilities

D. Ability for Expansion (cont.)

4. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres.

Site Location: NAS PENSACOLA (INCLUDES CORRY MALL)

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	2,500	1,980	200	320
Training	350	275	20	55
Maintenance	160	110	10	40
Research & Development	25	8	5	12
Supply and Storage	230	117	30	83
Admin	60	27	5	28
Housing	210	176	6	28
Recreational	650	580	20	50
Navy Forestry Program	1,740	1,740	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
TOTAL	5,925*	5,013	296	616

ALL DATA EXCEPT TOTAL ACRES (*) ARE APPROXIMATIONS

Site Location: OLF BRONSON

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	732	388	250 WETLANDS	94
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	366	366	0	0
Navy Forestry Program	(652) INCLUDED ABOVE	(652) INCLUDED ABOVE	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
TOTAL	1,098*	754	250	94

ALL DATA EXCEPT TOTAL ACRES (*) ARE APPROXIMATIONS.
OPERATIONAL AREAS ARE INACTIVE.

Site Location: OLF CHOCTAW

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	1,630	1,075	200	355
Training	0	0	0	0
Maintenance	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	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	1,630*	1,075	200	355

ALL DATA EXCEPT TOTAL ACRES (*) ARE APPROXIMATIONS.
OLF CHOCTAW IS LEASED FROM USAF.

5. 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.

- Excellent airspace availability and support facilities with excellent weather conditions.

- Low level and overwater training available during same sortie.

- Access to low levels radar navigation and mountain areas.

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E. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training air station. Please list each feature separately and provide a narrative explanation of the importance of the unique feature.

VT-4 Comprised of outstanding airport facilities, airspace availability, optimum climate, and docking for deep draft carriers, NAS Pensacola is the premiere training base in the Navy.

NASP is uniquely situated to accommodate all conceivable phases of training from primary through advanced strike and is, in fact, a favorite detachment site for Fleet Squadrons to conduct Joint Ops with the Air Force.

Weapons, gunnery, carrier qualifications, and all other phases of training have been conducted here in the past and could easily be accommodated here in the future. ~~The current tempo of operations at NASP could be doubled without exceeding capacity and without any adverse effects on community and environment.~~

VT-86
OJN - Low level and overwater training available during the same sortie.
TN - Access to low levels, radar navigation, mountain training
RIO - Whiskey areas and low levels close to each other
T-2 - Same as RIO's

CNATRA N3

All pipelines have the opportunity to train for any one of their missions as well as T~~9~~G, low approaches, etc. in the local flying area.

SEE PAGES 81-a thru 81-f FOR ADDITIONAL INFORMATION. ~~NAMRL ATTACHMENT~~

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E. Unique features

Question 1. (ADDITIONAL INFORMATION)

DEEP-WATER, WARM-WATER PORT FACILITY IN COMBINATION WITH A MULTI-FUNCTIONAL AIRFIELD are a significant strategic feature for the Gulf Coast. Vessels have easy access to the Gulf of Mexico. Full port services are available for virtually all U.S. Navy vessels. Port location, ease of access, and airfield capability allow for major operations to be conducted with this installation as the staging point. WEATHER at the installation's location provides year-round flying and at-sea operations with minimal disruption of training.

HOME TO THE NAVY'S OFFICER CANDIDATE SCHOOL. Consolidation this year of OCS and AOCS makes the installation a vital source of commissioned naval officers. This, combined with the BRAC 93 decision to relocate the majority of enlisted aviation training to NAS Pensacola, focuses attention on the installation as the cornerstone for the Navy's training efforts

HELICOPTER LANDING TRAINER: This one of a kind vessel, mentioned throughout this and past data calls would have to be relocated. It provides service to all DOD, DOT, and other government agencies. Its current Gulf Coast location is central to Army/ Air Force operating forces and vital to the safe at-sea landing qualifications for any helicopter pilot.

HISTORIC PARKS: BARRANCAS NATIONAL CEMETERY, FORT BARRANCAS, and ADVANCE REDOUBT are all national treasures that benefit from their location on an active military installation.

NATIONAL MUSEUM OF NAVAL AVIATION: The largest collection of historic naval aircraft under one roof in the country. Support of the museum and the above would have to be seriously considered and addressed in any BRAC action affecting the installation.

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Features and Capabilities

E. Unique Features

3. Unique features:

The Helicopter Landing Trainer (HLT), IX-514, commenced operations in April 1986 as a cost-effective training vessel to provide student aviators with underway single-spot deck landing qualification; relieving USS LEXINGTON (AVT-16), now decommissioned, of rotary-wing training requirements and providing a realistic training environment for helicopter aviators. A former Yard Freight Utility Craft (YFU-79), the 134 foot craft was used during the Vietnam War to transport equipment and supplies. At the end of the Southeast Asia conflict, the YFU-79 was taken out of service and moved to Guam. In 1985 it was towed to Bender Shipyard in Mobile, Alabama, where it underwent a complete renovation and conversion. The craft was stripped of all original equipment and basically rebuilt from the hull up. Equipped with a flight deck similar to those found on Spruance class destroyers, the HLT can be configured to simulate several landing approaches and sea states. While the HLT generally operates in Pensacola Bay, it can, if necessary operate in the Gulf of Mexico. Certified to meet all shipboard aircraft requirements, the HLT arrived in Pensacola in early 1986 and assumed most of the responsibility for student shipboard helicopter flight operations. The first helo pilots to try out the HLT's flight deck were test pilots from Patuxent River, Maryland. They were followed by certification training of HT-8 and HT-18 flight instructors. The first student training flights were conducted in early June 1986. Operating with 24 permanently assigned crew and augmented by up to 6 other personnel, the HLT has distinguished itself as the Navy's smallest training aircraft carrier completing over 39,000 deck landings, mishap free.

Primary mission of the craft is support to Training Air Wing FIVE rotary wing squadrons on a priority basis and other Services and Federal Agencies on a not-to-interfere basis. HLT is managed, controlled, and operated by NAS Pensacola. During the last 3 years the HLT has experienced increased operating tempo including night operations; and expansion of capability to accept larger helicopters.

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QUESTION E.1, FEATURES & CAPABILITIES

22 April 94

N.A.S. BRAC DATA CALL #3: UNIQUE NAMRL EQUIPMENT

FACILITIES/EQUIPMENT

The Naval Aerospace Medical Research Laboratory encompasses several unique in-house facilities and capabilities. The facilities include sensory laboratories for conducting vision, auditory, vestibular, acceleration, and spatial disorientation research; laboratories for conducting laser research and studies in aviation selection and sustained operations; environmental chambers for investigations of cold stress and non-ionizing radiation; a microwave facility; a biochemistry laboratory; and a laboratory for studying animal models of human behavior. Vision, vestibular, and psychoacoustic mobile field laboratories enable laboratory investigators to collect data in Navy and Marine Corps operational settings, at training bases, and on-board ships.

SENSORY LABORATORIES

One of the Laboratory's principal strengths is its capability for conducting interdependent and interactive RDT&E in the vestibular, vision, and hearing sciences. Because of the complex nature of modern weapon systems, interdisciplinary interactions among researchers in the sensory sciences and related areas provide a unique capability to investigate problems associated with the "total aviator."

The **VISION LABORATORY** includes a mobile night vision goggle (NVG) training facility ("NITE Lab") that can be used to train NVG users in the field. The "NITE Lab" is equipped with numerous NVG demonstrations and training aids as well as optical testing and vision equipment. The laboratory has facilities for recording, digitizing, and mathematically filtering visual images. In cooperation with the helicopter training facility at Whiting Field (TRAWING FIVE), the laboratory is able to non-invasively record the instrument scan patterns of pilots flying the motion-based, full-scale helicopter instrument trainer.

The **PSYCHOACOUSTICS LABORATORY** includes acoustical test chambers, a Real-Ear Attenuation Test Facility (ANSI standard compliant), a semi-reverberant test chamber for simulating various Navy operational environments, and a high-level noise test chamber. In addition, equipment supporting analog and digital signal processing, speech analysis, spectral analysis, and radio voice communications monitoring is resident. The laboratory also houses unique equipment to design, fabricate, and test innovative hearing protective earcups.

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SPATIAL DISORIENTATION LABORATORIES

The SPATIAL DISORIENTATION LABORATORY capability is a unique national asset consisting of a talented team of scientists and many one-of-a-kind research devices. Several of these unique devices are part of the buildings they occupy. Some of these devices are described here:

The **CORIOLIS ACCELERATION PLATFORM (CAP)** is the only device worldwide capable of applying combined linear and angular acceleration to the human subject. It is also the only device in the DoD inventory available to study chronic exposure to altered G environments. The CAP is a combined linear and angular motion device, which utilizes two independently controlled power servomechanism drive systems to generate acceleration stimuli originated as a result of rotation about an Earth-vertical axis, and/or rectilinear translation along an Earth-horizontal axis. The device has a 20-ft diameter room, which contains complete life-support and bioinstrumentation equipment for the exposure of 4-8 men to continuous rotation for 30 days or longer. The angular motion drive system is rated to produce velocities to 33 rpm at angular accelerations up to 15 deg/s^2. The CAP, formerly the Slow Rotating Room, was built by K.D.T. Manufacturing Co. of Roseland, New Jersey, with NASA funds. It was installed in 1965.

The CAP has a linear track that passes through the center of the rotating room (capsule) and permits movement of an encapsulated subject along a rail extending 20 ft on either side of the center of rotation. The Counter Rotator of an additional rotating device that can be secured to the platform of the linear track can be rotated in the same direction or opposite to the direction of rotation of the CAP. It can also remain motionless (that is, not rotating but sliding down the rail) and give the illusion of a sudden change in the direction of rotation as it passes through the center of the rotating room. An environmentally controlled room can also be placed on one end of the rotating arm, and subjects can be tested a varying light levels under varying physiological conditions. Slip rings permit extensive physiological monitoring of the subject during rotation. The contribution of this device to vestibular research has been invaluable since its installation. It has enabled scientists to make accurate simulations of many bizarre combinations of force stimuli and their effects on aerospace crewmen under carefully controlled conditions. Data gathered by various studies utilizing the CAP continue to contribute significantly to the success of the space program and to the safety and well-being of the astronauts.

The **PENDULAR INERTIAL GRAVITATIONAL (PIG)** devices (PIG 1A and PIG 1B) are fixed on the linear track at a distance of 20 ft from the center of rotation of the room (one at each end of the linear

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track) and are used to position a human subject at various angles off from vertical z-axis while the CAP room is rotated. Positioning can be motor-controlled or free-swinging (angle of tilt will be proportional) to speed of rotation. The PIGs can be oriented in four possible different directions.

The **Vertifuge or DYNAMIC SIMULATOR (DYNASIM)** was installed in 1984 to augment existing NAMRL facilities for research on spatial awareness. This device consists of three main components: A motion system, a visual surround for presentation of Earth-fixed or moving targets, and a computer-controlled system. The motion system is a short-arm centrifuge that provides yaw-axis rotation of an off-center cockpit housed in an aircraft-like fuselage capable of motion about its own pitch-and-roll axes. The computer system presents a variety of displays on two scopes (cathode ray tubes) in the cockpit instrument panel. Currently available scope displays include an Attitude Direction Indicator and five tests of cognitive performance. A functional Malcolm Horizon can also be displayed across the face of the panel. The main axis of the rotary device is centered in a 50-ft diameter white visual surround for presentation of patterns and targets external to the cockpit. Eleven overhead projectors display Earth-fixed or moving scenes and patterns on the visual surround. The chamber wall has been specially prepared for the overhead projection of different visual patterns and scenes viewed by the subject through a clear cockpit canopy, in selected experimental situations. In general, the chamber is kept in complete darkness except during experimental conditions requiring intermittent exposure to the visual stimuli projected on the chamber wall. Five "on-board" projectors can present targets at different angular displacements relative to the subject in the cockpit. Motion characteristics about pitch-and-roll axes and change in visual displays (cockpit and external target) are under computer control. In the cockpit, the "pilot" can fly by instruments and counteract computer control of the device. The computer provides immediate assessment of "man-in-the-loop" performance. The Vertifuge is currently being used to study pilot disorientation, which has been the direct cause of numerous accidents resulting in loss of life and hundreds of millions of dollars worth of aircraft.

The **PATE DEVICE** was built by Pate Engineering, King City, Ontario, Canada, and was installed at NAMRL in 1962. The device resembles a patient litter and is capable of rotating a subject about the longitudinal body axis and/or the horizontal axis through the pelvis. This apparatus has slip rings, which permit physiological monitoring, and is currently being used to study eye movement in response to rotation or perceived motion generated by moving patterns projected on a hemispheric screen in front of the subject.

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The **HUMAN DISORIENTATION DEVICE (HDD)** is unique in that it is capable of accelerating an instrumented human subject about two head-centered axes simultaneously. Such a tool is indispensable to help differentiate the relative roles played by the various sensory systems involved in the production of disorientation as well as to examine the contribution of each system and subsystem to motion sickness. The HDD is another instrument employed for studying the effects of disorientation caused by rotation and tumbling. The device looks like a large cement mixer and was designed to permit rotation about both an Earth-vertical or Earth-horizontal axis, either singly or in combination, through a speed range of up to 60 rpm. The HDD differs substantially from the Pate device in that the axes of rotation can be made to pass through the intersection of the interaural and naso-occipital lines. The HDD is also unique in that it permits isolation and stimulation of specific portions of the organs of balance in the middle ear. This device, in continuous use since installation in 1960, has provided direct support for many basic and applied research projects sponsored by both the Navy and NASA. Training with this device was responsible for saving the life and mission of one of the early Mercury astronauts who experienced a mechanical malfunction resulting in a violent uncontrolled multi-axial rotation of his space capsule.

The OCULAR COUNTERROLL DEVICE was built by the Naval Air Rework Facility, NAS Pensacola, for NAMRL in the early 1960s. The device was used to measure ocular counterroll in response to total body tilting movement and provide information on possible changes related to aging.

The OFF-VERTICAL-ROTATOR (OVR) is used to gain measures of semicircular canal and otolith function and related spatial orientation performance. This device contains a chair that can rotate a subject under different velocity profiles about an axis ranging from Earth-vertical to 30 deg from vertical, a cylindrical visual surround used to reflect optokinetic stimuli, and a laser projection assembly to calibrate eye motions. The OVR is designed to operate at a constant angular velocity at a preset tilt angle relative to Earth-vertical. The tilt angle is adjustable over a 0-30 deg range. Maximum allowable chair velocity is 50 rpm for tilt angles between 0 and 15 deg, and 30 rpm for tilt angles greater than 15 deg.

The **PERIODIC ANGULAR ROTATOR (PAR)** is a novel servorotator designed for studies of the dynamic response of the vestibulo-ocular system. The device was delivered to NAMRL in 1964 to meet a requirement for extending the stimulus range during investigations of transient and steady-state responses to sinusoidal angular accelerations of variable magnitude and frequency. The PAR is a high-performance motion-inducing instrument that rotates a seated subject about the Earth-vertical axis in a wide variety of stimulus waveforms.

