

**CAPACITY ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION/FACILITY:
NAS WHIDBEY ISLAND**

Category - Shore Support of Operating Forces

Sub-category Operational Air Stations and Reserve Air Stations

Types Navy and Marine Corps Operational and Reserve Air Stations and Facilities

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

General Notes:

1. Highly recommend coordination of environmental inputs with Regional Environmental Coordinators.
2. For any airspace issues, coordinate with area airspace coordinator.
3. Recommend read-through of entire data call before answering individual questions.
4. Items which are Not Applicable should be noted as such.
5. For any projection provided in the data call response, explain how the projection was calculated (i.e., what changed and how you quantified it).
6. All data requested by fiscal year refers to the end of the fiscal year.
7. In answering throughput and capacity questions, assume that all previous BRAC decisions are implemented on schedule.

**BRAC 1995 CAPACITY ANALYSIS DATA CALL:
Operational/Reserve Air Stations/Facilities**

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BRAC 1995 CAPACITY ANALYSIS DATA CALL:

Operational/Reserve Air Station/Facility

AIR STATION/FACILITY UIC: NAS WHIDBEY ISLAND/N00620

STATION CAPACITY

1a. For the main airfield and each auxiliary airfield, answer the following questions:

Airfield Name Ault Field and OLF Coupeville .

For each runway, give its designation, length, width, load capacity, lighting configurations, and arresting gear types. For each runway list any approach obstructions or any restrictions on flight patterns.

Runway	Length (ft)	Width (ft)	Max load DUAL TANDEM 150 PSI	Lighting				Arresting Gear Type(s)
				F	P	C	N	
13/31	8,000	200	442,000	X		X		OVERRUN 2/E-28 2/E-5
7/25	8,000	200	390,000		X	X		OVERRUN 2/E-28 2/E-5
OLF COUPE- VILLE 14/32	5,400	200	TWIN TANDEM 215,000			X		1/E-5

(Runway 7/25 no centerline lighting.)

F -- Full lighting (runway edge, center, and threshold)

P -- Partial lighting (less than full)

C -- Carrier deck lighting simulated

N -- No lighting

1b. Provide the composition (concrete, asphalt, other) and load bearing capacity of your aprons, ramps and taxiway.

Apron/ramp/taxiway Location - ID	SF	Comp.	Load Bearing Capacity DUAL TANDEM 150 PSI	Comments
TWY A	465,000	CONC	307,000	
TWY B	<u>301,194</u>	CONC	403,000	used as a flying club runway day/vfr
TWY C	566,361	conc asph	420,000	
TWY D	242,100	CONC	430,000	<u>Does not include high speed turn off</u>
TWY E	437,000	CONC	442,000	
TWY F	39,132	CONC	390,000	
TWY I	514,000	ASPH	160,000	
TWY K	78,300	CONC	UNKNOWN	

(R)

(R)

1c. Do you have high speed taxiways? Discuss number and impact on airfield operations.

YES. The airfield is configured with two high speed taxiways, one for runway 13 and one for runway 25. Their use expedites clearance from runways by arriving acft thus improving airport capacity.

1d. Are all runways with approved instrument approaches served by hi-speed taxiways?

NO. Only runways 13 and 25 are configured with high speed taxiways. Due to infrequent nature of runway 31 usage, high speed taxiway is not considered necessary for that runway.

10. Provide the **composition** (concrete, asphalt, other) and **load bearing capacity** of your aprons, ramps and taxiway.

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YES. The airfield is configured with two high speed taxiways, one for runway 13 and one for runway 25. Their use expedites clearance from runways by arriving acft thus improving airport capacity.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

NO. Only runways 13 and 25 are configured with high speed taxiways. Due to infrequent nature of runway 31 usage, high speed taxiway is not considered necessary for that runway.

1e. List any restrictions to runways with approach obstructions or any restrictions on flight patterns. Explain

No restrictions exist due to obstructions.

1f. For the main airfield and each auxiliary and outlying field, discuss any runway design features that are specific to particular types of aircraft (i.e., are the airfield facilities designated primarily fixed wing jet, prop, or helo aircraft?)

No aircraft-specific runway design features exist.

2a. List the number of flight operations (take-off, landing, or approach without landing) that the main airfield and all auxiliary fields can support on an hourly basis in both VMC and IMC. Comment on the factors at each field that limit this capacity (e.g., taxiway/runway limitations, airspace, ATC restrictions, environmental restrictions).

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Ault Field	65	140	See Note 1. Limiting factor is lack of parallel runways
OLF Coupeville	0	160	See Note 2. IMC ops impractical. No NAVAIDS installed.

Note 1. Airport capacity derived from DMAAC Air Facility report for Ault Field:

- Max number of arrivals per hour IFR when arrivals have priority over departures: 45
- Max number of departures per hour IFR when no arrivals occur: 60
- Max number of departures per hour IFR that can be handled by departure control in which the max number of arrivals also occur: 20
- Max number of arrivals per hour VFR when arrivals have priority over departures: 90
- Max number of departures per hour VFR when no arrivals occur: 120
- Max number of departures per hour VFR that can be handled by departure control in which the maximum number of arrivals also occur: 50

Note 2. OLF Coupeville FCLP capacity derived from NAVFAC P-80.1: The capacity of carrier practice landing activities on a runway whether performed at an outlying field or on a runway set aside for that purpose at a conventional station, has been established at a standard 80 approaches per hour. This value is based on a normal rectangular practice pattern with four aircraft within the pattern. Increasing number of aircraft in pattern will not materially increase capacity. Therefore, hourly total capacity equals 80 arrivals per hour; 160 total movements by count.

Note 3. Annual service volume using criteria from FAA Advisory Circular AC150/5060-5, airport capacity and delay:

Ault Field 225,000
 OLF Coupeville 210,000

2b. Provide the average number of **(historical) flight operations** per month conducted at this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and how derived). A flight operation is defined as a take-off, landing, or approach without a landing.

FY	AULT FIELD		OLF COUPEVILLE	
	# Ops	#Days	# Ops	# Days
1991	10597	30 *	2343	11
1992	12235	30 *	2125	12
1993	9611	30 *	1892	11

* Although operations occur each day of the month, the vast majority occur on an average of 22 days per month (MON-FRI).

2c. What percent of your flight operations at home field are Fleet Carrier Landing Practices (FCLP's)?

AULT FIELD: FY91 - 32% FY92 - 40% FY93 - 33%
 OLF COUPEVILLE FY91 - 100% FY92 - 100% FY93 - 100%

2d. Are you designated as an **authorized divert field** for any non-DoD aircraft? Explain. **YES**

- Authorized divert field for a FAR Part 135 Air Taxi Operator - Harbor Airlines (HAL) which operates four Piper Navajo (PA-31) aircraft to/from Oak Harbor Airpark. By NAVFAC-issued civil aircraft landing permit and supplemental memorandum of agreement, HAL conducts commercial ops from NAS Whidbey Island during periods when weather is below minimums at Oak Harbor Airpark (below 500/1).
- Additionally, NAS Whidbey has been utilized as an emergency divert field for civil aircraft throughout Puget Sound area.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices.