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COLD STRESS AND NON-IONIZING RADIATION LABORATORIES

We have three **ENVIRONMENTAL CHAMBERS**, two are in adjacent rooms. One is 8x8 ft, and the other is 10 x 16 ft. The smaller room is used primarily for cold exposure with active temperature control from -5 to 25 C, and the larger room has active temperature control from 0 to 50 C. The third environmental chamber is a free-standing room 8 x 10 ft with precise temperature (0-60 C) and humidity (20-80%) control. Use of the chambers includes work on cold-induced diuresis, nonfreezing cold injury, aviator cooling-vest evaluations, and other temperature/humidity-sensitive research including rewarming of hypothermia victims and evaluation of gloves and boots heated with radio-frequency (RF) energy.

Dominant features of the **MICROWAVE FACILITY** include three microwave anechoic test chambers, one FPS-26A high-power radar unit (4 MW at 5400-5900 MHz), one FPS-7B high-power radar unit (10 MW at 1250-1350 MHz), and one outdoor irradiation groundplane, which utilizes a 35-ft whip antenna and devices for simulating re-radiation structures such as those found aboard Navy ships. The facility also includes the personnel, facilities, and devices for utilization of rhesus monkey subjects. These, along with numerous other devices for RF, microwave, and electromagnetic pulse irradiation, allow us to conduct a wide range of electromagnetic radiation (EMR) studies, which include RF dosimetry, exposure effects of EMR on personnel, and testing of protective devices. Many of these devices are unique to biomedical research and contribute to the development of personnel exposure standards. These research areas are vital to the safety of fleet personnel. The NAMRL microwave facility is the home of the Navy's full-size muscle-equivalent human model ("green man"). The "green man" is portable and can be used aboard Navy ships or in the field where on-site dosimetry is required.

The **LASER LABORATORY** has two high-powered lasers available (one argon, one multi-frequency dye laser). They are used for conducting vision testing using energy levels well below known injury level, to determine effects on aviator performance.

MOBILE FIELD LABORATORIES

This command has developed several **MOBILE FIELD LABORATORIES** to conduct specialized clinical and research tests evaluating the visual, vestibular, and auditory sensory systems. These tests, by virtue of the trailers mobility, permit our researchers to collect data at training bases, in the operational settings of the Marine Corps, and on board ships.

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Features and Capabilities

E. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training air station. Please list each feature separately and provide a narrative explanation of the importance of the unique feature.

VT-4 Comprised of outstanding airport facilities, airspace availability, optimum climate, and docking for deep draft carriers, NAS Pensacola is the premiere training base in the Navy.

NASP is uniquely situated to accommodate all conceivable phases of training from primary through advanced strike and is, in fact, a favorite detachment site for Fleet Squadrons to conduct Joint Ops with the Air Force.

Weapons, gunnery, carrier qualifications, and all other phases of training have been conducted here in the past and could easily be accommodated here in the future. ~~The current tempo of operations at NASP could be doubled without exceeding capacity and without any adverse effects on community and environment.~~

VT-86
OJN - Low level and overwater training available during the same sortie.
TN - Access to low levels, radar navigation, mountain training
RIO - Whiskey areas and low levels close to each other
T-2 - Same as RIO's

CNATRA N3

All pipelines have the opportunity to train for any one of their missions as well as T/G, low approaches, etc. in the local flying area.

ANNEX A: Berthing Capacity

1. 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:

Table 1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
ALPHA 302 1940	151-20	580	30*	240	80	NONE	NONE	0
BRAVO 302 1940	151-20	605	30*	240	40	NONE	NONE	0
CARRIER 303N 1991	151-20	1,167	42	2,000 TURNING BASIN	150	12 FOOT FENCE	NONE	0

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth.
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

*** DREDGING COMPLETED MAY 1994.**

ANNEX A: Berthing Capacity (cont)

2. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 2

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
302		480V @1750A 230V @30A 120V @30A	NOT AVAILABLE	6, 2 1/2 OUTLETS *	7 OUTLETS	NOT AVAIL-ABLE	6 OUT-LETS **	NONE
303E		480V @1600A	NOT AVAILABLE	4, 2 1/2 OUTLETS *	4 OUTLETS *	NOT AVAIL-ABLE	NOT AVAIL-ABLE	NONE
303N		480V @9600A	1 DEDI-CATED 2" LP AIR OUTLET	2, 2 1/2 OUTLETS *	2 OUTLETS *	1, 2" OUTLET	8 OUT-LETS **	NONE

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

*** NO LIMIT**
**** NOT CERTIFIED**

ANNEX A: Berthing Capacity (cont)

3. 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.

Table 3

Pier/Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
302	NONE	1	NOT CERTIFIED	1
303E	HLT	1	NOT CERTIFIED	1
303N	CG/FF/AOR	2	NOT CERTIFIED	2

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

ANNEX A: Berthing Capacity (cont)

4. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realingnments**, state the expected normal **loading**, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 4

Pier/Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
302	NONE	1	NOT CERTIFIED	1
303E	HLT	1	NOT CERTIFIED	1
303N	CG/FF/AOR	2	NOT CERTIFIED	2

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

ANNEX A: Berthing Capacity (cont)

5.a. 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.

302 UTILIZED FOR HELICOPTER LANDING TRAINER (IX 514); YP'S 696, 699, 702; AND COOPMINE UNIT (CT 11).

5.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

NOAA SHIPS OPERATE/VISIT DURING SPRING/SUMMER. AVERAGE 12 PORT VISITS PER YEAR.

5.c. 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.

INSTALL STEAM AND OILY WASTE REMOVAL SYSTEM TO 303E. INSTALL FUEL RISER ON 302. UPGRADE TELEPHONE CAPABILITY WITH MORE LINES TO BOTH 302 AND 303E.

5.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

303N HAS UNDER WATER OBSTRUCTION THAT LIMITS DREDGED DEPTH TO 42 FEET.

ANNEX B: 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	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms(up to 50 cal.)
Surface Launched Threat	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectiles

1. Ordnance Stowage and Support

1.1 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).

Table 1.1: **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
SEE ATTACH-MENT A			*		**	
TOTAL						

*** Predictated inventory FY 2001 will depend on increase in station mission.**
**** Maximum rated capability will be gross tons allowed per space.**

NAVAL AIR STATION (CODE 30600) FOR OFFICIAL USE ONLY 12/06/93
PENSACOLA FL 32508-5000 ACTIVITY CODE APS

MAGAZINE TYPE OR CATAGORY	TOTAL NUMBER OF MAGAZINES	GROSS AVAILABLE SPACE (SQ. FT.)	CAPACITY (TONS)	NET AVAILABLE SPACE (SQ. FT.)	UTILIZED SPACE (SQ. FT.)	PERCENTAGE OF UTILIZATION	ON HAND (TONS)
SMOKELESS POWDER/PROJECTILE	26	3,857	3,517.00	3,846	11	0.29 %	8.70
HIGH EXPLOSIVE	3	3,460	5,395.83	3,439	21	0.62 %	37.00
FUZE AND DETONATOR	0	0	0.00	0	0	0.00 %	0.00
OTHER	1	234	0.00	234	0	0.10 %	0.00
SPECIAL	0	0	0.00	0	0	0.00 %	0.00
TOTAL EXPLOSIVE	30	7,551	8,912.84	7,518	33	0.44 %	45.70
TOTAL INERT	1	5,000	5,758.29	5,000	0	0.00 %	0.00
TOTAL COVERED	31	12,551	14,671.13	12,518	33	0.26 %	45.70

OUTSIDE STORAGE

OUTSIDE	0					0.00 %	0.00
TRANSHIPMENT	0	0	0.00	0	0	0.00 %	0.00
AIR FORCE LEASE	0	0	0.00	0	0	0.00 %	0.00
ARMY LEASE	0	0	0.00	0	0	0.00 %	0.00
UNUSABLE	0	0	0.00	0	0	0.00 %	0.00
OUTGRANTED	0	0	0.00	0	0	0.00 %	0.00
TOTAL OUTSIDE	0	0	0.00	0	0	0.00 %	0.00

87(A)

ATTACH R

ANNEX B: Weapons and Munitions (cont)

1.2 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.

Table 1.2: **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
SEE ATTACHMENT B	* INERTS CADS/PADS SMALL ARMS PYRO DEMO	OWN ACTIVITY USING	* INERTS CADS/PADS SMALL ARMS PYRO DEMO

Additional comments:

ANNEX B: Weapons and Munitions (cont)

1.3 Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Table 1.3: **Facility Rated Status**

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
SEE ATTACHMENT B			Y	N	NONE

MAGAZINE DATA REPORT (EXPLOSIVE CAPACITY) ACTIVITY = NAS PENSACOLA, FLORIDA

UIC	MAG-DESIGNATOR GR-TYPE-NFAC	S	MAG. TYPE	DIMENSIONS L - W - H	ACCESS E	MAG-EXPL CAPACITY IN 100 LBS/HAZARD CLASS 1.4	1.3	1.2-4	1.2-8	1.2-12	1.2-18	1.1	DISTANCE RESTRICT	FEET
00204	1-BT3 - 703		HIGHEXP	50- 25-12	TRUCK 3	PC	10	0	0	0	0	0	INH. BLD	100
00204	1-BTX1- 612		HIGHEXP	40- 24-11	TRUCK 2	PC	PC	PC	0	0	0	0	RD -RAIL	360
00204	1-BTX2- 673		HIGHEXP	50- 25-11	TRUCK 3	PC	200	0	0	0	0	0	INH. BLD	190
00204	1-ET4 - 391		DEMO (K-9 SCENT KIT) BLK-PWD	18- ~~13~~- 8	TRUCK 4	PC	PC	200	0	0	0	1.5	MAGAZINE	190
00204	2-Y1 - 447	A	SP&P	8- 5- 9	TRUCK 4	PC	10	0	0	0	0	0	INH. BLD	100
00204	2-Y1 - 447	B	SP&P	8- 5- 9	TRUCK 4	PC	10	0	0	0	0	0	INH. BLD	100
00204	2-Y2 - 762	A	SP&P	8- 5- 9	TRUCK 2	0	0	0	0	0	0	0	INH. BLD	75
00204	2-Y2 - 762	B	SP&P	8- 5- 9	TRUCK 2	0	0	0	0	0	0	0	INH. BLD	75
00204	2-Y3 - 610	A	SP&P	18- 20-11	TRUCK 4	PC	100	0	0	0	0	0	MAGAZINE	115
00204	2-Y3 - 610	B	SP&P	18- 20-11	TRUCK 4	PC	100	0	0	0	0	0	MAGAZINE	115
00204	2-Y4 - 611	A	SP&P	18- 20-11	TRUCK 4	PC	100	0	0	0	0	0	MAGAZINE	115
00204	2-Y4 - 611	B	SP&P	18- 20-11	TRUCK 4	PC	100	0	0	0	0	0	MAGAZINE	115
00204	2-Y5 - 705	A	SP&P	18- 20-11	TRUCK 4	PC	100	0	0	0	0	0	MAGAZINE	115
00204	2-Y5 - 705	B	SP&P	18- 20-11	TRUCK 4	PC	100	0	0	0	0	0	MAGAZINE	115
00204	- -3857		INERT	100- 50-15	TRUCK 4	0	0	0	0	0	0	0		
00204	3-YC1 -1909	A	SP&P	10- 10- 8	TRUCK 4	PC	50	0	0	0	0	0	MAGAZINE	100
00204	3-YC1 -1909	B	SP&P	10- 10- 8	TRUCK 4	PC	50	0	0	0	0	0	MAGAZINE	100
00204	3-YC2 -1910	A	SP&P	10- 10- 8	TRUCK 4	PC	50	0	0	0	0	0	MAGAZINE	100
00204	3-YC2 -1910	B	SP&P	10- 10- 8	TRUCK 4	PC	50	0	0	0	0	0	MAGAZINE	100
00204	3-YC3 -1911	A	SP&P	10- 10- 8	TRUCK 4	PC	50	0	0	0	0	0	MAGAZINE	190
00204	3-YC3 -1911	B	SP&P	10- 10- 8	TRUCK 4	PC	50	0	0	0	0	0	MAGAZINE	190
00204	4-YC1 -1912	A	SP&P	10- 10- 8	TRUCK 4	PC	PC	0	0	0	0	0	MAGAZINE	190
00204	4-YC1 -1912	B	SP&P	10- 10- 8	TRUCK 4	PC	PC	0	0	0	0	0	MAGAZINE	190
00204	4-YC2 -1913	A	SP&P	10- 10- 8	TRUCK 4	PC	PC	0	0	0	0	0	MAGAZINE	190
00204	4-YC2 -1913	B	SP&P	10- 10- 8	TRUCK 4	PC	PC	0	0	0	0	0	MAGAZINE	190

B-89(A)

ATTACH B

MAGAZINE DATA REPORT (EXPLOSIVE CAPACITY) ACTIVITY = NAS PENSACOLA, FLORIDA

ıC*	MAG-DESIGNATOR GR-TYPE-NFAC	S	MAG. TYPE	DIMENSIONS L - W - H	ACCESS	E	MAG-EXPL CAPACITY IN 100 LBS/HAZARD CLASS 1.4	1.3	1.2-4	1.2-8	1.2-12	1.2-18	1.1	DISTANCE RESTRICT	FEET
0204	4-YC3 -1914	A	SP&P	10- 10- 8	TRUCK	4	PC	PC	PC	0	0	0	0	MAGAZINE	400
0204	4-YC3 -1914	B	SP&P	10- 10- 8	TRUCK	4	PC	PC	PC	0	0	0	0	MAGAZINE	400
0204	5-YC1 -3300		SP&P	12- 10- 8	TRUCK	4	PC	10	0	0	0	0	0	INH. BLD	75
0204	5-Y2 -3460		SP&P	7- 11- 7	TRUCK	4	PC	PC	0	0	0	0	0	INH. BLD	75
0204	5-Y3 -3460		SP&P	7- 8- 7	TRUCK	4	PC	PC	0	0	0	0	0	INH. BLD	75
0204	5-Y4 -3450		SP&P	7- 12- 7	TRUCK	4	0	0	0	0	0	0	0	INH. BLD	75

89(B)

1.4 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.

2Y5A/B: MAGAZINE IS CURRENTLY DE-ACTIVIATED DUE TO INADEQUATE LIGHTNING PROTECTION SYSTEM. WORK REQUEST SUBMITTED, NOT CURRENTLY FUNDED.

1.5 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.

Table 1.5: **Related Ordnance Support**

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	NOT APPLICABLE		
Testing			
Manufacturing			
Outload			
Technical Support			

ANNEX C: Maintenance, Repair and Equipment Expenditures

1. Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

• Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes 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.

• Current Plant Value (CPV) referred to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).

• Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equpiment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table A: Expenditures and Equipment Values

FY	MRP ($ K)	CPV ($ K)	ACE ($ K)
1986	13,172 ~~8,422,017~~	1,015,979.9	
1987	10,983 ~~7,991,259~~	1,041,683.0	
1988	10,157 ~~7,766,631~~	1,112,196.6	27,053,042
1989	9,845 ~~7,454,066~~	1,151,254.4	25,673,145
1990	13,508 ~~8,808,211~~	1,173,670.7	26,967,005
1991	11,242 ~~8,822,394~~	1,172,443.7	30,491,742
1992	7,548 ~~7,214,592~~	1,221,133.1	28,208,701
1993	15,421 ~~10,067,033~~	1,270,645.1	28,591,615
1994	17,243 ~~9,885,000~~	1,334,177.4	
1995	16,196 ~~8,464,000~~	1,400,886.2	
1996	~~UNKNOWN~~	1,620,930.5	
1997	~~UNKNOWN~~	1,851,977.1	

7,850

16,428

CNATRA N62 N3

THE FOLLOWING MEMORANDUM REFLECTS INFORMATION PROVIDED IN VARIOUS DATA CALLS FROM THE BRAC 1993 PROCESS. THE MEMORANDUM REPORTS PREVIOUS YEARS DATA FOR HELICOPTER COMBAT SUPPORT SQUADRON SIXTEEN WHICH WAS DISESTABLISHED 31 MARCH 1994. DATA WILL INDICATE ADDITIONAL "LOADING" THIS INSTALLATION HAS OPERATED WITH FOR BOTH AIR OPERATIONS AND GROUND TRAINING.

revised pg

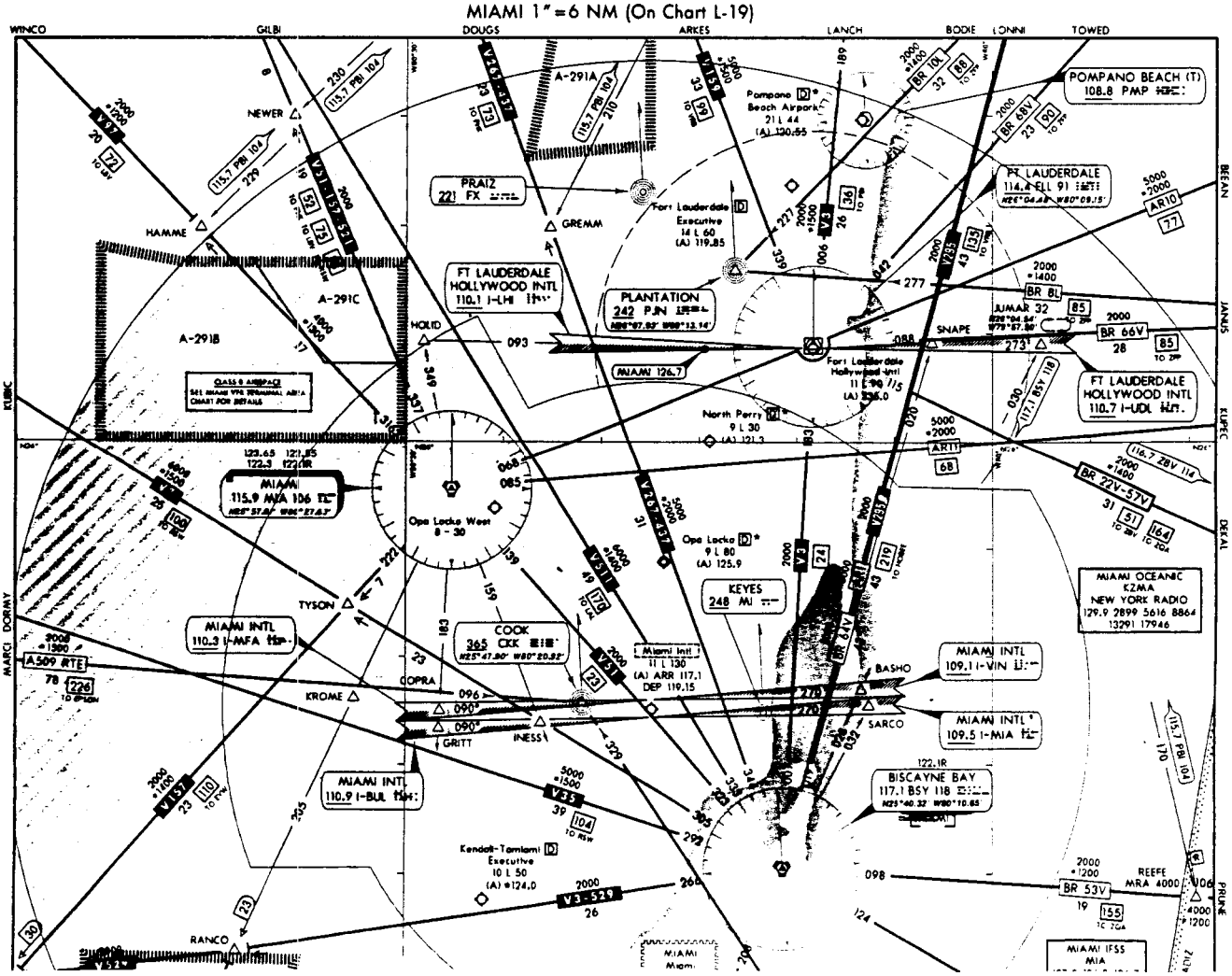
U.S. Department
of Transportation

**Federal Aviation
Administration**

7110.65H

Air Traffic Control

MIAMI 1"=6 NM (On Chart L-19)



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[redacted].

ATC ADVISES—Used to prefix a message of noncontrol information when it is relayed to an aircraft by other than an air traffic controller.

(See ADVISORY).

[redacted] air traffic.

(See SPECIAL USE AIRSPACE).

ATC CLEARANCE—(See AIR TRAFFIC CLEARANCE).

ATC CLEARS—Used to prefix an ATC clearance when it is relayed to an aircraft by other than an air traffic controller.

ATC INSTRUCTIONS—Directives issued by air traffic control for the purpose of requiring a pilot to take specific actions; e.g., "Turn left heading two five zero," "Go around," "Clear the runway."

(Refer to Part 91).

ATCRBS—(See RADAR).

ATC REQUESTS—Used to prefix an ATC request when it is relayed to an aircraft by other than an air traffic controller.

ATCSCC—(See AIR TRAFFIC CONTROL SYSTEM COMMAND CENTER).

ATCSCC DELAY FACTOR—The amount of delay calculated to be assigned prior to departure.

ATCT—(See TOWER).

ATIS—(See AUTOMATIC TERMINAL INFORMATION SERVICE).

ATIS [ICAO]—(See ICAO Term AUTOMATIC TERMINAL INFORMATION SERVICE).

ATS Route [ICAO]—A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

Note: The term "ATS Route" is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure, etc.

AUTOLAND APPROACH—An autoland approach is a precision instrument approach to touchdown and, in some cases, through the landing rollout. An autoland approach is performed by the aircraft autopilot which is receiving position information and/or steering commands from onboard navigation equipment(See COUPLED APPROACH).

Note: Autoland and coupled approaches are flown in VFR and IFR. It is common for carriers to require their crews to fly coupled approaches and autoland approaches (if certified) when the weather conditions are less than approximately 4,000 RVR.

AUTOMATED INFORMATION TRANSFER—A precoordinated process, specifically defined in facility directives, during which a transfer of altitude control and/or radar identification is accomplished without verbal coordination between controllers using information communicated in a full data block.

AUTOMATED MUTUAL-ASSISTANCE VESSEL RESCUE SYSTEM—A facility which can deliver, in a matter of minutes, a surface picture (SURPIC) of vessels in the area of a potential or actual search and rescue incident, including their predicted positions and their characteristics.

(See Order 7110.65, paragraph 10-73, In-Flight Contingencies).

AUTOMATED RADAR TERMINAL SYSTEMS—The generic term for the ultimate in functional capability afforded by several automation systems. Each differs in functional capabilities and equipment. ARTS plus a suffix roman numeral denotes a specific system. A following letter indicates a major modification to that system. In general, an ARTS displays for the terminal controller aircraft identification, flight plan data, other flight associated information; e.g., altitude, speed, and aircraft position symbols in conjunction with his radar presentation. Normal radar co-exists with the alphanumeric display. In addition to enhancing visualization of the air traffic situation, ARTS facilitate intra/inter-facility transfer and coordination of flight information. These capabilities are enabled by specially designed computers and subsystems tailored to the radar and communications equipments and operational requirements of each automated facility. Modular design permits adoption of improvements in computer software and electronic technologies as they become available while retaining the characteristics unique to each system.

1. ARTS II. A programmable nontracking, computer-aided display subsystem capable of modular expansion. ARTS II systems provide a level of automated air traffic control capability at terminals having low to medium activity. Flight identification and altitude may be associated with the display of secondary radar targets. The system has the capability of communicating with ARTCC's and other ATRS II, IIA, III, and IIIA facilities.
2. ARTS IIA. A programmable radar-tracking computer subsystem capable of modular expansion. The ARTS IIA detects, tracks, and predicts secondary radar targets. The targets are displayed by means of computer-generated symbols, ground speed, and flight plan data. Although it does not track primary radar targets, they are displayed coincident with the secondary radar as well as the symbols and alphanumerics. The system has the capability of communicating with ARTCC's and other ARTS II, IIA, III, and IIIA facilities.
3. ARTS III. The Beacon Tracking Level of the modular programmable automated radar terminal system in use at medium to high activity terminals. ARTS III detects, tracks, and predicts secondary radar-derived aircraft targets. These are displayed by means of computer-generated symbols and alpha-

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IAF—(See INITIAL APPROACH FIX).

IAP—(See INSTRUMENT APPROACH PROCEDURE).

ICAO—(See INTERNATIONAL CIVIL AVIATION ORGANIZATION).

ICAO [ICAO]—(See ICAO Term INTERNATIONAL CIVIL AVIATION ORGANIZATION).

IDENT—A request for a pilot to activate the aircraft transponder identification feature. This will help the controller to confirm an aircraft identity or to identify an aircraft.

(Refer to AIM).

IDENT FEATURE—The special feature in the Air Traffic Control Radar Beacon System (ATCRBS) equipment. It is used to immediately distinguish one displayed beacon target from other beacon targets.

(See IDENT).

IF—(See INTERMEDIATE FIX).

IFIM—(See INTERNATIONAL FLIGHT INFORMATION MANUAL).

IF NO TRANSMISSION RECEIVED FOR (TIME)—Used by ATC in radar approaches to prefix procedures which should be followed by the pilot in event of lost communications.

(See LOST COMMUNICATIONS).

IFR—(See INSTRUMENT FLIGHT RULES).

IFR AIRCRAFT—An aircraft conducting flight in accordance with instrument flight rules.

IFR CONDITIONS—Weather conditions below the minimum for flight under visual flight rules.

(See INSTRUMENT METEOROLOGICAL CONDITIONS).

IFR DEPARTURE PROCEDURE—(See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES).

(Refer to AIM).

IFR FLIGHT—(See IFR AIRCRAFT).

IFR LANDING MINIMUMS—(See LANDING MINIMUMS).

IFR MILITARY TRAINING ROUTES (IR)—Routes used by the Department of Defense and associated Reserve and Air Guard units for the purpose of conducting low-altitude navigation and tactical training in both IFR and VFR weather conditions below 10,000 feet MSL at airspeeds in excess of 250 knots IAS.

IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES—Federal Aviation Regulations, Part 91, prescribes standard takeoff rules for certain civil users. At some airports, obstructions or other factors require the establishment of nonstandard takeoff minimums, departure procedures, or both to assist pilots in avoiding obstacles during climb to the minimum en route altitude. Those airports are listed in NOS/DOD Instrument Approach Charts (IAP's) under a section entitled "IFR Takeoff Minimums and Departure Procedures." The NOS/DOD IAP chart legend illustrates the symbol used to alert the pilot to nonstandard takeoff minimums and departure procedures. When departing IFR from such airports or from any airports where there are no departure procedures, SID's, or ATC facilities available, pilots should advise ATC of any departure limitations. Controllers may query a pilot to determine acceptable departure directions, turns, or headings after takeoff. Pilots should be familiar with the departure procedures and must assure that their aircraft can meet or exceed any specified climb gradients.

ILS—(See INSTRUMENT LANDING SYSTEM).

ILS CATEGORIES—1. ILS Category I. An ILS approach procedure which provides for approach to a height above touchdown of not less than 200 feet and with runway visual range of not less than 1,800 feet.—2. ILS Category II. An ILS approach procedure which provides for approach to a height above touchdown of not less than 100 feet and with runway visual range of not less than 1,200 feet.—3. ILS Category III:

a. IIIA.—An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 700 feet.

b. IIIB.—An ILS approach procedure which provides for approach without a decision height minimum and with runway visual range of not less than 150 feet.

c. IIIC.—An ILS approach procedure which provides for approach without a decision height minimum and without runway visual range minimum.

IM—(See INNER MARKER).

IMC—(See INSTRUMENT METEOROLOGICAL CONDITIONS).

IMMEDIATELY—Used by ATC when such action compliance is required to avoid an imminent situation.

INCERFA Uncertainty Phase) [ICAO]—A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

INCREASE SPEED TO (SPEED)—(See SPEED ADJUSTMENT).

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INERTIAL NAVIGATION SYSTEM—An RNAV system which is a form of self-contained navigation.

(See Area Navigation / RNAV.).

INFLIGHT REFUELING—(See AERIAL REFUELING).

INFLIGHT WEATHER ADVISORY—(See WEATHER ADVISORY).

INFORMATION REQUEST—A request originated by an FSS for information concerning an overdue VFR aircraft.

INITIAL APPROACH FIX—The fixes depicted on instrument approach procedure charts that identify the beginning of the initial approach segment(s).

(See FIX). (See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE).

INITIAL APPROACH SEGMENT—(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE).

INITIAL APPROACH SEGMENT [ICAO]—That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.

INLAND NAVIGATION FACILITY—A navigation aid on a North American Route at which the common route and/or the noncommon route begins or ends.

INNER MARKER—A marker beacon used with an ILS (CAT II) precision approach located between the middle marker and the end of the ILS runway, transmitting a radiation pattern keyed at six dots per second and indicating to the pilot, both aurally and visually, that he is at the designated decision height (DH), normally 100 feet above the touchdown zone elevation, on the ILS CAT II approach. It also marks progress during a CAT III approach.

(See INSTRUMENT LANDING SYSTEM). (Refer to AIM).

INNER MARKER BEACON—(See INNER MARKER).

INREQ—(See INFORMATION REQUEST).

INS—(See INERTIAL NAVIGATION SYSTEM).

INSTRUMENT APPROACH—(See INSTRUMENT APPROACH PROCEDURE).

INSTRUMENT APPROACH PROCEDURE—A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority.

(See SEGMENTS OF AN INSTRUMENT APPROACH PROCEDURE). (Refer to Part 91). (See AIM).

1. U.S. civil standard instrument approach procedures are approved by the FAA as prescribed under Part 97 and are available for public use.
2. U.S. military standard instrument approach procedures are approved and published by the Department of Defense.
3. Special instrument approach procedures are approved by the FAA for individual operators but are not published in Part 97 for public use.

(See ICAO term INSTRUMENT APPROACH PROCEDURE).

INSTRUMENT APPROACH PROCEDURE [ICAO]—A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en route obstacle clearance criteria apply.

INSTRUMENT APPROACH PROCEDURES CHARTS—(See AERONAUTICAL CHART).

[redacted]

(See VISUAL FLIGHT RULES). (See INSTRUMENT METEOROLOGICAL CONDITIONS). (See VISUAL METEOROLOGICAL CONDITIONS). (Refer to AIM). (See ICAO term INSTRUMENT FLIGHT RULES).

[redacted]

INSTRUMENT LANDING SYSTEM—A precision instrument approach system which normally consists of the following electronic components and visual aids:

1. Localizer.

(See LOCALIZER).