NOT a designated joint use airfield

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices.

NOT a NATO designated facility

2g. What **percentage of total operations are civilian?**

FY91 - 6% FY92 - 5% FY93 - 6%

Approximately 90% of these civil operations are from Whidbey Island Navy Flying Club.

2h. Describe the major **civilian air traffic structures** (routes, terminal control areas, approaches, etc.) discuss the present and likely future impact of each on air station operations.

The NAS Whidbey Island terminal airspace structure consists of class "C" airspace. The parent approach control facility is a Navy Approach Control located at NAS Whidbey Island and staffed by DON air traffic controllers. This facility is responsible for 2,100 sq miles of terminal airspace and the underlying 18 satellite airports including 4 with instrument procedures. These instrument procedures, by design, have no impact on air station operations, and it is expected to remain that way in the future.

2i. Are there any **air traffic control constraints/procedures** that currently, or may in the future, limit air station operations? If yes, fully explain impact.

NO air traffic system constraints exist. Mission requirements are enhanced by the presence of a DON approach control facility staffed by Navy controllers who understand military operations.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted).

Operating Schedule	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
Main Airfield	0730	0730	0730	0730	0730	0730	0730
Ault Field *	2400	2400	2400	2400	2400	2400	2400
Aux. Airfield	NOT	1000	1000	1000	1000	1000	NOT
OLF Coupeville **	USED	2400	2400	2400	2400	2400	USED

* Main airfield - Less than 24 hour-a-day operation due to air traffic control staffing. Able to flex to support emergent ops 2400 - 0730 to accommodate night FCLPs and Night Vision Goggle flights during summer months when late sunsets prevail.

** OLF Coupeville - not used on weekends to accommodate community noise concerns. This schedule is voluntary. During summer months when late sunsets prevail, night FCLPs may be conducted until 0100. This OLF may be used at any time to support mission requirements.

3a. Assuming that airfield operations are **not constrained** by operational funding (personnel support, increased overhead costs, etc.), what **additional capacity** (in flight operations per hour) could be gained with the current equipment, physical plant, etc.? Provide details and assumptions for all calculations.

Approx 50% increase in operating capacity can be realized with current equipment/physical plant and an increase in operational funding and manning sufficient to operate 24 hours-a-day. (currently operate approx 16 hours-a-day, increase of 8 hours is a 50% increase in operating period)

3b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

All planned MILCON/BRACON will improve aircraft movement, parking, and turnaround time, but have no appreciable effect on operating capacity.

3c. What **additional projects** could be added to provide **additional operating capacity**? At what estimated cost? Provide details and assumptions for all calculations.

A. Extend the north end of runway 14/32 at OLF Coupeville by 600 feet to allow P-3 operations. For daytime VFR operations only the cost would be roughly \$3 Million. For day and night P-3 operations roughly \$4 Million. For full IFR operations roughly \$5 Million plus \$100K per year operating costs.

Details:

- P-3 NATOPS requires a minimum of 6,000 feet of runway to accomplish Touch-and-Go (T&G) operations. Adding 600 feet of concrete to the existing 5,400 feet of runway, plus installing Visual Approach Slope Indicators (VASI) at each end of the runway, would significantly expand the operational capability at OLF Coupeville. This would allow a significant increase in the flexibility of the air station to accomplish existing and future mission assignments. Even if Field Carrier Landing Practice (FCLP) were discontinued at the OLF, there would still be a valid operational reason for retaining the OLF as a part of NAS Whidbey Island should the runway be capable of handling P-3 operations. In addition, even if FCLP were temporarily discontinued at the OLF, the long term retention and use of the OLF by P-3's would allow the Navy the opportunity to re-establish FCLP at the OLF in the future, if needed.

- Costs and requirements to increase the capability of the OLF to allow P-3 operations would vary on the level of capability desired. The three different levels of capability include:

1. The first level increase in operating capability would allow for P-3 daylight VFR T&G operations only.

<u>NEED</u>	<u>COST</u>
- 600 feet of concrete Rwy	1.3M
- VASI at each end of Rwy	0.8M
- Remove portions of Patmore and Keystone Roads from the Clear Zone (NOTE 1)	0.2M
- Re-route Patmore into Keystone at west boundary of the OLF	0.4M
- Environmental Documentation (NOTE 2)	<u>0.2M</u>
TOTAL	2.9M

2. The second level increase in operating capability would allow for P-3 day and night VFR T&G operations.

- All items in first case, plus	2.9M
-- runway lighting	<u>1.1M</u>
TOTAL	4.0M

3. The third level increase in operating capability would allow for day and night, VFR and IFR, P-3 operations.

- All items in first two cases, plus	4.0M
-- re-hab existing building to Air Traffic Control Tower specifications	1.0M
-- Man ATC Tower per year (NOTE 3)	<u>0.06M</u>
TOTAL	5.1M

NOTE 1 - Cost of labor to tear-up 3,000 feet of 2 lane asphalt road. The cost to acquire the underlying 2.44 acres of public right-of-way would not necessarily be in currency. Other options available besides currency are land swaps, providing county with in kind road/utility easements, or services in kind, etc.

NOTE 2 - NAS Environmental Affairs assumes worst case scenario of requirement for a Supplemental Environmental Impact Statement.

NOTE 3 - Assumes four military controllers, four hours per day, three days per week, at a rough cost of approximately \$25.00 per hour for 52 weeks per year.

B. Construction of a parallel runway 7/25 at Ault Field. Would allow simultaneous operation of instrument approaches and VFR traffic, FCLPs and normal ops, and provide additional runway in case of a fouled deck. Cost is approx \$72 million based upon a 1968 WESTNAVFACENGCOM study adjusted to 1994 dollars by increasing cost by 5% per year, compounded.

3d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g. airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). Provide details of calculations.

No significant factors.

4. List all **NAVAIDS** with published approaches that support the main airfield and/or your auxiliary airfields. Note any additions/upgrades to be added between now and FY1997.

NAVAID	DESCRIPTION/LOCATION
TACAN	AN/URN-25 AULT FIELD
AIRPORT SURVEILLANCE RADAR	AN/GPN-27(ASR-8) AULT FIELD
PRECISION APPROACH RADAR	AN/FPN-63 AULT FIELD
INSTRUMENT CARRIER LANDING SYSTEM	AN/TRN-28 AULT FIELD
PRECISION APPROACH AND LANDING SYSTEM	AN/SPN-42T4 AULT FIELD
INSTRUMENT LANDING SYSTEM	ILS - OPNAV/AIRPAC planned for installation