2. Glideslope.

(See GLIDESLOPE).

3. Outer Marker.

(See OUTER MARKER).

4. Middle Marker.

(See MIDDLE MARKER).

5. Approach Lights.

(See AIRPORT LIGHTING).

(Refer to Part 91). (See AIM).

[redacted]

(See VISUAL METEOROLOGICAL CONDITIONS). (See INSTRUMENT FLIGHT RULES). (See VISUAL FLIGHT RULES).

INSTRUMENT RUNWAY—A runway equipped with electronic and visual navigation aids for which a precision or nonprecision approach procedure having straight-in landing minimums has been approved.

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6. **Warning Area.** Airspace which may contain hazards to nonparticipating aircraft in international airspace.

SPECIAL VFR CONDITIONS— Meteorlogical conditions that are less than those required for basic VFR flight in Class B, C, D, or E surface areas and in which some aircraft are permitted flight under visual flight rules.

(See SPECIAL VFR OPERATIONS). (Refer to Part 91).

SPECIAL VFR FLIGHT [ICAO]—A VFR flight cleared by air traffic control to operate within Class B, C, D, and E surface areas in meterological conditions below VMC.

SPECIAL VFR OPERATIONS—Aircraft operating in accordance with clearances within Class B, C, D, and E surface areas in weather conditions less than the basic VFR weather minima. Such operations must be requested by the pilot and approved by ATC.

(See SPECIAL VFR CONDITIONS). (See ICAO term SPECIAL VFR FLIGHT).

SPEED—(See AIRSPEED).

(See GROUND SPEED).

SPEED ADJUSTMENT—An ATC procedure used to request pilots to adjust aircraft speed to a specific value for the purpose of providing desired spacing. Pilots are expected to maintain a speed of plus or minus 10 knots or 0.02 mach number of the specified speed.

Examples of speed adjustments are:

1. "Increase/reduce speed to mach point (number)."
2. "Increase/reduce speed to (speed in knots)" or "Increase/reduce speed (number of knots) knots."

SPEED BRAKES—Moveable aerodynamic devices on aircraft that reduce airspeed during descent and landing.

SPEED SEGMENTS—Portions of the arrival route between the transition point and the vertex along the optimum flight path for which speeds and altitudes are specified. There is one set of arrival speed segments adapted from each transition point to each vertex. Each set may contain up to six segments.

SQUAWK (Mode, Code, Function)—Activate specific modes/codes/functions on the aircraft transponder; e.g., "Squawk three/alpha, two one zero five, low."

(See TRANSPONDER).

STAGING/QUEUING—The placement, integration, and segregation of departure aircraft in designated movement areas of an airport by departure fix, EDCT, and/or restriction.

STANDARD INSTRUMENT APPROACH PROCEDURE—(See INSTRUMENT APPROACH PROCEDURE).

STANDARD INSTRUMENT DEPARTURE—A preplanned instrument flight rule (IFR) air traffic control departure procedure printed for pilot use in graphic and/or textual form. SID's provide transition from the terminal to the appropriate en route structure.

(See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES). (Refer to AIM).

STANDARD INSTRUMENT DEPARTURE CHARTS—(See AERONAUTICAL CHART).

STANDARD RATE TURN—A turn of three degrees per second.

STANDARD TERMINAL ARRIVAL—A preplanned instrument flight rule (IFR) air traffic control arrival procedure published for pilot use in graphic and/or textual form. STAR's provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area.

STANDARD TERMINAL ARRIVAL CHARTS—(See AERONAUTICAL CHART).

STAND BY—Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait as in "stand by for clearance." The caller should reestablish contact if a delay is lengthy. "Stand by" is not an approval or denial.

STAR—(See STANDARD TERMINAL ARRIVAL).

STATE AIRCRAFT—Aircraft used in military, customs and police service, in the exclusive service of any government, or of any political subdivision, thereof including the government of any state, territory, or possession of the United States or the District of Columbia, but not including any government-owned aircraft engaged in carrying persons or property for commercial purposes.

STATIC RESTRICTIONS—Those restrictions that are usually not subject to change, fixed, in place, and/or published.

STATIONARY RESERVATIONS—Altitude reservations which encompass activities in a fixed area. Stationary reservations may include activities, such as special tests of weapons systems or equipment, certain U.S. Navy carrier, fleet, and anti-submarine operations, rocket, missile and drone operations, and certain aerial refueling or similar operations.

STEPDOWN FIX—A fix permitting additional descent within a segment of an instrument approach procedure by identifying a point at which a controlling obstacle has been safely overflown.

STEP TAXI—To taxi a float plane at full power or high RPM.

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SIMULATED FLAMEOUT—A practice approach by a jet aircraft (normally military) at idle thrust to a runway. The approach may start at a relatively high altitude over a runway (high key) and may continue on a relatively high and wide downwind leg with a high rate of descent and a continuous turn to final. It terminates in a landing or low approach. The purpose of this approach is to simulate a flameout.

(See FLAMEOUT).

SIMULTANEOUS ILS APPROACHES—An approach system permitting simultaneous ILS/MLS approaches to airports having parallel runways separated by at least 4,300 feet between centerlines. Integral parts of a total system are ILS/MLS, radar, communications, ATC procedures, and appropriate airborne equipment.

(See PARALLEL RUNWAYS). (Refer to AIM).

SIMULTANEOUS MLS APPROACHES—(See SIMULTANEOUS ILS APPROACHES).

SIMULTANEOUS OPERATIONS ON INTERSECTING RUNWAYS—Operations which include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold short of the intersecting runway or designated hold short point. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.

(See PARALLEL RUNWAYS). (Refer to AIM).

SINGLE DIRECTION ROUTES—Preferred IFR Routes which are sometimes depicted on high altitude en route charts and which are normally flown in one direction only.

(See PREFERRED IFR ROUTES). (Refer to AIRPORT/FACILITY DIRECTORY).

SINGLE FREQUENCY APPROACH—A service provided under a letter of agreement to military single-piloted turbojet aircraft which permits use of a single UHF frequency during approach for landing. Pilots will not normally be required to change frequency from the beginning of the approach to touchdown except that pilots conducting an en route descent are required to change frequency when control is transferred from the air route traffic control center to the terminal facility. The abbreviation "SFA" in the DOD FLIP IFR Supplement under "Communications" indicates this service is available at an aerodrome.

SINGLE-PILOTED AIRCRAFT—A military turbojet aircraft possessing one set of flight controls, tandem cockpits, or two sets of flight controls but operated by one pilot is considered single-piloted by ATC when determining the appropriate air traffic service to be applied.

(See SINGLE FREQUENCY APPROACH).

SLASH—A radar beacon reply displayed as an elongated target.

SLDI—(See SECTOR LIST DROP INTERVAL).

SLOT TIME—(See METER FIX TIME/SLOT TIME).

SLOW TAXI—To taxi a float plane at low power or low RPM.

SN—(See SYSTEM STRATEGIC NAVIGATION).

SPEAK SLOWER—Used in verbal communications as a request to reduce speech rate.

SPECIAL EMERGENCY—A condition of air piracy or other hostile act by a person(s) aboard an aircraft which threatens the safety of the aircraft or its passengers.

SPECIAL INSTRUMENT APPROACH PROCEDURE—(See INSTRUMENT APPROACH PROCEDURE).

[redacted]—Airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations that are not a part of those activities. Types of special use airspace are:

[redacted] Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft. Alert Areas are depicted on aeronautical charts for the information of nonparticipating pilots. All activities within an Alert Area are conducted in accordance with Federal Aviation Regulations, and pilots of participating aircraft as well as pilots transiting the area are equally responsible for collision avoidance.

[redacted]. Airspace wherein activities are conducted under conditions so controlled as to eliminate hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground.

[redacted] Area (MOA). An MOA is an airspace assignment of defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

(Refer to AIM).

[redacted] Designated airspace within which the flight of aircraft is prohibited.

(Refer to En Route Charts, AIM).

[redacted] Airspace designated under Part 73, within which the flight of aircraft, while not wholly prohibited, is subject to restriction. Most restricted areas are designated joint use and IFR/VFR operations in the area may be authorized by the controlling ~~ATC~~ facility when it is not being utilized by the using agency. Restricted areas are depicted on en route charts. Where joint use is authorized, the name of the ATC controlling facility is also shown.

(Refer to Part 73). (Refer to AIM).

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VHF OMNIDIRECTIONAL RANGE/TACTICAL AIR NAVIGATION—(See VORTAC).

VIDEO MAP—An electronically displayed map on the radar display that may depict data such as airports, heliports, runway centerline extensions, hospital emergency landing areas, NAVAID's and fixes, reporting points, airway/route centerlines, boundaries, handoff points, special use tracks, obstructions, prominent geographic features, map alignment indicators, range accuracy marks, minimum vectoring altitudes.

VISIBILITY—The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night. Visibility is reported as statute miles, hundreds of feet or meters.

(Refer to Part 91). (See AIM).

1. Flight Visibility. The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
2. Ground Visibility. Prevailing horizontal visibility near the earth's surface as reported by the United States National Weather Service or an accredited observer.
3. Prevailing Visibility. The greatest horizontal visibility equaled or exceeded throughout at least half the horizon circle which need not necessarily be continuous.
4. Runway Visibility Value (RVV). The visibility determined for a particular runway by a transmissometer. A meter provides a continuous indication of the visibility (reported in miles or fractions of miles) for the runway. RVV is used in lieu of prevailing visibility in determining minimums for a particular runway.
5. Runway Visual Range (RVR). An instrumentally derived value, based on standard calibrations, that represents the horizontal distance a pilot will see down the runway from the approach end. It is based on the sighting of either high intensity runway lights or on the visual contrast of other targets whichever yields the greater visual range. RVR, in contrast to prevailing or runway visibility, is based on what a pilot in a moving aircraft should see looking down the runway. RVR is horizontal visual range, not slant visual range. It is based on the measurement of a transmissometer made near the touchdown point of the instrument runway and is reported in hundreds of feet. RVR is used in lieu of RVV and/or prevailing visibility in determining minimums for a particular runway.
   a. Touchdown RVR. The RVR visibility readout values obtained from RVR equipment serving the runway touchdown zone.
   b. Mid-RVR. The RVR readout values obtained from RVR equipment located midfield of the runway.
   c. Rollout RVR. The RVR readout values obtained from RVR equipment located nearest the rollout end of the runway.

(See ICAO term VISIBILITY). (See ICAO term FLIGHT VISIBILITY). (See ICAO term GROUND VISIBILITY). (See ICAO term RUNWAY VISUAL RANGE).

VISIBILITY [ICAO]—The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

Flight Visibility.—The visibility forward from the cockpit of an aircraft in flight.

Ground Visibility.—The visibility at an aerodrome as reported by an accredited observer.

Runway Visual Range [RVR].—The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

VISUAL APPROACH—An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic control facility and having an air traffic control authorization, may proceed to the airport of destination in VFR conditions.

(See ICAO term VISUAL APPROACH).

VISUAL APPROACH [ICAO]—An approach by an IFR flight when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to terrain.

VISUAL APPROACH SLOPE INDICATOR—(See AIRPORT LIGHTING).

VISUAL DESCENT POINT—A defined point on the final approach course of a nonprecision straight-in approach procedure from which normal descent from the MDA to the runway touchdown point may be commenced, provided the approach threshold of that runway, or approach lights, or other markings identifiable with the approach end of that runway are clearly visible to the pilot.

VISUAL FLIGHT RULES—Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate type of flight plan.

(See INSTRUMENT FLIGHT RULES). (See INSTRUMENT METEOROLOGICAL CONDITIONS). (See VISUAL METEOROLOGICAL CONDITIONS). (Refer to Part 91). (Refer to AIM).

VISUAL HOLDING—The holding of aircraft at selected, prominent geographical fixes which can be easily recognized from the air.

(See HOLDING FIX).

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VASI—(See VISUAL APPROACH SLOPE INDICATOR).

VDF—(See DIRECTION FINDER).

VDP—(See VISUAL DESCENT POINT).

VECTOR—A heading issued to an aircraft to provide navigational guidance by radar.
(See ICAO term RADAR VECTORING).

VERIFY—Request confirmation of information; e.g., "verify assigned altitude."

VERIFY SPECIFIC DIRECTION OF TAKEOFF (OR TURNS AFTER TAKEOFF)—Used by ATC to ascertain an aircraft's direction of takeoff and/or direction of turn after takeoff. It is normally used for IFR departures from an airport not having a control tower. When direct communication with the pilot is not possible, the request and information may be relayed through an FSS, dispatcher, or by other means.
(See IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES).

VERTEX—The last fix adapted on the arrival speed segments. Normally, it will be the outer marker of the runway in use. However, it may be the actual threshold or other suitable common point on the approach path for the particular runway configuration.

VERTEX TIME OF ARRIVAL—A calculated time of aircraft arrival over the adapted vertex for the runway configuration in use. The time is calculated via the optimum flight path using adapted speed segments.

VERTICAL SEPARATION—Separation established by assignment of different altitudes or flight levels.
(See SEPARATION). (See ICAO term VERTICAL SEPARATION).

VERTICAL SEPARATION [ICAO]—Separation between aircraft expressed in units of vertical distance.

VERTICAL TAKEOFF AND LANDING AIRCRAFT—Aircraft capable of vertical climbs and/or descents and of using very short runways or small areas for takeoff and landings. These aircraft include, but are not limited to, helicopters.
(See SHORT TAKEOFF AND LANDING AIRCRAFT).

VERY HIGH FREQUENCY—The frequency band between 30 and 300 mHz. Portions of this band, 108 to 118 mHz, are used for certain NAVAIDS; 118 to 136 mHz are used for civil air/ground voice communications. Other frequencies in this band are used for purposes not related to air traffic control.

VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE STATION—(See VOR).

VERY LOW FREQUENCY—The frequency band between 3 and 30 kHz.

VFR—(See VISUAL FLIGHT RULES).

VFR AIRCRAFT—An aircraft conducting flight in accordance with visual flight rules.
(See VISUAL FLIGHT RULES).

VFR CONDITIONS—Weather conditions equal to or better than the minimum for flight under visual flight rules. The term may be used as an ATC clearance/instruction only when:

1. An IFR aircraft requests a climb/descent in VFR conditions.
2. The clearance will result in noise abatement benefits where part of the IFR departure route does not conform to an FAA approved noise abatement route or altitude.
3. A pilot has requested a practice instrument approach and is not on an IFR flight plan.—All pilots receiving this authorization must comply with the VFR visibility and distance from cloud criteria in Part 91. Use of the term does not relieve controllers of their responsibility to separate aircraft in Class B and Class C airspace or TRSA's as required by FAA Order 7110.65. When used as an ATC clearance/instruction, the term may be abbreviated "VFR;" e.g., "MAINTAIN VFR," "CLIMB/DESCEND VFR," etc.

VFR FLIGHT—(See VFR AIRCRAFT).

VFR [illegible]—Routes used by [illegible] and [illegible] Reserve [illegible] units for the purpose of conducting [illegible] navigation and tactical training under VFR [illegible] MSL at airspeeds in excess of 250 [illegible]

VFR NOT RECOMMENDED—An advisory provided by a flight service station to a pilot during a preflight or inflight weather briefing that flight under visual flight rules is not recommended. To be given when the current and/or forecast weather conditions are at or below VFR minimums. It does not abrogate the pilot's authority to make his own decision.