BASING

5a. List all **active duty Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), that will be permanently stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NAS SAR	4	UH-3H	4	4	4	4	4
NAS OPS	4	UC-12B	4	4	4	4	4
VA-52	18	A-6E	18	18	0	0	0
VA-95	18	A-6E	18	18	0	0	0
VA-128	22 4	A-6E TC-4C	22 4	22 4	0 0	0 0	0 0
VA-165	18	A-6E	18	18	0	0	0
VA-196	18	A-6E	18	18	18	0	0
VP-40	9	P-3C	9	9	9	9	9
VP-46	9	P-3C	9	9	9	9	9
VP-XX	9	P-3C	0	9	9	9	9
VP-XX	9	P-3C	0	9	9	9	9
VP-XX	9	P-3C	0	0	9	9	9
VP-XX	9	P-3C	0	0	9	9	9
VPU-2	5	UP-3/EP-3	0	0	5	5	5
VQ-1	7	EP-3	7	7	7	7	7
VAQ-129	18	EA-6B	18	18	18	18	18
VAQ-130	4	EA-6B	4	4	4	4	4
VAQ-131	4	EA-6B	4	4	4	4	4
VAQ-132	4	EA-6B	4	4	4	4	4
VAQ-134	4	EA-6B	4	0	0	0	0
VAQ-135	4	EA-6B	4	4	4	4	4

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VAQ-138	4	EA-6B	4	4	4	4	4
VAQ-139	4	EA-6B	4	4	4	4	4
VAQ-140	4	EA-6B	4	4	4	4	4
VAQ-141	4	EA-6B	4	4	4	4	4

Note: VPXX entries are planned VPRON moves from NAS Barbers Point resulting from BRAC-93 and unilateral major claimant realignments.

5b. Summarize average visiting squadron/det loading on air station operations(i.e. airwing/wing weapons deployment).

Squadron/ Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
4/S-3B	8,680 SY	HGR 1	YES	4 WK/Year
4/SH-60	6,228 SY	HGR 1	YES	2 WK/Year
4/MH-53	13,592 SY	HGR 1/5	YES	2 WK/Year
2/C-2	4,000 SY	Not Req.	YES	1 WK/Year
CVW Det (F14,F/A-18, E-2, S-3)	25,180 SY	As Req.	YES	1 WK/Year
Aggressor Det(F/A-18, A-4, F-5, F-16, CF/A-18)	5,760 SY	As Req	YES	4 WK/Year
EW ACFT (EF-111, F-4, E-3, ETC.)	25,450 SY	As Req	YES	1 WK/Year
1 P-3	3,560 SY	HGR 7	YES	1 WK/Year

5c. If a major percent of flight operations at your air station is from other than permanently stationed squadron/detachments, provide explanation.

NOT applicable

6a. List all **reserve Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), which will be stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VP-69	8	PC-3 Update I	8	8	8	8	8
VR-61	4	DC-9-33	4	4	4	4	4
VAQ-309	4	EA-6B	4	0	0	0	0

6b. For each **reserve squadron** at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section .

Squadron: VP-69	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
Pilot	44	3	42	3	44	3	39	3	44	3	35	3
NFO	24	3	24	3	24	3	24	3	24	3	24	4
Other Officer	1	1	1	1	1	1	1	1	1	1	1	1
Enlisted	170	114	163	125	176	114	159	123	176	114	150	127

Squadron: VAQ-309	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT
Pilot	4	1	4	1	4	1	4	2	4	2	4	2
NFO	18	3	18	3	19	3	19	3	19	6	17	6
Other Officer	0	0	0	0	0	0	0	0	0	0	0	0
Enlisted	123	85	110	88	123	85	118	121	123	85	106	103

Squadron: VR-61	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES ^{es}	TAR/FTS	SELRE	TAR/FTS	SELRE	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	22	6	20	7	21	7	20	10	30	10	33	11
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	0	0	0	0	0	0	0	0	0	0	0	0
Enlisted	97	56	86	57	104	63	90	69	123	78	106	69

Remarks: 90% SELRES manning of Reserve Force Squadrons is the goal established by Commander, Naval Air Reserve Force. Numerous billets require specialized training, making 100% SELRES manning very difficult. Additionally, current recruiting practices do not allow local recruiters to fill a specific unit billet opening.

7. List all **Station aircraft** by number, type, model, and series (T/M/S), which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NASWI	4	UC-12B	4	4	4	4	4
NASWI	4	UH-3H	4	4	4	4	4

8. List all **DoD and non-DoD aircraft** not previously listed, by custodian, including number, type, model, and series (T/M/S) of aircraft, which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

NOT applicable

9a. List other **operational command or support units** (i.e., air wing staffs, MWSG, MWSS, MACG, MASS, etc.) stationed at this installation. For each Unit, give the unit identification number/UIC, mission, and facilities required (currently being used) to support the unit (i.e. equipment parking - 2500 SF; maintenance shop-200 SF; etc.).

Support Unit Identification/ UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)
CPW-10/ 55165	Operational Squadron support	offices, briefing rooms, maint and intel space, training rooms--8,000 SF	0
CPW-10/ 45521	Mobile Operations Control Center (MOCC)	Offices, ADP, briefing rooms, MOCC maintenance--2,000 SF	0
CAWP/ 09515	Operational Squadron support	Offices, briefing rooms, intelligence spaces	0
CVWP/ 55627	Operational Squadron support	Offices, briefing rooms, intelligence spaces	0
MAWS/ 46790	Fleet Squadron Support	Offices, briefing rooms, classrooms, aircraft maintenance spaces	0
NAVAIRES WHIDBEY/ 00621	Train and administer all Naval Reserve personnel assigned to aviation augmentation units in the Pacific Northwest.	Offices, briefing rooms, classrooms, intelligence spaces--40,698 SF Parking--25,668 SF.	0
MWSS 473 DET C/00524	Train reserve personnel to provide engineering, motor transport, and utilities support to the fixed wing element of a Marine Air Combat Element (ACE).	Offices, Briefing rooms, classrooms, maintenance spaces--6,086 SF	44,376 SF (uncovered)

9b. Due to BRAC or other realignments, what increases/decreases in operational command or support units will occur at your installation. Provide expected gains/losses by year through 2001.

+/-	Support Unit ID/UIC	Mission	Facilities Required	Equipment Layout Requirement	FY
+	COMPATWING TEN 45522	Trainer Support (NASWI P605)	2F87 OFT, 2F140 WST, 14B40 Non- Acoustic Trainer, 14B53 Acoustic Trainer, Office Space, Maintenance Space, Briefing Space	14,200	94
+	COMPATWING TEN 45521	Tactical Support Center (TSC) (NASWI P-604)	Office Space, ADP, Briefing Rooms, Maintenance Space	19,396	95
-	COMPATWING TEN MOCC			2,000	95

As a result of BRAC-93, NAVAIRES Whidbey Island will assume management oversight of NAVAIRES SCEN Minneapolis, an echelon V command conducting training and administration of aviation augmentation units and personnel in the Northern Midwest Region. This realignment will not increase or decrease the number of reserve personnel serving aboard NAS Whidbey Island.

10a. List all other USN/USNR, USMC/USMCR, and other DoD or non-DoD active and SELRES units not listed previously, that are scheduled to be stationed at this air station at the end of the indicated fiscal years.