VFR-ON-TOP—ATC authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in FAR and as restricted by ATC). A pilot receiving this authorization must comply with the VFR visibility, distance from cloud criteria, and the minimum IFR altitudes specified in Part 91. The use of this term does not relieve controllers of their responsibility to separate aircraft in Class B and Class C airspace ~~or~~ TRSA's as required by FAA Order 7110.65.

VFR TERMINAL AREA CHARTS—(See AERONAUTICAL CHART).

VHF—(See VERY HIGH FREQUENCY).

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VISUAL METEOROLOGICAL CONDITIONS—Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling equal to or better than specified minima.

(See INSTRUMENT FLIGHT RULES). (See INSTRUMENT METEOROLOGICAL CONDITIONS). (See VISUAL FLIGHT RULES).

VISUAL SEPARATION—A means employed by ATC to separate aircraft in terminal areas. There are two ways to effect this separation:

1. The tower controller sees the aircraft involved and issues instructions, as necessary, to ensure that the aircraft avoid each other.
2. A pilot sees the other aircraft involved and upon instructions from the controller provides his own separation by maneuvering his aircraft as necessary to avoid it. This may involve following another aircraft or keeping it in sight until it is no longer a factor.

(See and Avoid). (Refer to Part 91).

VLF—(See VERY LOW FREQUENCY).

VMC—(See VISUAL METEOROLOGICAL CONDITIONS).

VOR—A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the National Airspace System. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature. Voice features may be used by ATC or FSS for transmitting instructions/information to pilots.

(See NAVIGATIONAL AID). (Refer to AIM).

VORTAC—A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site.

(See DISTANCE MEASURING EQUIPMENT). (See NAVIGATIONAL AID). (See TACAN). (See VOR). (Refer to AIM).

VORTICES—Circular patterns of air created by the movement of an airfoil through the air when generating lift. As an airfoil moves through the atmosphere in sustained flight, an area of area of low pressure is created above it. The air flowing from the high pressure area to the low pressure area around and about the tips of the airfoil tends to roll up into two rapidly rotating vortices, cylindrical in shape. These vortices are the most predominant parts of aircraft wake turbulence and their rotational force is dependent upon the wing loading, gross weight, and speed of the generating aircraft. The vortices from medium to heavy aircraft can be of extremely high velocity and hazardous to smaller aircraft.

(See AIRCRAFT CLASSES). (See WAKE TURBULENCE). (Refer to AIM).

VOR TEST SIGNAL—(See VOT).

VOT—A ground facility which emits a test signal to check VOR receiver accuracy. Some VOT's are available to the user while airborne, and others are limited to ground use only.

(Refer to Part 91). (See AIM). (See AIRPORT/FACILITY DIRECTORY).

VR—(See VFR MILITARY TRAINING ROUTES).

VTA—(See VERTEX TIME OF ARRIVAL).

VTOL AIRCRAFT—(See VERTICAL TAKEOFF AND LANDING AIRCRAFT).

R (6/24/94)

Revised 7/9

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7400.8B

3/9/94

SUBJ: SPECIAL USE AIRSPACE

1. PURPOSE. This order is issued to provide the current Special Use Airspace regulatory and nonregulatory designations. It consists of Federal Aviation Regulations part 73 and nonregulatory Special Use Airspace. The regulatory portion is a republication of rules in effect on February 4, 1994, and pending amendments published in the FEDERAL REGISTER on or before that date.

2. DISTRIBUTION. This order is distributed to selected offices in Washington Headquarters, regional air traffic branches, air route traffic control centers and interested aviation parties.

3. CANCELLATION. Order 7400.8A, Special Use Airspace, dated March 3, 1993, is cancelled.

4. BACKGROUND.

a. This order contains current airspace designations and pending amendments to those designations that were issued by the FAA and published throughout the year in the FEDERAL REGISTER and the National Flight Data Digest. It is published annually for the benefit of the public, since airspace designations are not carried in the Code of Federal Regulations or the Federal Aviation Regulations. All positional data used in this order are North American Datum 83.

b. Airspace regulatory and nonregulatory actions are issued regularly during the year establishing, amending, or revoking designation of the airspace in the United States and over that portion of the high seas for which airspace regulatory and nonregulatory actions are published in the FEDERAL REGISTER or the National Flight Data Digest and, generally, are effective on dates coinciding with the periodic issuance of navigational charts by the National Ocean Service. However, because of the large number and the frequency of changes, the designations are not carried in the Code of Federal Regulations. Therefore, this

Distribution: Select offices in Washington; A-X(AT)-3; external A-FAT-1 (LTD)

Initiated By: ATP-240

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compilation of all airspace designations, in effect and pending (issued but not yet effective) as of a specific date, is published in this order.

No substantive change to any airspace designation is made by this action. All substantive amendments to the affected parts of the Code of Federal Regulations have been adopted and published previously in accordance with 5 U.S.C. sections 552 and 553.

5. REQUEST FOR INFORMATION. For further information contact: Mary Ann Webb, Airspace and Obstruction Evaluation Branch, ATP-240, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: 202-267-9232.

6. MISCELLANEOUS. The attached compilation is current as of February 4, 1994.

L. Lane Speck
Director, Air Traffic
Rules and Procedures Service

R (6/24/94)

PART 73–SPECIAL USE AIRSPACE
REGULATORY
SUBPART A – GENERAL

§73.1 Applicability.

The airspace that is described in Subpart B and Subpart C of this part is designated as special use airspace. These parts prescribe the requirements for the use of that airspace.

§73.3 Special Use Airspace.

(a) Special use airspace consists of airspace of defined dimensions identified by an area on the surface of the earth wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.

(b) The vertical limits of special use airspace are measured by designated altitude floors and ceilings expressed as flight levels or as feet above mean sea level. Unless otherwise specified, the word "to" (an altitude or flight level) means "to and including" (that altitude or flight level).

(c) The horizontal limits of special use airspace are measured by boundaries described by geographic coordinates or other appropriate references that clearly define their perimeter.

(d) The period of time during which a designation of special use airspace is in effect is stated in the designation.

§73.5 Bearings; Radials; Miles.

(a) All bearings and radials in this part are true from point of origin.

(b) Unless otherwise specified, all mileages in this part are stated as statute miles.

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SUBPART B – RESTRICTED AREAS

§73.11 Applicability.

This subpart designates restricted areas and prescribes limitations on the operation of aircraft within them.

§73.13 Restrictions.

No person may operate an aircraft within a restricted area between the designated altitudes and during the time of designation, unless he has the advance permission of:

(a) The using agency described in §73.15; or

(b) The controlling agency described in §73.17.

§73.15 Using Agency.

(a) For the purposes of this subpart, the following are using agencies:

(1) The agency, organization, or military command whose activity within a restricted area necessitated the area being so designated.

(2) [Reserved]

(b) Upon the request of the FAA, the using agency shall execute a letter establishing procedures for joint use of a restricted area by the using agency and the controlling agency, under which the using agency would notify the controlling agency whenever the controlling agency may grant permission for transit through the restricted area in accordance with the terms of the letter.

(c) The using agency shall:

(1) Schedule activities within the restricted area;

(2) Authorize transit through, or flight within, the restricted area as feasible; and

(3) Contain within the restricted area all activities conducted therein in accordance with the purpose for which it was designated.

§73.17 Controlling Agency.

For the purposes of this part, the controlling agency is the FAA facility that may authorize transit through or flight within a restricted area in accordance with a joint–use letter issued under §73.15.

§73.19 Reports by Using Agency.

(a) Each using agency shall prepare a report on the use of each restricted area assigned thereto during any part of the preceding 12–month period ended September 30, and transmit it by the following January 31 of each year to the Manager, Air Traffic Division in the regional office of the Federal Aviation Administration having jurisdiction over the area in which the restricted area is located, with a copy to the Director, Office of Air Traffic System Management, Federal Aviation Administration, Washington, DC 20591.

(b) In the report under this section the using agency shall:

(1) State the name and number of the restricted area as published in this part, and the period covered by the report.

(2) State the activities (including average daily number of operations if appropriate) conducted in the area, and any other pertinent information concerning current and future electronic monitoring devices.

(3) State the number of hours daily, the days of the week, and the number of weeks during the year that the area was used.

(4) For restricted areas having a joint–use designation, also state the number of hours daily, the days of the week, and the number of weeks during the year that the restricted area was released to the controlling agency for public use.

(5) State the mean sea level altitudes or flight levels (whichever is appropriate) used in aircraft operations and the maximum and average ordinate of surface firing (expressed in feet, mean sea level altitude) used on a daily, weekly, and yearly basis.

(6) Include a chart of the area (of optional scale and design) depicting, if used, aircraft operating areas, flight patterns, ordnance delivery areas, surface firing points, and target, fan, and impact areas. After once submitting an appropriate chart, subsequent annual charts are not required unless there is a change in the area activity or altitude (or flight levels) used, which might alter the depiction of the activities originally reported. If no change is to be submitted, a statement indicating "no change" shall be included in the report.

(7) Include any other information not otherwise required under this part which is considered pertinent to activities carried on in the restricted area.

(c) If it is determined that the information submitted under paragraph (b) of this section is not sufficient to evaluate the nature and extent of the use of a restricted area, the FAA may request the using agency to submit supplementary reports. Within 60 days after receiving a request for additional information, the using agency shall submit such information as the Director, Office of Air Traffic System Management considers appropriate. Supplementary reports must be sent to the FAA officials designated in paragraph (a) of this section.

AMENDMENTS 8/6/93 58 FR 42001 (Amended)

R (6/24/94)

WARNING AREAS

Definition.

A nonregulatory warning area is airspace of defined dimensions designated over international waters that [redacted] to [redacted] The purpose of such warning areas is to warn nonparticipating pilots of the potential danger.

Activities.

[redacted]

AMENDMENTS 12/27/88 54 FR 260 (Revised)

W-50A Dam Neck, VA

Boundaries. Beginning at lat. 36°51'01''N., long. 75°54'29''W.; to lat. 36°51'06''N., long. 75°52'09''W.; thence via a 5.9 NM arc centered at lat. 36°46'49''N., long. 75°57'23''W.; to lat. 36°48'21''N., long. 75°50'17''W.; to lat. 36°48'38''N., long. 75°48'58''W.; to lat. 36°37'01''N., long. 75°48'58''W.; along a line 3 NM from and parallel to the shoreline; thence to the point of beginning.

Altitudes. Surface to FL 750.

Times of use. Intermittent by NOTAM.

Controlling agency. FAA, Washington ARTCC

Using agency. U.S. Navy, Fleet Area Control and Surveillance Facility, VACAPES, Virginia Beach, VA

ADDED 1/11/90

W-50B Dam Neck, VA

Boundaries. Beginning at lat. 36°48'38''N., long. 75°48'58''W.; to lat. 36°50'38''N., long. 75°39'34''W.; thence via a 14.8 NM arc centered at lat. 36°46'49''N., long. 75°57'23''W.; to lat. 36°39'50''N., long. 75°41'09''W.; to lat. 36°43'12''N., long. 75°48'58''W.; thence to the point of beginning.

Altitudes. Surface to FL 750.

Times of use. Intermittent by NOTAM.

Controlling agency. FAA, Washington ARTCC

Using agency. U.S. Navy, Fleet Area Control and Surveillance Facility, VACAPES, Virginia Beach, VA

ADDED 1/11/90

W-50C Dam Neck, VA

Boundaries. Beginning at lat. 36°43'12''N., long. 75°48'58''W.; to lat. 36°39'50''N., long. 75°41'09''W.; thence via a 14.8 NM arc centered at lat. 36°46'49''N., long. 75°57'23''W.; to lat. 36°33'59''N., long. 75°48'12''W.; along a line 3 NM from and parallel to the shoreline; to lat. 36°37'01''N., long. 75°48'58''W.; thence to the point of beginning.

Altitudes. Surface to FL 750.

Times of use. Intermittent by NOTAM.

Controlling agency. FAA, Washington ARTCC

Using agency. U.S. Navy, Fleet Area Control and Surveillance Facility, VACAPES, Virginia Beach, VA

ADDED 1/11/90

W-60 Oceanside, CA

Boundaries. Beginning at lat. 32°50'25''N., long. 119°15'25''W.; to lat. 32°10'45''N., long. 120°16'18''W.; to lat. 32°31'59''N., long. 120°30'48''W.; to the point of beginning.

Altitudes. Surface to unlimited.

Times of use. Intermittent.

Controlling agency. FAA, Los Angeles ARTCC

Using agency. U.S. Navy, Commander, Naval Air Warfare Center Weapons Division, Point Mugu, CA

USING AGENCY CHANGED 11/11/93

W-61 Mission Bay, CA

Boundaries. Beginning at lat. 32°31'59''N., long. 120°30'50''W.; to lat. 32°10'45''N., long. 120°16'18''W.; to lat. 31°54'00''N., long. 121°34'34''W.; to lat. 32°13'30''N., long. 121°43'04''W.; to the point of beginning.

Altitudes. Surface to unlimited.

Times of use. Intermittent.

Controlling agency. FAA, Los Angeles ARTCC

Using agency. U.S. Navy, Commander, Naval Air Warfare Center Weapons Division, Point Mugu, CA

USING AGENCY CHANGED 11/11/93

W-72A North Carolina, NC

Boundaries. Beginning at lat. 36°49'01''N., long. 75°53'59''W.; to lat. 36°49'01''N., long. 75°31'59''W.; to lat. 36°46'58''N., long. 74°29'59''W.; to lat. 35°10'36''N., long. 74°29'59''W.; to lat. 35°57'01''N., long. 75°32'59''W.; thence 3 NM from and parallel to the shoreline to the point of beginning.

Altitudes. E of long. 75°30'00''W., surface to unlimited; W of long. 75°30'00''W., surface to but not including 2,000 feet MSL and above FL 600 to unlimited.

Times of use. Intermittent.

Controlling agency. FAA, Washington ARTCC

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ALERT AREAS

Definition.

[illegible] which may contain a high volume of [illegible] either of which is hazardous to aircraft.

Activities.

Pilot training or an unusual type of aeronautical activity.

A-211 Dothan, AL

Boundaries. Beginning at lat. 30°58'01''N., long. 84°49'00''W.; to lat. 30°57'01''N., long. 85°05'00''W.; to lat. 30°52'01''N., long. 85°18'00''W.; to lat. 30°53'01''N., long. 86°30'00''W.; to lat. 30°59'01''N., long. 86°36'00''W.; to lat. 31°33'01''N., long. 86°35'00''W.; to lat. 31°51'01''N., long. 86°24'00''W.; to lat. 31°57'01''N., long. 85°42'00''W.; to lat. 31°48'01''N., long. 85°34'00''W.; to lat. 31°51'01''N., long. 85°05'00''W.; to lat. 31°37'01''N., long. 85°03'30''W.; thence south via the Chattahoochee River to lat. 31°07'01''N., long. 85°03'00''W.; to lat. 31°01'01''N., long. 84°49'00''W.; to the point of beginning, excluding Restricted Area R–2103; the Fort Rucker, AL; the Dothan, AL; and the Troy, AL, Class D airspace areas.

Altitudes. From the surface to and including 5,000 feet.

Times of use. 0600–2200 Monday–Friday.

Using agency. Commander, U.S. Army, Fort Rucker, AL

BOUNDARIES CHANGED 9/16/93

A-220 McGuire AFB, NJ

Boundaries. Beginning at lat. 39°46'15''N., long. 74°24'59''W.; to lat. 39°57'15''N., long. 74°18'44''W.; to lat. 40°05'00''N., long. 74°11'44''W.; to lat. 40°11'45''N., long. 74°32'59''W.; to lat. 40°03'30''N., long. 74°42'59''W.; to lat. 39°49'15''N., long. 74°51'59''W.; to the point of beginning.

Altitudes. Surface to 4,500 feet MSL.

Times of use. 0800–2200.

Controlling agency. McGuire RAPCON

Using agency. Commanding Officer, McGuire AFB, NJ

A-231 Luke AFB, AZ

Boundaries. Beginning at lat. 33°31'00''N., long. 112°45'03''W.; to lat. 33°55'00''N., long. 112°45'03''W.; to lat. 33°59'00''N., long. 112°38'03''W.; to lat. 33°39'10''N., long. 112°13'23''W.; to lat. 33°36'35''N., long. 112°13'38''W.; to lat. 33°35'34''N., long. 112°13'55''W.: to lat. 33°30'27''N., long. 112°19'23''W.; to lat. 33°30'22''N., long. 112°27'45''W.; thence clockwise via the Phoenix Luke AFB, AZ, Class D airspace area to lat. 33°31'00''N., long. 112°28'01''W.; to the point of beginning.

Altitudes. From 500 feet AGL to and including 6,500 feet MSL, excluding the airspace below 4,000 feet AGL within the Phoenix Luke AFB, AZ, Class D airspace area.

Times of use. Continuous.

Using agency. Commander, Luke AFB, AZ

BOUNDARIES & ALTITUDES CHGD 9/16/93

A-251 Castle AFB, CA

Boundaries. That airspace within the area bounded on the southwest by a line 2 statute miles southwest of and parallel to the Castle, CA, VOR 140° and 320° true radials, and on the northeast by the southwestern edge of V–23, extending from 9 statute miles southeast to 20 statute miles northwest of the Castle VOR, excluding that airspace within a 1–statute–mile radius of the Merced Municipal Airport. (lat. 37°17'05''N., long. 120°30'50''W.).

Altitudes. 1,000 feet MSL to and including 4,000 feet MSL.

Times of use. 0700–0200 Monday–Friday.

Using agency. Commander, Castle AFB, CA

A-260 Colorado Springs, CO

Boundaries. Beginning at lat. 39°02'00''N., long. 104°47'02''W.; to lat. 38°57'00''N., long. 104°47'02''W.; to lat. 38°57'00''N., long. 104°55'02''W.; to lat. 39°02'00''N., long. 104°55'02''W.; to the point of beginning, excluding the airspace below 4,000 feet AGL within the Colorado Springs USAF Academy, CO, Class D airspace area.

Altitudes. From the surface to 17,500 feet MSL.

Times of use. Daily, sunrise–sunset.

Using agency. Department of the Air Force, U.S. Air Force Academy, CO

BOUNDARIES CHANGED 9/16/93

A-291A Miami, FL

Boundaries. Beginning at lat. 26°22'31''N., long. 80°21'59''W.; to lat. 26°21'01''N., long. 80°17'19''W.; to lat. 26°13'31''N., long. 80°17'19''W.; to lat. 26°13'01''N., long. 80°23'59''W.; to the point of beginning.

Altitudes. Surface to 2,500 feet MSL.

Times of use. 0600–2400 daily.

R (6/24/94)

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DOD
FLIGHT INFORMATION PUBLICATION

AREA PLANNING

MILITARY TRAINING ROUTES

NORTH AND SOUTH AMERICA

28 APR 1994

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MILITARY OPERATIONS AREAS

Definition.

A Military Operations Area (MOA) is airspace established outside positive control area to separate/ segregate certain nonhazardous military activities from IFR traffic and to alert pilots of VFR traffic where these activities are conducted.

Activities.

MOA's are established to contain certain military activities such as air combat maneuvers, air intercepts, aerobatics, etc.

Abel Bravo MOA, CA

Boundaries. Beginning at lat. 32°56'30''N., long. 115°27'03''W.; to lat. 32°57'00''N., long. 115°10'53''W.; to lat. 32°51'00''N., long. 115°05'33''W.; to lat. 32°51'00''N., long. 115°26'03''W.; to the point of beginning, excluding R–2512.

Altitudes. 7,000 feet MSL to but not including FL 180.

Times of use. 0500 to 2200 Monday–Friday; other times by NOTAM.

Controlling agency. FAA, Los Angeles ARTCC

Using agency. U.S. Marine Corps, Marine Corps Air Station, Yuma, AZ

ADDED 9/16/93

Abel East MOA, CA

Boundaries. Beginning at lat. 33°15'30''N., long. 114°55'33''W.; to lat. 33°03'00''N., long. 114°45'03''W.; to lat. 32°51'00''N., long. 114°45'03''W.; to lat. 32°51'00''N., long. 115°05'33''W.; to lat. 32°57'00''N., long. 115°10'53''W.; to lat. 33°08'45''N., long. 114°56'43''W.; to the point of beginning.

Altitudes. 5,000 feet MSL to but not including 13,000 feet MSL.

Times of use. Intermittent by NOTAM.

Controlling agency. FAA, Los Angeles ARTCC

Using agency. USMC, MCAS Yuma, AZ

ADDED 3/8/90

Abel North MOA, CA

Boundaries. Beginning at lat. 33°32'40''N., long. 115°33'53''W.; to lat. 33°31'00''N., long. 115°04'03''W.; to lat. 33°15'30''N., long. 114°55'33''W.; to lat. 33°08'45''N., long. 114°56'43''W.; to lat. 33°01'00''N., long. 115°06'03''W.; to lat. 33°21'30''N., long. 115°32'58''W.; to lat. 33°23'40''N., long. 115°33'23''W.; to lat. 33°28'30''N., long. 115°42'13''W.; to the point of beginning, excluding R–2507N and R–2507S.

Altitudes. 7,000 feet MSL to but not including FL 180.

Times of use. 0500 to 2200 Monday–Friday; other times by NOTAM.

Controlling agency. FAA, Los Angeles ARTCC

Using agency. U.S. Marine Corps, Marine Corps Air Station, Yuma, AZ

ADDED 9/16/93

Abel South MOA, CA

Boundaries. Beginning at lat. 33°21'30''N., long. 115°32'58''W.; to lat. 33°01'00''N., long. 115°06'03''W.; to lat. 32°57'00''N., long. 115°10'53''W.; to lat. 32°56'30''N., long. 115°27'03''W.; to the point of beginning, excluding R–2512.

Altitudes. 7,000 feet MSL to but not including FL 180.

Times of use. 0500 to 2200 Monday–Friday; other times by NOTAM.

Controlling agency. FAA, Los Angeles ARTCC

Using agency. U.S. Marine Corps, Marine Corps Air Station, Yuma, AZ

ADDED 9/16/93

Ada East MOA, KS

Boundaries. Beginning at lat. 39°07'40''N., long. 97°38'01''W.; to lat. 39°37'30''N., long. 97°39'01''W.; to lat. 39°46'30''N., long. 97°00'01''W.; to lat. 39°05'30''N., long. 97°00'01''W.; to lat. 39°01'30''N., long. 97°23'46''W.; thence counterclockwise along the 12 NM DME arc of the Salina VORTAC to the point of beginning.

Altitudes. 7,000 feet MSL to but not including FL 180.

Times of use. Sunrise–sunset Monday–Friday; occasional use on weekends by NOTAM.

Controlling agency. FAA, Kansas City ARTCC

Using agency. 184th Tactical Fighter Group, McConnell AFB, Wichita, KS

BOUNDARIES CHANGED 6/1/89

Ada West MOA, KS

Boundaries. Beginning at lat. 39°02'00''N., long. 97°50'21''W.; to lat. 39°08'00''N., long. 98°30'01''W.; to lat. 39°26'00''N., long. 98°30'01''W.; to lat. 39°37'30''N., long. 97°39'01''W.; to lat. 39°07'40''N., long. 97°38'01''W.; thence counterclockwise along the 12 NM DME arc of the Salina VORTAC to the point of beginning.

R (6/24/94)

Chapter 1

IFR MILITARY TRAINING ROUTES (IR)

I. General. IRs are mutually developed by DOD and FAA to provide for military operational and training requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a waiver to DOD to permit operation of an aircraft below 10,000 feet MSL in excess of 250 knots indicated airspeed along DOD/FAA mutually developed and published IFR routes.

II. Route Development. Routes shall be developed using the procedures and criteria specified in FAA Handbook 7610.4 (Special Military Operation). MTR's that include one or more segments above 1500' AGL shall be identified by three number characters; e.g., IR–206, VR–207. MTR's with no segment above 1500' AGL shall be identified by four number characters; e.g., IR–1206, VR–1207.

III. Scheduling and Coordination.

A. Routes shall not be flown unless scheduled through the designated originating/scheduling activity listed in the route description.

B. See FAA Handbook 7610.4 for scheduling and coordination requirements.

C. Scheduling Activity Det 1, HQ ACC/DOSR, Offutt AFB, NE 68113–5550. This route is part of the Military Airspace Management System (MASMS). The MASMS computer is operational 24 hours a day. MASMS units may access at anytime. Non–MASMS units need to call Det 1, HQ ACC/DOSR, AV 271–2334, during duty hours (0700 to 1630 Central time, Monday thru Friday) to schedule normal training. For emergency assistance during non–duty hours, contact the MASMS duty scheduler, AV 271–2334, C402–294–2334. If there is no answer, contact the 55 WG Command Post, AV 271–3725, C402–294–3725, and ask to be put into contact with the MASMS duty scheduler.

IV. Flight Plans.

A. All IR operations shall be conducted on IFR flight plans or approved altitude reservations regardless of weather conditions.

B. Unless otherwise agreed to by the ARTCC in whose area the route originates, each flight plan shall include the following specific information:

1. The entry fix in terms of fix/radial/distance (FRD), route designator, the exit fix in terms of FRD, followed by the balance of the route of flight.

Example: TNP355025.IR252.PKE107102

2. The remarks portion of the flight plan shall contain the IR designator, the letter E and a four digit group indicating the entry time, the letter X and a four digit group indicating the exit time, and remarks.

Example: IR101E1617X1815MARSA

NOTE: Refer to FAA Handbook 7610.4 (Special Military Operation) for additional procedures and examples for complex routes such as Strategic Training Range sites with multiple reentries or flights that cross a center boundary after completion of the IR.

V. In Flight.

A. Entry/Exit.

1. All entries and exits shall be accomplished at published entry/exit points or alternate entry/exit points.

2. Pilots shall:

a. Obtain a specific ATC entry clearance prior to entering the route.

b. Unless otherwise agreed upon, obtain an ATC exit clearance prior to exiting the route.

c. Inform the ATC facility if any action on the part of the controller compromises MARSA procedures for the route, e.g., when MARSA is provided through scheduling and circumstances prevent the pilot from entering the route within established time limits, it shall be the responsibility of the pilot to inform the ATC facility and advise his intentions.

B. Route Adherence.

1. Pilots shall remain within the confines of the published route width and altitude.

2. When practicable, avoid flight within 1500 feet AGL or 3 NM of airports.

3. Unless the route segment is annotated "for use in VMC only," each route segment shall contain an altitude that is suitable for flight in IMC. This shall be referred to as the IFR altitude and may be contrary to FAR 91.177 (Minimum Altitude for IFR Operations). For example, when specifically authorized by appropriate military authority, altitudes below MEA or standard obstacle clearance may be used. In no case will flight operations be conducted at altitudes less than those specified in FAR 91.119 (Minimum Safe Altitudes; General). In the absence of a specified IFR altitude, it is defined as the top of the published block of altitudes.

CAUTION: Altitudes at which "Terrain Following" is authorized may not guarantee obstacle clearance or permit compliance with AFR 60–16 or OPNAVINST 3710.7 when flying an IR in instrument meteorological conditions (IMC). Pilots intending to terrain follow in IMC should consult their command guidance on the subject as well as the route proponent/scheduler to determine the lowest permissible altitude at which the flight may be safely conducted.

CAUTION: Pilots flying a MTR in visual meteorological conditions (VMC) are responsible for maintaining obstacle clearance and compliance with AFR 60–16 or OPNAVINST 3710.7 regardless of the route's published altitude(s).

C. Speed.

1. Flights shall be conducted at the minimum speed compatible with mission requirements.

2. When not established on the published route (descending through 10,000 feet MSL prior to route entry or exiting the route below 10,000 feet MSL) comply with FAR 91.117 (Aircraft Speed) or the current exemption granted to DOD.

Revised pg

Chapter 2

VFR MILITARY TRAINING ROUTES (VR)

I. General. VRs are developed by DOD to provide for military operational and training requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a waiver to DOD to permit operation of an aircraft below 10,000 feet MSL in excess of 250 knots indicated airspeed along DOD developed and published VFR routes.

II. Route Development. Routes shall be developed using the procedures and criteria specified in FAA Handbook 7610.4 (Special Military Operation). MTR's that include one or more segments above 1500' AGL shall be identified by three number characters; e.g., IR–206, VR–207. MTR's with no segment above 1500' AGL shall be identified by four number characters; e.g., IR–1206, VR–1207.

III. Scheduling and Coördination.

A. Routes shall not be flown unless scheduled through the designated originating/scheduling activity listed in the route description.

B. See FAA Handbook 7610.4 for scheduling and coordination requirements.

IV. Flight Plans. Operations to and from VRs should be conducted on an IFR flight plan. Pilots operating on an IFR flight plan to a VR shall file to the fix/radial/distance (FRD) of their entry/alternate entry point. Pilots transitioning to IFR upon exiting a VR shall file the FRD of the exit/alternate exit point.

V. In Flight.

A. Route adherence/speed.

1. Pilots shall be responsible for remaining within the confines of the route. When exiting vertically or laterally below 10,000 feet MSL, comply with FAR 91.117 (Aircraft Speed) or the current exemption granted to DOD.

2. When practicable, avoid flight within 1500 feet AGL or 3 NM of airports.

3. Flights shall be conducted at the minimum speed compatible with mission requirements.

> **CAUTION: Pilots flying an MTR in visual meteorological conditions (VMC) are responsible for maintaining obstacle clearance and compliance with AFR 60–16 or OPNAVINST 3710.7 regardless of the route's published altitude(s).**

B. Weather. Operations on VRs shall be conducted only when the weather is at or above VFR minima, except that:

1. Flight visibility shall be five miles or more.

2. Flights shall not be conducted below a ceiling of less than 3000 feet AGL.

C. Communications. Pilots should monitor 255.4 MHz while on VRs when it is not detrimental to the mission accomplishment.

D. Transponder. Pilots of aircraft operating on a VR route will adjust their transponder to Code 4000 unless otherwise assigned by ATC.

Chapter 3

SLOW SPEED LOW ALTITUDE TRAINING ROUTES (SR)

I. GENERAL

This section covers those Low Altitude Training Routes which are used for military air operations at or below 1500' at airspeeds of 250K or less.

II. ROUTE DEVELOPMENT ANDPUBLICATION:

Guidance for development and publication of SR routes is provided in applicable service directives.