UNIT	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NAVAIRES WI	Active	Yes	Yes	Yes	Yes	Yes
NAS 4089	Reserve	Yes	Yes	Yes	Yes	Yes
CVN 68	Reserve	Yes	Yes	Yes	Yes	Yes
TSC 0389	Reserve	Yes	Yes	Yes	Yes	Yes
NORA 2089	Reserve	Yes	Yes	Yes	Yes	Yes
JICPAC 1489	Reserve	Yes	Yes	Yes	Yes	Yes
NH/DC 0189	Reserve	Yes	Yes	Yes	Yes	Yes
VTU 8989	Reserve	Yes	Yes	Yes	Yes	Yes
IVTU 0189	Reserve	Yes	Yes	Yes	Yes	Yes
EODMU 17	Reserve	Yes	Yes	Yes	Yes	Yes
CARGRU 0589	Reserve	Yes	Yes	Yes	Yes	Yes
MWSS 473 Det B	Reserve	Yes	Yes	Yes	Yes	Yes
ADAK 0189	Reserve	Yes	Yes	Yes	Yes	Yes
NAVAIRSYSCOM 1589	Reserve	Yes	Yes	Yes	Yes	Yes

10b. For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR ACTIVITY/ UNIT NAVAIRES W.I.	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
Officer	0	15	0	13	0	15	0	15	0	14	0	15
Enlisted	0	131	0	138	0	131	0	141	0	127	0	126

Remarks: Naval Air Reserve Whidbey Island trains and administers all Naval Reserve personnel (over 400 drilling reservists) assigned to aviation augmentation units in the Pacific Northwest. In addition to its active duty staff, 33 civilian positions are authorized for FY 94. 28 civilians were on board as of 1 January 1994.

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
NAS 4089												
Officer	8	0	18	0	8	0	15	0	9	0	13	0
Enlisted	96	0	102	0	96	0	82	0	83	0	63	0

Remarks: Current enlisted recruiting practices do not allow local recruiters to fill a specific unit billet opening. Actual SELRES versus authorized SELRES officers shows a wide disparity due to the relatively large number of officers "cross assigned out" to other reserve units throughout the country. Numerous enlisted billets require specialized training, making 100% SELRES manning very difficult.

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
CVN-68												
Officer	2	0	6	0	2	0	10	0	2	0	6	0
Enlisted	110	0	97	0	116	0	99	0	95	0	60	0

Remarks: Current enlisted recruiting practices do not allow local recruiters to fill a specific unit billet opening. Actual SELRES versus authorized SELRES officers shows a wide disparity due to the relatively large number of officers "cross assigned out" to other reserve units throughout the country.

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
TSC 0389												
Officer	35	0	34	0	35	0	33	0	35	0	32	0
Enlisted	33	0	21	0	33	0	23	0	33	0	31	0

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
NORA 2089												
Officer	3	0	2	0	3	0	4	0	3	0	3	0
Enlisted	17	0	25	0	17	0	18	0	16	0	15	0

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
JICPAC 1489												
Officer	25	0	24	0	25	0	26	0	25	0	23	0
Enlisted	28	0	39	0	28	0	29	0	28	0	27	0

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
NH/DC 0189												
Officer	16	0	23	0	16	0	21	0	20	0	20	0
Enlisted	25	0	35	0	25	0	32	0	31	0	47	0

Remarks: Favorable medical demographics allows us to "cross assign out" numerous corpsmen to other parts of the country.

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
VTU 8989												
Officer	0	0	25	0	0	0	44	0	0	0	40	0
Enlisted	0	0	3	0	0	0	6	0	0	0	7	0

Remarks: Volunteer Training Unit

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
IVTU 0189												
Officer	0	0	10	0	0	0	11	0	0	0	10	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks: Volunteer Training Unit

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
EOD 17												
Officer	10	3	1	3	10	3	8	3	10	3	8	3
Enlisted	40	25	20	23	50	25	50	23	40	25	36	24

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
CARGRU 0589												
Officer	12	0	13	0	12	0	13	0	13	0	13	0
Enlisted	19	0	16	0	19	0	20	0	19	0	15	0

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
MWSS 473 DET												
Officer	--	--	--	--	7	2	7	2	7	2	7	2
Enlisted	--	--	--	--	156	21	150	21	149	21	144	22

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
Adak Det 0189												
Officer	2	0	2	0	2	0	2	0	2	0	3	0
Enlisted	33	0	39	0	33	0	34	0	29	0	31	0

NR ACTIVITY/ UNIT	FY 1991				FY 1992				FY 1993			
	AUTH		ACTUAL		AUTH		ACTUAL		AUTH		ACTUAL	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FT	SELRES	TAR/FT	SELRES	TAR/FTS
NASC 1589												
Officer	10	0	11	0	10	0	11	0	10	0	13	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated.

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	12	16	35
NFO	0	2	7
Other Officers	0	4	10
Enlisted	0	0	10

TRAINING SUPPORT

12a. Estimate the number of **flight operations** (take-off, landing, touch and go, and approach without landing) per year at your installation that are needed to **maintain required operational readiness** by each squadron/unit assigned to the installation. Provide comments on the basis for these values.

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
VR-61	C-9	1628	Pilot proficiency: 20 landings and 24 approaches per pilot X 37 pilots.
VP-69	P-3	1716	Pilot proficiency: 20 landings and 24 approaches per pilot X 39 pilots.
VAQ-309	EA-6	600	25 sorties per month X 2 approaches per sortie.
VA-52	A-6E	11295	(Note 1)
VA-95	A-6E	11295	(Note 1)
VA-165	A-6E	11295	(Note 1)
VA-196	A-6E	11295	(Note 1)
VA-128	A-6E TC-4C	15967 1320	Depends on student load and OPTAR, etc.
VAQ-130	EA-6B	3708	(Note 2)
VAQ-131	EA-6B	3708	(Note 2)
VAQ-132	EA-6B	3708	(Note 2)
VAQ-134	EA-6B	3708	(Note 2)
VAQ-135	EA-6B	3708	(Note 2)
VAQ-137	EA-6B	3708	(Note 2)
VAQ-138	EA-6B	3708	(Note 2)
VAQ-139	EA-6B	3708	(Note 2)
VAQ-140	EA-6B	3708	(Note 2)
VAQ-141	EA-6B	3708	(Note 2)
VAQ-129	EA-6B	10551	(Note 3)

VP-40	P-3C	5352 landings 3060 approaches	(Note 4)
VP-46	P-3C	5352 landings 3060 approaches	(Note 4)
VQ-1	EP-3	1104 sorties 1032 takeoffs 624 approaches without landing	(Note 4)

Note 1: Eighteen aircrews per squadron (6 designated NVG). Each crew requires 25 hours/month to maintain currency. Each NVG crew requires 32 hours. At approx 2.3 hours per sortie, the average sqdn flies 2568 sorties per year. Each sortie = two operations. Each squadron also averages 6159 FCLP's per year.

Note 2: Six aircrews per squadron. Each crew requires 29.5 hours/month to maintain currency. At approx 2.15 hours per sortie, the average sqdn flies 988 sorties per year. Each sortie = 2 operations. Each squadron also averages 1732 FCLP's per year.

Note 3: Squadron flies 7086 hours/year. At 2 hours per sortie, VAQ-129 flies 3543 sorties per year. Each sortie = 2 operations. The squadron also averages 3465 FCLP's per year.