III. OPERATIONAL PROCEDURES

A. Coordination/Scheduling: It is mandatory that users coordinate with the Originating Agency prior to utilizing a SR route. In an effort to improve safety within the SR environment, users should contact the Originating Activity of the route within 24 hours preceding its use for the purpose of receiving a current briefing on:

1. Recent noise complaints/sensitive areas.
2. New unpublished airports, obstructions, etc.
3. Recent bird migrations/nesting activity.
4. Route suspension due to air search and rescue activity.
5. Other unpublished safety considerations.

B. Flight Plan: Pilots will file a normal flight plan when using SR routes. All time spent on SRs will be VFR (FSS/IFSS will not be notified). Maximum effort should be made to update filed flight plan information when delays or cancellations occur. When filing a composite IFR–VFR–IFR Flight Plan, file to a TACAN/VORTAC fix most appropriate for the entry point of the route of intended flight. Pilots exiting routes and transitioning to IFR clearance are required to file from a TACAN/VORTAC fix most appropriate for the exit point of the route being flown.

C. High Speed Aircraft: High speed aircraft must not use low speed routes (SR).

D. Direction of Flight: All routes are one way. Flight operations conducted along these routes or segments of these routes shall conform to the direction of traffic flow indicated in the route description.

E. Airspeed: Operations on SR routes are flown at airspeeds of 250K or less.

F. Altitudes: Operations are conducted at or below 1500' AGL. Flight above 1500' AGL does not meet the prescribed criteria of the SR system.

G. Route Widths: Route widths are published in individual route descriptions. Deviations outside the route width are not authorized, except for weather or safety of flight.

H. Weather Minima: Weather minima for flight on SR routes is specified in appropriate service directives.

I. Aircraft Separation: Separation between aircraft operating on or across Low Altitude Training Routes (SR) is provided only by "See and Avoid". The following can reduce the possibility of a midair collision and improve the see and avoid concept.

1. Inter–Command Tactical frequency monitoring.
2. Plotting route crossings on navigation charts.

J. Hours of Operation: Continuous unless stated otherwise.

K. Entry and Exit Points: Entry and exit should be at the designated entry and exit point or designated alternated entry and exit point.

L. Restricted Area Entry: Route users must obtain permission from the using or controlling agency before entering a restricted area. Filing a flight plan for a military training route that terminates in a restricted area is not, by itself, an entry clearance.

M. Communications: Pilots should monitor 255.4 MHz while on SRs when it is not detrimental to the mission accomplishment.

MEMORANDUM

FROM: LT BEHRENDS

TO: LCDR EDWARDS

SUBJ: HELSUPPRON SIXTEEN'S DATA CALLS FOR BRAC 1992 AND 1993. HELICOPTER COMBAT SUPPORT SQUADRON'S AREA OF RESPONSIBILITY EXTENDS 200NM SURROUNDING NASP

HELICOPTER COMBAT SUPPORT SQUADRON SIXTEEN'S DEPLOYABLE AVIATION SUPPORT UNITS

# OF UNITS	MISSION	EQUIPMENT
6	SEARCH AND RESCUE	H-3 HELICOPTERS

HC-16 PERSONNEL ON BOARD 1992

	OFFICERS	ENLISTED
SEA	20	69
SHORE	31	162
STUDENTS	15	10

TOTAL # OF FLIGHT OPERATIONS TAKE OFF AND LANDINGS 1992

PILOT TRAINING	AIRCRAFT	TOTAL	NIGHT
FRS	UH-1N	7185	700
SEA UNIT	SH-3	5100	500

TOTAL # OF FLIGHT HOURS (FIGURES INCLUDE USE OF BRONSON FIELD)

AIRCRAFT TYPE	TOTALS	NIGHT
UH-1N	2220	300
SH-3	1150	130

GROUND SCHOOL TRAINING
FIGURES REPRESENT REQUIREMENTS FOR FRS, FRAC, REPPEL SCHOOL.
(number of students x course hours required = annual total)

SCHOOL	TOTALS
H-1FRS	5918
FRAC	890
CPT	980

PRACTICE LIVE HOISTING CONDUCTED BY HC-16 TO FULFILL REQUIREMENTS FOR GRADUATION OF:

YEARS	1991	1992	1993
AIRCREW CANDIDATE SCHOOL	783	513	578
RESCUE SWIMMER SCHOOL	202	133	300

TYPE AND NUMBER OF AIRCRAFT STATION COULD BASED OR PARKED ON APRON
1. STANDARD MEASURE 2. SURGE DEMAND
1. H-1 - 15 2. H-1 - 18 SURGE FIGURES ALLOW FOR ONLY
SH-3 - 14 SH-3 - 17
MINOR MAINTENANCE AND NO MIXING OF TYPES.

MAXIMUM NUMBER OF AIRCRAFT THAT COULD BE SUPPORTED WITH CURRENT AIMD SUPPORT ASSUMING FULL AIRFRAME, AVIONICS SUPPORT.
UH-1N - 14

AUXILIARY FIELD BRONSON.	1991	1992
OPERATIONS	81	82
DAYS OPERATIONS CONDUCTED	251	169
DAYS AVAILABLE FOR OPERATIONS		355
WEEKS AVAILABLE		52
DAYS/ WEEK		5
FLYING HOURS PER WEEK		12

ANNUAL USAGE OF OTHER TRAINING FACILITIES ANNUALLY
PISTOL RANGE 48 HOURS QUARTERLY AIRCREW PISTOL QUALS
RESCUE SWIMMER POOL 42 HOURS SEMI ANNUAL SWIMMER TRAINING

Command: **NAS Pensacola**

Data Call Number Three Amendment One

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

5/2/94
Date

CNET
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. B. Greene, Jr
NAME (Please type or print)

Signature

Acting
Title

6 MAY 1994
Date

BRAC-95 DATA CALL NUMBER THREE CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M.C. VOGT, CAPT USN
NAME (Please type or print)

Signature

COMTRAWING SIX
Title

4/21/94
Date

NAS PENSACOLA
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)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

29APR94
Date

Naval Air Training Command
Activity

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)

Signature

Title

Date

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

BRAC-95 DATA CALL NUMBER THREE 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."

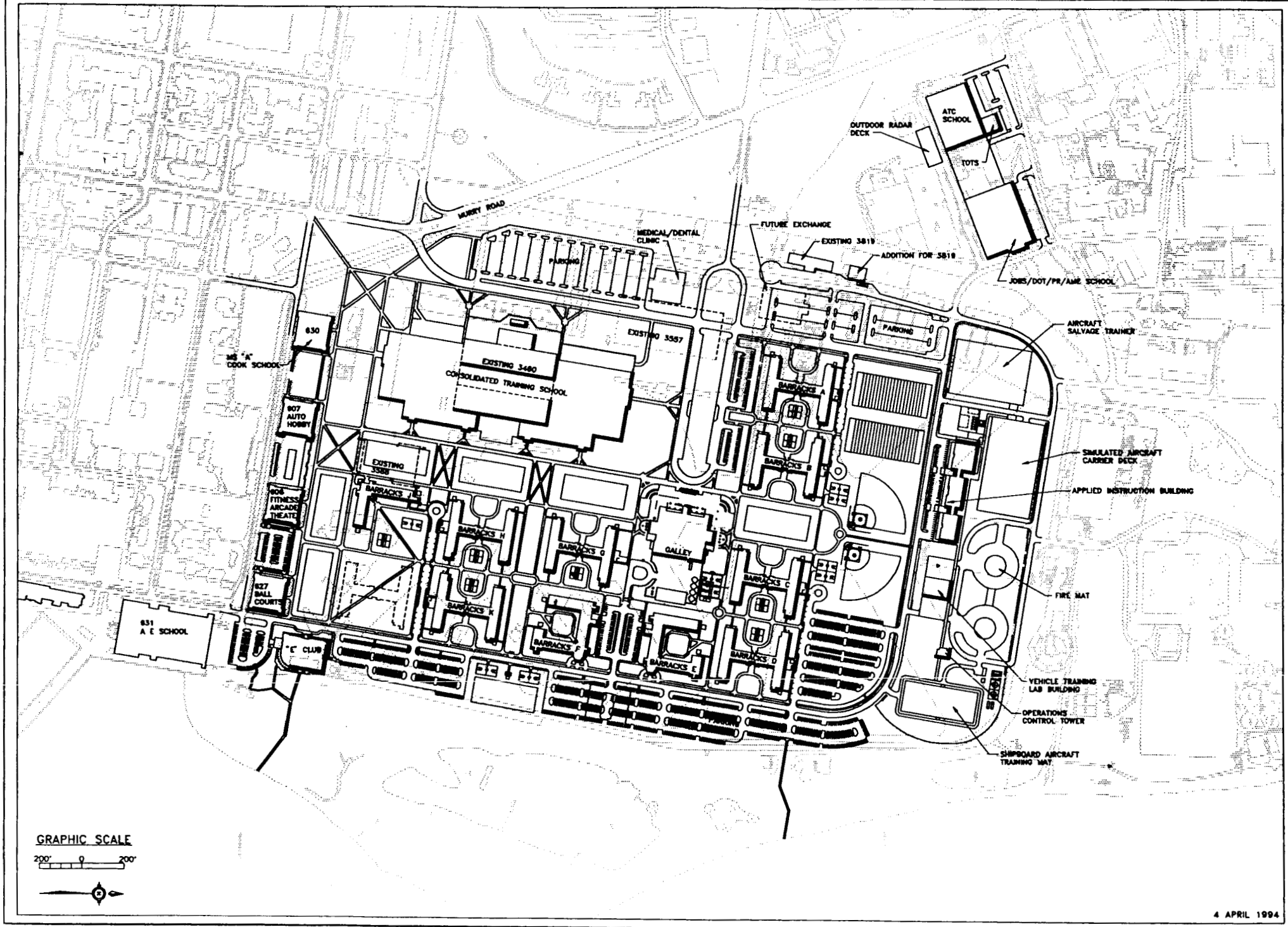
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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.

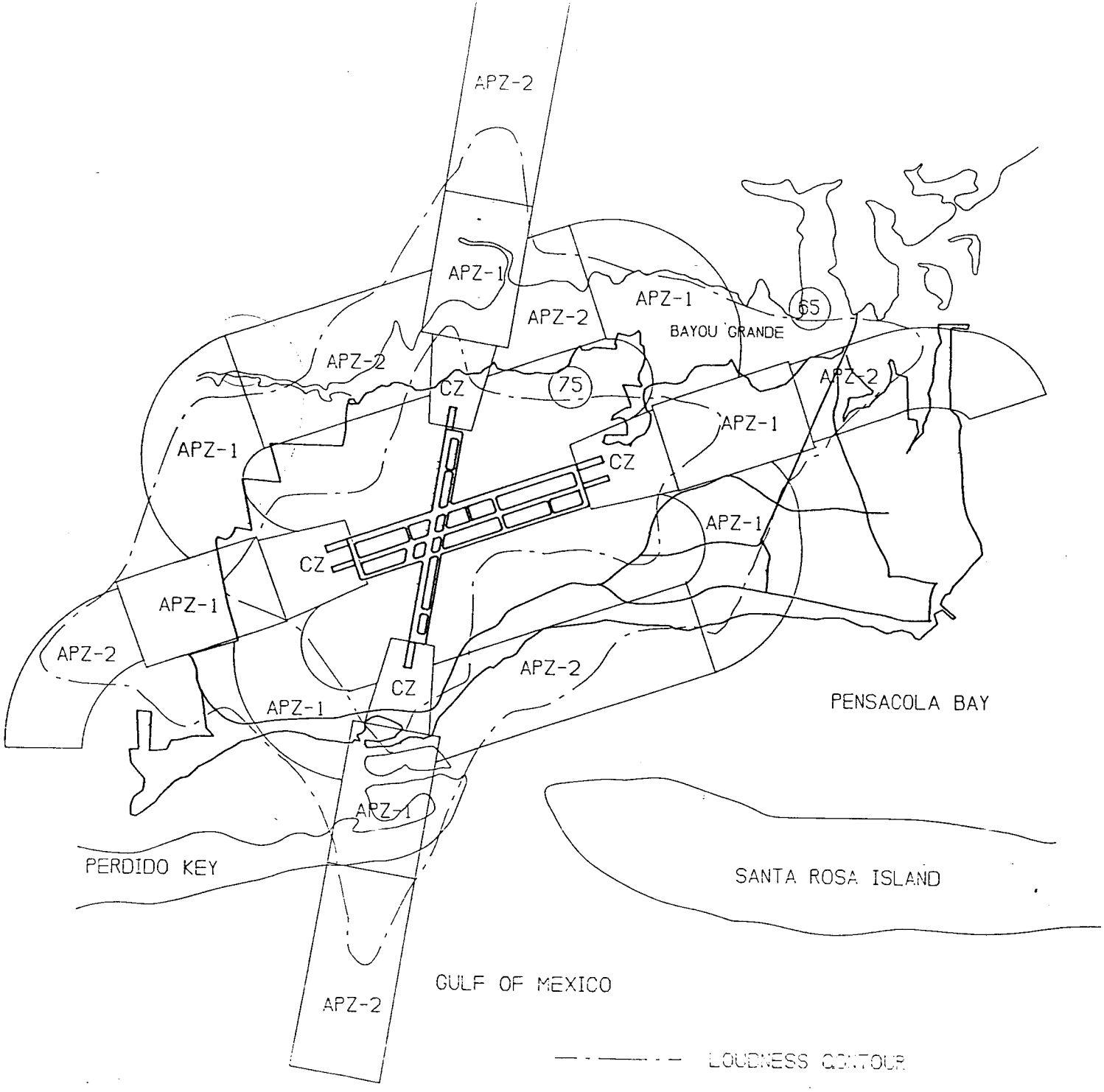
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

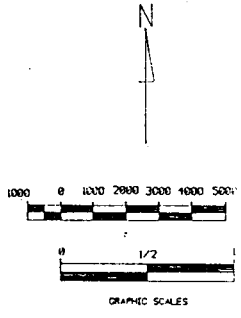
ACTIVITY COMMANDER

W T R BOGLE CAPT, USN	W T R Bogle
NAME (Please type or print)	Signature
COMMANDING OFFICER	19 APR 94
Title	Date
NAS Pensacola	
Activity	


ATC SCHOOL
OUTDOOR RADAR DECK
TOTS
JOBS/DOT/PR/AME SCHOOL
AIRCRAFT SALVAGE TRAINER
SIMULATED AIRCRAFT CARRIER DECK
APPLIED INSTRUCTION BUILDING
FIRE MAT
VEHICLE TRAINING LAB BUILDING
OPERATIONS CONTROL TOWER
SHIPBOARD AIRCRAFT TRAINING MAT
FUTURE EXCHANGE
EXISTING 3819
ADDITION FOR 3819
MEDICAL/DENTAL CLINIC
PARKING
MURRY ROAD
EXISTING 3557
EXISTING 3480
CONSOLIDATED TRAINING SCHOOL
630
MS "A" COOK SCHOOL
907 AUTO HOBBY
EXISTING 3588
906 FITNESS ARCADE THEATE
627 BALL COURTS
631 A E SCHOOL
"E" CLUB
BARRACKS A
BARRACKS B
BARRACKS C
BARRACKS D
BARRACKS E
BARRACKS F
BARRACKS G
BARRACKS H
BARRACKS K
GALLEY
GRAPHIC SCALE
200' 0 200'