Note 4: All figures are for a single sqdn and based on historical data. VQ-1 is due to arrive in FY94. Takeoffs do not equal sorties because pilot syllabus, proficiency, and NATOPS check flights require more than 1 takeoff per sortie.

NATOPS CHECKS = 5 TAKEOFFS, 1 WAVEOFF/FLIGHT
 PILOT SYLLABUS = 4 TAKEOFFS, 3 WAVEOFFS/FLIGHT
 PROFICIENCY = 2 TAKEOFFS, 1 WAVEOFF/FLIGHT

A squadron launches approximately 12 pilot syllabus, 14 pilot proficiency, and 2 NATOPS checks per month.

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location¹), indicate how many hours per year are **required** for each user to maintain **required operational readiness**. Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

¹ include RON/domestic deployment training

Training requirements are mandated by COMNAVAIRPACINST 3500.67B/
 COMNAVAIRLANTINST 3500.63B (Squadron Training and Readiness Matrices, dated 21 May 1992.

A-6 Squadron Summary (x 4 fleet squadrons assigned)
 Annual Flight Hours 6,088

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Training requirements are mandated by COMNAVAIRPACINST 3500.67B/COMNAVAIRLANTINST 3500.63B (Squadron Training and Readiness Matrices, dated 21 May 1992.

A-6 Squadron Summary (x 4 fleet squadrons assigned)

Annual Flight Hours 6,088
 Annual Sorties 4,572

EA-6B Squadron Summary (x 9 fleet squadrons assigned)

Annual Flight Hours 2,124
 Annual Sorties 996

P-3 Squadron Summary (x 2 fleet squadrons assigned)

Annual Flight Hours 7,051
 Annual Sorties 1,177

EA-6B Fleet Replacement Squadron Summary (x 1 EA-6B FRS assigned)

Annual Flight Hours 7,086
 Annual Sorties 3,543

A-6 Fleet Replacement Squadron Summary (x 1 A-6 FRS assigned)

Annual Flight Hours 7,605
 Annual Sorties 3,935

A-6 Fleet Replacement Squadron Summary (for TC-4C aircraft)

Annual Flight Hours 12,048
 Annual Sorties 535

SUA	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
CHINOOK MOA A	W/WA 14NM	MINING	00620	CAWP CPW-10	MINING BOMBING	8
CHINOOK MOA B	W/WA 11NM	MINING	00620	CAWP CPW-10	MINING BOMBING	8
W-237A	W/WA 85NM	ASW, EW TACTICS BOMBING	00620	CAWP CVWP CPW-10	ACM, ECM ASW PILOT PROFICIENCY	7
W-237B	W/WA 85NM	ASW, EW TACTICS BOMBING	00620	CAWP CVWP CPW-10	ACM, ECM ASW PILOT PROFICIENCY	7

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Annual Sorties 4,572

EA-6B Squadron Summary (x 9 fleet squadrons assigned)

Annual Flight Hours 2,124
Annual Sorties 996

P-3 Squadron Summary (x 2 fleet squadrons assigned)

Annual Flight Hours 7,051
Annual Sorties 1,177

EA-6B Fleet Replacement Squadron Summary (x 1 EA-6B FRS assigned)

Annual Flight Hours 7,086
Annual Sorties 3,543

A-6 Fleet Replacement Squadron Summary (x 1 A-6 FRS assigned)

Annual Flight Hours 7,605
Annual Sorties 3,935

A-6 Fleet Replacement Squadron Summary (for TC-4C aircraft)

Annual Flight Hours 12,048
Annual Sorties 535

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/ Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
CHINOOK MOA A	W/WA 14NM	MINING	00620	CAWP	MINING BOMBING	8
CHINOOK MOA B	W/WA 11NM	MINING	00620	CAWP	MINING BOMBING	8
W-237A	W/WA 85NM	ASW, EW TACTICS BOMBING	00620	CAWP CVWP	ACM, ECM ASW PILOT PROFICIENCY	7
W-237B	W/WA 85NM	ASW, EW TACTICS BOMBING	00620	CAWP CVWP	ACM, ECM ASW PILOT PROFICIENCY	7
W-60A	W/WA 215NM	ASW, EW TACTICS BOMBING	00620	CAWP CVWP	ACM, ECM ASW PILOT PROFICIENCY	7
W-460B	W/WA	ASW, EW TACTICS BOMBING	00620	CAWP CVWP	ACM, ECM ASW PILOT PROFICIENCY	7

SUA	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
W-460A	W/WA 215NM	ASW, EW TACTICS BOMBING	00620	CAWP CVWP CPW-10	ACM, ECM ASW PILOT PROFICIENCY	7
W-460B	W/WA	ASW, EW TACTICS BOMBING	00620	CAWP CVWP CPW-10	ACM, ECM ASW PILOT PROFICIENCY	7
VR-1350	E/WA 24NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED TERRAIN FOLLOWING	1, 2, 8
VR-1351	W/WA 24NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED TERRAIN FOLLOWING	1, 2, 8
VR-1352	W/WA 240NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED TERRAIN FOLLOWING	1, 2, 8
VR-1353	W/OR 50NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED TERRAIN FOLLOWING	1, 2, 8
VR-1354	W/WA 197NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED TERRAIN FOLLOWING	1, 2, 8
VR-1355	W/WA 187NM	LOW SPEED HIGH SPEED	00620	CAWP CVWP	LOW SPEED HIGH SPEED TERRAIN FOLLOWING	1, 2, 8
IR-340	E/WA 200NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8

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SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/ Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
VR-1350	E/WA 24NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED	1, 2, 8
VR-1351	W/WA 24NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED	1, 2, 8
VR-1352	W/WA 240NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED	1, 2, 8
VR-1353	W/OR 50NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED	1, 2, 8
VR-1354	W/WA 197NM	LOW LEVEL HIGH SPEED	00620	CAWP CVWP	LOW LEVEL HIGH SPEED	1, 2, 8
VR-1355	W/WA 187NM	LOW SPEED HIGH SPEED	00620	CAWP CVWP	LOW SPEED HIGH SPEED	1, 2, 8
IR-340	E/WA 200NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8
IR-341	E/WA 137NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8
IR-342	E/WA 250NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8
IR-343	E/WA 137NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8
IR-344	E/WA 115NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8

SUA	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
IR-341	E/WA 137NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8
IR-342	E/WA 250NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8
IR-343	E/WA 137NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8
IR-344	E/WA 115NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8
IR-346	W/OR 235NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8
OLYMPIC MOA A	W/WA 58NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OLYMPIC MOA B	W/WA 58NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
ROOSEVELT MOA	E/WA 175NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
ROOSEVELT	E/WA 175NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8

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SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/ Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
IR-346	W/OR 235NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8
IR-348	E/WA 24NM	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL TERRAIN FOLLOWING	1, 2, 8

OLYMPIC MOA A	W/WA 58NM	ACM,ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OLYMPIC MOA B	W/WA 58NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
ROOSEVELT MOA	E/WA 175NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
ROOSEVELT	E/WA 175NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OKANOGAN MOA A	W/WA 90	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OKANOGAN MOA B	E/WA 90NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OKANOGAN MOA C	E/WA 90NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
R-5701	NE/OR 192NM	BOMBING	00620	CAWP	ACM, ECM FORM, TACTICS	8
R-5706	NE/OR 192NM	BOMBING	00620	CAWP	ACM, ECM FORM, TACTICS	8
BOARDMAN MOA	NE/OR 192NM	BOMBING	00620	CAWP	ACM, ECM FORM, TACTICS	8
R-6701	W/WA 11NM	MINING	00620	CAWP	ACM, ECM FORM, TACTICS	8
W/WA 13NM	EW	00620	CVWP	EW	3,4	

DARRINGTON

SUA	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs) See Note #
OKANOGAN MOA A	W/WA 90	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OKANOGAN MOA B	E/WA 90NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
OKANOGAN MOA C	E/WA 90NM	ACM, ECM FORM, TACTICS	00620	CAWP CVWP	ACM, ECM FORM, TACTICS	5, 6, 8
R-5701	NE/OR 192NM	BOMBING	00620	CAWP	ACM, ECM FORM, TACTICS	8
R-5706	NE/OR 192NM	BOMBING	00620	CAWP	ACM, ECM FORM, TACTICS	8
BOARDMAN MOA	NE/OR 192NM	BOMBING	00620	CAWP	ACM, ECM FORM, TACTICS	8
R-6701	W/WA 11NM	MINING	00620	CAWP	ACM, ECM FORM, TACTICS	8
DARRINGTON	W/WA 13NM	EW	00620	CVWP	EW	3,4 R
NORTH TRAINING AREA		PILOT PROFICIENCY	00620	CPW-10	PILOT PROFICIENCY	7
IR-348	E/WA 24NM	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8

Notes:

1. CVWP fleet EA-6B squadrons, 432 hours distributed on the 13 MTR's.
2. VAQ-129--630 hours distributed on the 13 MTR's.
3. CVWP fleet EA-6B, 552 hours.
4. VAQ-129, 264 hours.
5. CVWP fleet EA-6B, 936 hours distributed among the 7 MOA's.
6. VAQ-129, 1219 hours distributed among the 7 MOA's.
7. VP-40, VP-46, VQ-1--336 hours per squadron. Each squadron uses these

NORTH TRAINING AREA		PILOT PROFICIENCY	00620	CPW-10	PILOT PROFICIENCY	7
IR-348	E/WA 24NM	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	00620	CAWP CVWP	HIGH SPEED LOW LEVEL ALL WEATHER TERRAIN FOLLOWING	1, 2, 8

Notes:

1. CVWP fleet EA-6B squadrons, 432 hours distributed on the 13 MTR's.
2. VAQ-129--630 hours distributed on the 13 MTR's.
3. CVWP fleet EA-6B, 552 hours.
4. VAQ-129, 264 hours.
5. CVWP fleet EA-6B, 936 hours distributed among the 7 MOA's.
6. VAQ-129, 1219 hours distributed among the 7 MOA's.
7. VP-40, VP-46, VQ-1--336 hours per squadron. Each squadron uses these areas approximately 56 times per month (28 - North Training Area, and 28 -W-237). VQ-1 is due to arrive in FY94.

	<u>W-237</u>	<u>NTA</u>	
VP-40 4	5		
VP-46 3	<u>2</u>	(Weekly Rate)	
	7	7	
	<u>x 4</u>	<u>x 4</u>	
	28	28	(Monthly Rate)
	<u>x 2</u>	<u>x 2</u>	(Hours per Sortie)
	56	56	(Hours per Month)
	<u>x 12</u>	<u>x 12</u>	
	672	672	(Hours per Year)

8. CAWP/6 A-6E squadrons
 - 17820 hours distributed among the 13 MTR's
 - 2970 hours distributed among the 7 MOA's
 - 6642 hours dropping ordnance
 - 18 crews per squadron requires 27.5 hours in MOA's
 - 165 hours on MTR's
 - 61.5 hours on ord. drops

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areas approximately 56 times per month (28 - North Training Area, and 28 - W-237). VQ-1 is due to arrive in FY94.

	<u>W-237</u>	<u>NTA</u>	
VP-40	4	5	
VP-46	<u>3</u>	<u>2</u>	(Weekly Rate)
	7	7	
	<u>x 4</u>	<u>x 4</u>	
	28	28	(Monthly Rate)
	<u>x 2</u>	<u>x 2</u>	(Hours per Sortie)
	56	56	(Hours per Month)
	<u>x 12</u>	<u>x 12</u>	
	672	672	(Hours per Year)

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- 8. CAWP 6 A-6E squadrons
 - 17820 hours distributed among the 13 MTR's
 - 2970 hours distributed among the 7 MOA's
 - 6642 hours dropping ordnance
 - 18 crews per squadron requires
 - 27.5 hours in MOA's
 - 165 hours on MTR's
 - 61.5 hours on ord. drops

28A (3 AUG 94)

12c. For each Special Use Airspace (SUA) or airspace-for-special-use complete the following table:

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized ¹	Operating Limitations ²
					# Hours	# Hours	
OLYMPIC MOA A	W/WA 58NM	ACM ECM TACTICS FORMATION	00620	1991	2124	1931	24 HOURS DAILY
				1992	2156	1183	
				1993	1436	1343	
OLYMPIC MOA B	W/WA 58NM	ACM ECM TACTICS FORMATION	00620	1991	2124	1931	24 HOURS DAILY
				1992	2156	1183	
				1993	1436	1343	
ROOSEVELT MOA A	E/WA	ACM ECM TACTICS FORMATION	00620	1991	1248	544	24 HOURS DAILY
				1992	1006	617	
				1993	660	622	
ROOSEVELT MOA B	E/WA 175NM	ACM ECM TACTICS FORMATION	00620	1991	1248	544	24 HOURS DAILY
				1992	1006	617	
				1993	660	622	
OKANOGAN MOA A	E/WA 90NM	ACM ECM TACTICS FORMATION	00620	1991	1808	1644	24 HOURS DAILY
				1992	1603	1073	
				1993	1115	1037	
OKANOGAN MOA B	E/WA 90NM	ACM ECM TACTICS FORMATION	00620	1991	1808	1644	24 HOURS DAILY
				1992	1603	1073	
				1993	1115	1037	
OKANOGAN MOA C	E/WA 132NM	ACM ECM TACTICS FORMATION	00620	1991	1808	1644	24 HOURS DAILY
				1992	1603	1073	
				1993	1115	1037	