4 APRIL 1994

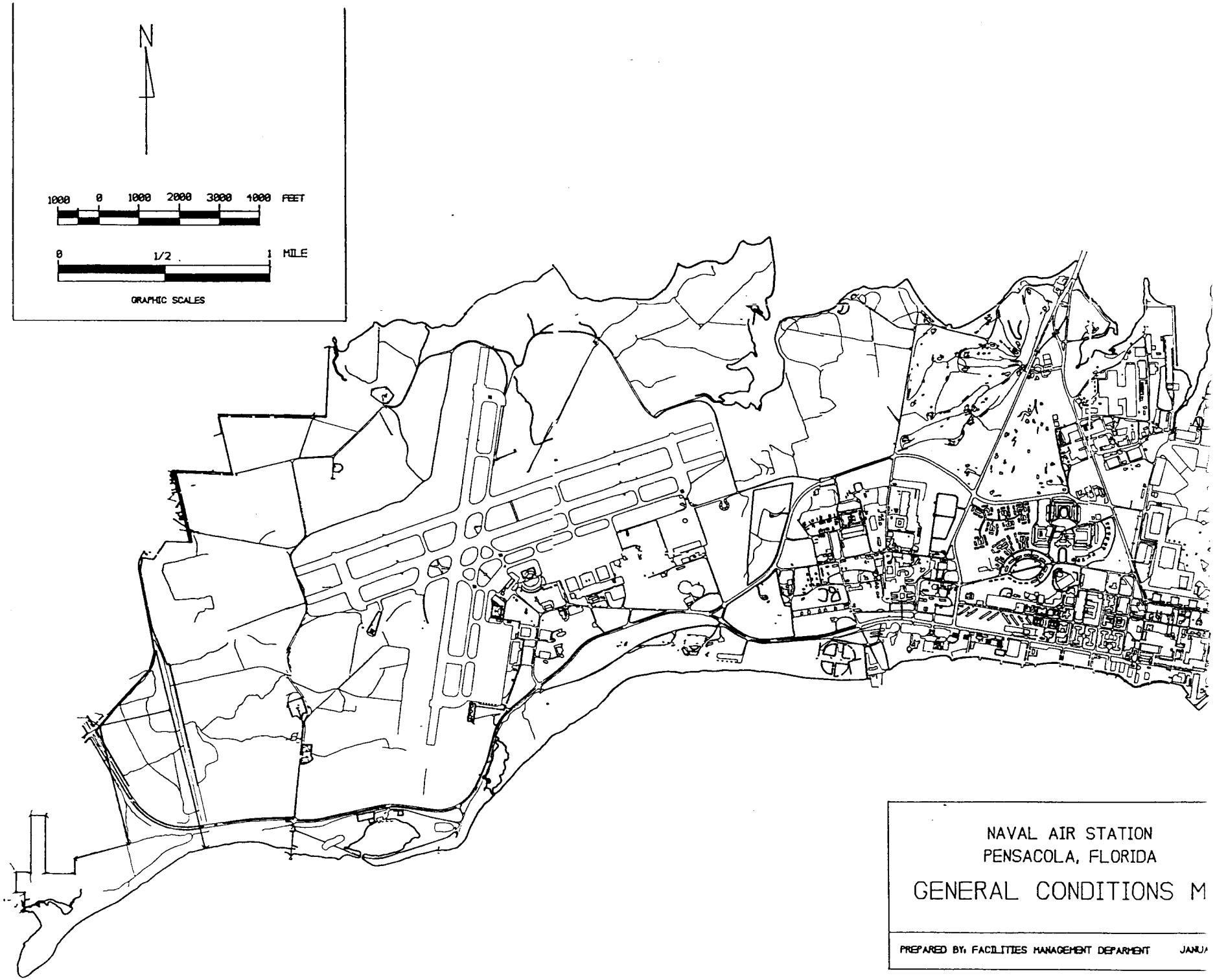




NAVAL AIR STATION
PENSACOLA, FLORIDA

AIR INSTALLATION COMPATIBLE

PREPARED BY: FACILITIES MANAGEMENT DEPARTMENT



NAVAL AIR STATION
PENSACOLA, FLORIDA

GENERAL CONDITIONS M

PREPARED BY: FACILITIES MANAGEMENT DEPARMENT JANU

LEGEND

- BRAC93 PROJECT SITE
- DEPARTMENT OF INTERIOR AREA
- WETLANDS
- ARCHAEOLOGICAL/HISTORIC SITE
- INSTALLATION RESTORATION SITE
- SIGNIFICANT ESQD ARC
- HERO SUSCEPTIBLE ARC

NOTE: AREAS ARE INDICATED BY THESE SYMBOLS FOR GENERAL PLANNING PURPOSES ONLY, AND SHOULD NOT BE INTERPRETED AS EXACT SURVEYED LOCATIONS.

N

1000 0 1000 2000 3000 4000 FEET

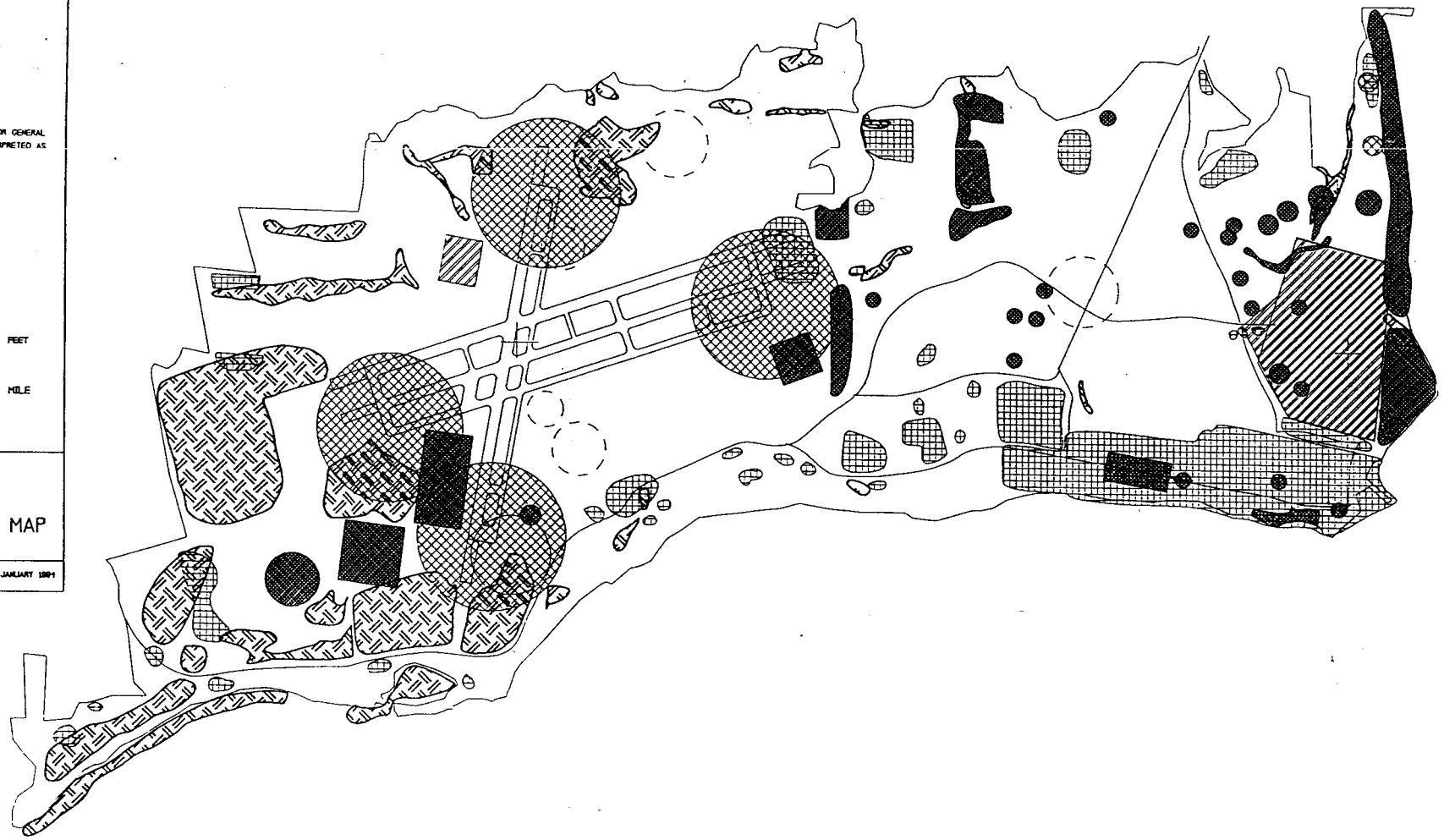
0 1/2 1 MILE

GRAPHIC SCALES

NAVAL AIR STATION
PENSACOLA, FLORIDA

GENERAL CONDITIONS MAP

PREPARED BY: FACILITIES MANAGEMENT DEPARTMENT JANUARY 1994



Revision 1

BRAC-95 DATA CALL 3
NAS PENSACOLA UIC 00204

CNATRA REVISIONS OF 5/18/94, PAGE 1 , 71 & 81

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

Date 25 May 94

Naval Air Training Command
Activity

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)

Signature

Title

Date

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

Revision 1

BRAC-95 DATA CALL 3
NAS PENSACOLA UIC 00204

REVISIONS OF 5/10/94, PAGES 71(a) 72,73,74,75,76, 81(a),CNET TECH TRNG MAP, AICUZ MAP & GEN MAPS & NAMRL ATTACHMENT

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

PR Statskey
Signature

Chief of Naval Air Training (ACTING)
Title

Date 25 May 94

Naval Air Training Command
Activity

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MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

NAME (Please type or print)

Signature

Title

Date

Revision 1

Command: **NAS Pensacola**

Data Call Number Three Amendment One Revisions
(Pages 1, 71, 71a, 72, 73, 74, 75, 76, 81, 81a - 81f,
CNET TECH TRNG MAP, AICUZ MAP, GEN MAPS, & NAMRL Attachment)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

5/31/94
Date

CNET
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.B. GREENE, JR
NAME

Signature

ACTING
Title

2 JUN 94
Date

ADDENDUM TO BRAC-95 DATA CALLS 1, 3, AND 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

5/13/94
Date

TRAINING AIR WING SIX
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)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

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)

Signature

Title

Date

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

ADDENDUM TO BRAC-95 DATA CALLS 1, 3, AND 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

W. T. R. BOGLE, CAPT, U.S. NAVY
NAME (Please type or print)

W T R Bogle
Signature

COMMANDING OFFICER
Title

10 MAY 94
Date

NAVAL AIR STATION PENSACOLA
Activity

Command: **NAS Pensacola**

Data Call Number Three Amendment One Revisions
(Pages 24(A)-24(XX), 25-25(GGGGG), 78, and FAA 7110.65H)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

7/21/94
Date

CNET
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

8/8/94
Date

Activity

Encl (1)

NAS PENSACOLA UIC 00204, STATION REVISIONS OF 6/24/94, PAGES 24(A)-24(XX),25-25(GGGGG) & 78 & FAA 7110.65H
(IRT CNET N443 FAX OF 14 JUN 94)

ADDENDUM TO BRAC-95 DATA CALL 3 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M.C. VOHT CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

6/27/94
Date

TRAINING AIR WING SIX
Activity

JUL RECD

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

15 JUL 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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)

Signature

Title

Date

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

ADDENDUM TO BRAC-95 DATA CALL 3 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."

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

ACTIVITY COMMANDER

W. T. R. BOGLE, CAPT, U.S. NAVY
NAME (Please type or print)

W T R Bogle
Signature

COMMANDING OFFICER
Title

6/24/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Command: **NAS Pensacola**

Data Call Number Three Amendment One
CNET Generated Revision (Page 51a)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

Signature

Acting
Title

2 6 AUG 1994
Date

CNET
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

Signature

Title

9/1/94
Date

Command: **NAS Pensacola**

Data Call Number Three Amendment One
(Answers to BSAT Questions)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PETobin
NAME	Signature
Acting	23AUG94
Title	Date
CNET	
Activity	

ENCL(1)

AMENDMENT TO BRAC-95 DATA CALL 3 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT
NAME (Please type or print)

Signature

Commander
Title

7/27/94
Date

Training Air Wing SIX
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)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 AUG 94
Date

Naval Air Training Command
Activity

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)

Signature

Title

Date

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

8/29/94
Date

Encl 14

AMENDMENT TO BRAC-95 DATA CALL 3 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

W. T. R. BOGLE, CAPT, U.S. NAVY
NAME (Please type or print)

W T R Bogle
Signature

COMMANDING OFFICER
Title

25 Jul 94
Date

NAVAL AIR STATION PENSACOLA
Activity

0228

Command: **NAS Pensacola**

Data Call Number Three Amendment One Revisions
(Pages 71-76, and 81-aa)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

Signature

Acting
Title

08 SEP 1994
Date

CNET
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

Signature

Title

9/12/94
Date

End 1/1

NAS PENSACOLA UIC 00204
STATION REVISIONS OF 8/24/94, PGS 71-76 & 81aa

REVISION TO BRAC-95 DATA CALL 3 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, USN
NAME (Please type or print)

Signature

Commander
Title

8/24/94
Date

Training Air Wing SIX
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)

W. B. HAYDEN, RADM, USN
~~P. R. STATSKEY, CAPT, USN~~
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING ~~(ACTING)~~
Title

1 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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)

Signature

Title

Date

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

REVISION TO BRAC-95 DATA CALL 3 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

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

24 AUG 94
Date

NAVAL AIR STATION PENSACOLA
Activity

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81-aa R (8/24/94)

Command: **NAS Pensacola**

Data Call Number Three Amendment One Revisions
(Pages 1, 13, 14, 18, 19, 34, 46, 47, 53, 54, and 60)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT	T W Wright
NAME	Signature
CNET	13 Oct 94
Title	Date
CNET	
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	W A Earner
NAME	Signature
	10/21/94
Title	Date

NAS PENSACOLA UIC 00204
STATION REVISIONS OF 9/12/94, PAGES 1,13,14,18,19,34,46,47,53,54 & 56

REVISION TO BRAC-95 DATA CALL 3 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/21/94
Date

TRAINING AIR WING SIX
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)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

30 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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)

Signature

Title

Date

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

REVISION TO BRAC-95 DATA CALL 3 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."

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9/16/94
Date

NAVAL AIR STATION PENSACOLA
Activity

PAGES:
1 R (9/12/94)
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Command: **NAS Pensacola**

Data Call Number Three Amendment One Revision
(Page 21)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

TW Wright
Signature

CNET
Title

9-23-94
Date

CNET
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

WAEarner
Signature

Title

10/5/94
Date

BRAC 95 DATA CALL 3
NAS PENSACOLA UIC 00204

CNATRA REVISION OF 9/12/94, PG 21

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

NEXT ECHELON LEVEL (If applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

Date 12 SEP 94

Naval Air Training Command
Activity

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)

Signature

Title

Date

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

EDUCATIONAL TRAINING

CATEGORY - 4

Training Air Stations -

SUBCATEGORY - 21

CNET

0228	NAS PENSACOLA
0229	NAS WHITING FIELD