R-5701	NE/OR 192NM	BOMBING RANGE	00620	1991	2441	2123	0800/ 2400
				1992	1806	1665	
				1993	1672	1386	
R-5706	NE/OR 192NM	BOMBING RANGE	00620	1991	2441	2123	0800/ 2400
				1992	1806	1665	
				1993	1672	1386	
BOARDMAN MOA	NE/OR 192NM	BOMBING RANGE	00620	1991	2441	2123	0800/ 2400
				1992	1806	1605	
				1993	1672	1386	
R-6701	W/WA 11NM	MINING PRACTICE	00620	1991	622	499	DAY- LIGHT HOURS
				1992	581	491	
				1993	477	421	
CHINOOK MOA A	W/WA 14NM	MINING PRACTICE	00620	1991	587	407	DAY- LIGHT HOURS
				1992	581	491	
				1993	477	421	
CHINOOK MOA B	W/WA 11NM	MINING PRACTICE	00620	1991	587	407	DAY- LIGHT HOURS
				1992	581	491	
				1993	477	421	
W-237 A	W/WA 85NM	ASW TRAINING ACM/BOMBING	00620	1991	2392	2347	24 HOURS DAILY
				1992	1984	1928	
				1993	1935	1900	
W-237 B	W/WA 85NM	ASW BOMBING ACM, DRUGS	00620	1991	2393	2347	24 HOURS DAILY
				1992	1984	1928	
				1993	1935	1900	
W-460 A	W/WA 215NM	ASW BOMBING ACM, DRUGS	00620	1991	1937	1900	24 HOURS DAILY
				1992	1563	1559	
				1993	1367	1358	

W-460 B	W/WA 135NM	ASW BOMBING ACM, DRUGS	00620	1991	1937	1900	24 HOURS DAILY
				1992	1563	1559	
				1993	1367	1358	

¹ For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).

² Provide any comments on operating limitations.

Approximately 25% was lost due to the weather being below minimal syllabus requirements in the operating area. The remainder was due to aircraft availability.

12d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

The PACNORWEST OPAREA development has been oriented toward providing basic training support for the A-6E and EA-6B aircraft homeported at NAS Whidbey Island. Much more can be realized in this airspace. The intended homeporting of a second CVN and battle group combatants in the Puget Sound area and associated operations can easily be accommodated in these OPAREAS. Plus factors for these OPAREAS are large training space volume, relatively minor encroachment of training space problems, ready access to inshore MOA's and targets (Yakima, Boardman) for carrier-based strike warfare training, and nearby population of platforms to play "orange."

12e. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

NOT APPLICABLE. No MILCON related to airspace.

12f. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

A. Extend the north end of runway 14/32 at OLF Coupeville by 600 feet to allow P-3 operations. For daytime VFR operations only the cost would be roughly \$3 Million. For day and night P-3 operations roughly \$4 Million. For full IFR operations roughly \$5 Million plus \$100K per year operating costs.

Details:

- P-3 NATOPS requires a minimum of 6,000 feet of runway to accomplish Touch-and-Go (T&G) operations. Adding 600 feet of concrete to the existing 5,400 feet of runway, plus installing Visual Approach Slope Indicators (VASI) at each end of the runway, would significantly expand the operational capability at OLF Coupeville. This would allow a significant increase in the flexibility of the air station to

accomplish existing and future mission assignments. Even if Field Carrier Landing Practice (FCLP) were discontinued at the OLF, there would still be a valid operational reason for retaining the OLF as a part of NAS Whidbey Island should the runway be capable of handling P-3 operations. In addition, even if FCLP were temporarily discontinued at the OLF, the long term retention and use of the OLF by P-3's would allow the Navy the opportunity to re-establish FCLP at the OLF in the future, if needed.

- Costs and requirements to increase the capability of the OLF to allow P-3 operations would vary on the level of capability desired. The three different levels of capability include:

1. The first level increase in operating capability would allow for P-3 daylight VFR T&G operations only.

<u>NEED</u>	<u>COST</u>
- 600 feet of concrete Rwy	1.3M
- VASI at each end of Rwy	0.8M
- Remove portions of Patmore and Keystone Roads from the Clear Zone (NOTE 1)	0.2M
- Re-route Patmore into Keystone at west boundary of the OLF	0.4M
- Environmental Documentation (NOTE 2)	0.2M
TOTAL	2.9M

2. The second level increase in operating capability would allow for P-3 day and night VFR T&G operations.

- All items in first case, plus	2.9M
-- runway lighting	<u>1.1M</u>
TOTAL	4.0M

3. The third level increase in operating capability would allow for day and night, VFR and IFR, P-3 operations.

- All items in first two cases, plus	4.0M
-- re-hab existing building to Air Traffic Control Tower specifications	1.0M
-- Man ATC Tower per year (NOTE 3)	0.06M
TOTAL	5.1M

NOTE 1 - Cost of labor to tear-up 3,000 feet of 2 lane asphalt road. The cost to acquire the underlying 2.44 acres of public right-of-way would not necessarily be in currency. Other options available besides currency are land swaps, providing county with in kind road/utility easements, or services in kind, etc.

NOTE 2 - NAS Environmental Affairs assumes worst case scenario of requirement for a Supplemental Environmental Impact Statement.

NOTE 3 - Assumes four military controllers, four hours per day, three days per week, at a rough cost of approximately \$25.00 per hour for 52 weeks per year.

B. Construction of a parallel runway 7/25 at Ault Field. Would allow simultaneous operation of instrument approaches and VFR traffic, FCLPs and normal ops, and provide additional runway in case of a fouled deck. Cost is approx \$72 million based upon a 1968 WESTNAVEACENGCOM study adjusted to 1994 dollars by increasing cost by 5% per year, compounded.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

No significant factors.

12h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

Overall, the conditions in the Pacific Northwest are conducive to expanding the Navy's presence and, thus supporting currently identified operational requirement over the long term. Existing special use airspace is capable of absorbing additional operations. Because the region contains few major population centers, the airports and supporting airway system are less limiting to the Navy's operational requirements than those typically found elsewhere in the country. While impressive in terms of forecasted increase, the number of airport operations at the four area commercial airports is relatively low compared to that in other regions where the Navy also has interests.

When comparing available airspace published use times (capacity) with actual usage data there is a capability to double airspace usage.

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location¹), indicate how many hours per year are required for each user to maintain readiness?

¹ include RON/domestic deployment training

NOTE 3 - Assumes four military controllers, four hours per day, three days per week, at a rough cost of approximately \$25.00 per hour for 52 weeks per year.

B. Construction of a parallel runway 7/25 at Ault Field. Would allow simultaneous operation of instrument approaches and VFR traffic, FCLPs and normal ops, and provide additional runway in case of a fouled deck. Cost is approx \$72 million based upon a 1968 WESTNAVFACENGCOM study adjusted to 1994 dollars by increasing cost by 5% per year, compounded.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

No significant factors.

12h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

Overall, the conditions in the Pacific Northwest are conducive to expanding the Navy's presence and, thus supporting currently identified operational requirement over the long term. Existing special use airspace is capable of absorbing additional operations. Because the region contains few major population centers, the airports and supporting airway system are less limiting to the Navy's operational requirements than those typically found elsewhere in the country. While impressive in terms of forecasted increase, the number of airport operations at the four area commercial airports is relatively low compared to that in other regions where the Navy also has interests.

When comparing available airspace published use times (capacity) with actual usage data there is a capability to double airspace usage.

Ground Training Facility	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
Small Arms	NAS/0	Small Arms Training	46252	NAS Security	Small Arms Training	1536
VA-128F/Hgr 6	NAS/0	Aircrew Trng/FRAMP	30679	VA-128	A-6 FRS	8425
Medium Attack Trainer, 2593	NAS/0	Operational Trainer	09522	VA-128	A-6 Flight Simulator	6962
Flt Simulator 2738	NAS/0	Operational Trainer	09522	VA-128	A-6 Flight Simulator	3640
Aviation Academic Trng Bldg 2740	NAS/0	Aircrew Academic Training	09522	VA-128	A-6 FRS Computer based trng	2300
Crescent Harbor Water Training area	NAS/0	Specialized Applied Instruction	55569	EODMU-11	Dive Training	403
Seaplane Base Survival Area	NAS/0	Practice Training	55569	EODMU-11	Drills	1616
Combat Conditioning, bldg 419	NAS/0	U/W equip fan/PT/Pers screening	66097	EODMU-11	Water Training	212
Pistol Range	NAS/0	Weapons Training	00620	EODMU-11 CAWP, CVWP, CPW-10	Combat Pistol Training	384
Rifle Ranges	NAS/0	Weapons Training	00620	EODMU-11	Sniper Training	384
OLF Coupeville	Cpv/11	EOD Practical Trng	00620	EODMU-11	EOD Specific Drills	192
U/W Demolition Indian Island	Indian Isl/30	U/W Demolition & Methods	32013	EODMU-11	Underwater EOD Training	96
U/W Sonar & compass range	NAS/0	U/W Tools & Methods	55569	EODMU-11	Underwater Ordnance Trng	408
Demolition range	NAS/0	Demolition Training	55569	EODMU-11	Demolition Techniques	408
Fire School bldg 2648	NAS/0	Firefighting	00620	NAS	Shipboard Aircraft Firefighting	37100
Yakima Firing Center	Yakima/250	LIC	W68P9X	EODMU-11	Demolition, Weapons, Survival, Land Navigation	200
Ft Lewis	FtLewis/150	LIC	W68EJQ	EODMU-11	Demolition, Weapons, Survival, Land Nav, Battle Drills, Patrolling	200
MAWS	NAS/0	Air Weapons	A67AO	EODMU-11	Flight Deck Wpns System	48
Maylor Point	NAS/0	EOD Practical	55569	EODMU-11	EOD specific drills	192
USCG Seattle	Seattle/75	U/W Ordnance	55569	EODMU-11	Limpet Training	612
NAMTRA Hangar 5	NAS/0	Aircraft Labs	66058	NAMTRAGRUDET	EA6B Aircraft Labs	2268
NAMTRA Hangar 6	NAS/0	Aircraft Labs/ Student Affairs	66058	NAMTRAGRUDET	A6E Aircraft Labs	2268
NAMTRA Bldg 976	NAS/0	Specialized Applied Instruction	66058	NAMTRAGRUDET	A-6, EA-6, P3 Org and Inst. Maintenance - 2M	2268

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13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location¹), indicate how many hours per year are required for each user to maintain readiness?

¹ include RON/domestic deployment training

Ground Training Facility	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
Small Arms	NAS/0	Small Arms Training	46252	NAS Security	Small Arms Training	1536
VA-128F/Hgr 6	NAS/0	Aircrew Trng/FRAMP	30679	VA-128	A-6 FRS	8425
Medium Attack Trainer, 2593	NAS/0	Operational Trainer	09522	VA-128	A-6 Flight Simulator	6962
Flt Simulator 2738	NAS/0	Operational Trainer	09522	VA-128	A-6 Flight Simulator	3640
Aviation Academic Trng Bldg 2740	NAS/0	Aircrew Academic Training	09522	VA-128	A-6 FRS Computer based trng	2300
Crescent Harbor Water Training area	NAS/0	Specialized Applied Instruction	55569	EODMU-11	Dive Training	403
Seaplane Base Survival Area	NAS/0	Practice Training	55569	EODMU-11	Drills	1616
Combat Conditioning, bldg 419	NAS/0	U/W equip fam/PT/ Pers screening	66097	EODMU-11	Water Training	212
Pistol Range	NAS/0	Weapons Training	00620	EODMU-11	Combat Pistol Training	384
Rifle Ranges	NAS/0	Weapons Training	00620	EODMU-11	Sniper Training	384
OLF Coupeville	Cpv/11	EOD Practical Trng	00620	EODMU-11	EOD Specific Drills	192
U/W Demolition Indian Island	Indian Isl/30	U/W Demolition & Methods	52013	EODMU-11	Underwater EOD Training	96
U/W Sonar & compass range	NAS/0	U/W Tools & Methods	55569	EODMU-11	Underwater Ordnance Trng	408
Demolition range	NAS/0	Demolition Training	55569	EODMU-11	Demolition Techniques	408
Fire School bldg 2648	NAS/0	Firefighting	00620	NAS	Shipboard Aircraft Firefighting	37100
Yakima Firing Center	Yakima/250	LIC	W68P9X	EODMU-11	Demolition, Weapons, Survival, Land Navigation	200
Ft Lewis	FtLewis/150	LIC	W68EJQ	EODMU-11	Demolition, Weapons, Survival, Land Nav, Battle Drills, Patrolling	200
MAWS	NAS/0	Air Weapons	A67AO	EODMU-11	Flight Deck Wpns System	48
Maylor Point	NAS/0	EOD Practical	55569	EODMU-11	EOD specific drills	192
USCG Seattle	Seattle/75	U/W Ordnance	55569	EODMU-11	Limpet Training	612
NAMTRA Hangar 5	NAS/0	Aircraft Labs	66058	NAMTRAGRUDET	EA6B Aircraft Labs	2268

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CBU-417, bldg 417	NAS/0	Ops & Const Support	66925	CBU-417	Contingency Ops (Flt Hosp & Disaster Recovery),military	2288
Flt Simulator, bldg 2738	NAS/0	Initial & refresher NATOPS, Wps system, & tactics training	55627	CVWP	Initial & refresher NATOPS, weapons system, & tactics trng	9700
NAS Fallon Range	NAS Fal- lon/800	Airwing integrated tactics training	55627	CVWP CAWP	Initial, refresher & airwing tactics training	1000
Combat Condition- ing Tank bldg419	NAS/0	Combat trng/flight physiology	66097	NAVHOSP	Water survival	640
Aviation Physio- logy, bldg 2758	NAS/0	Aviation Physiology Training	66096	NAVHOSP	Aviation Physiology	640
MAWSPAC/Hgr 5	NAS/0	Ordnance/Maint Trng	46740	MAWSPAC	Aircrew maintenance	2400
EODMU-17,bldg 20	NAS/0	Specialized applied instruction	47150	EODMU-17	Diver,explosive driver,wpns, demolition,sonar,small boat coxswain,global posiuning	464
Combat Condition- ing Tank,bldg418	NAS/0	Water Survival Skills	66097	EODMU-17	Diver Training Practical	48
Small Arms Range Bldg. 2580	NAS/0	Small Arms Training	46252	EODMU-17	Small Arms Training	64
FASO/bldg. 126	NAS/0	Microcomputer	66058	FASO	Application	3006
FASO/bldg. 126	NAS/0	Aviation Maint Management	66058	FASO	Aviation Maintenance Management	4952
Combat Condition- ing Tank,bldg 419	NAS/0	Combat Training/ flight physiology	66097	NAVHOSP	Rescue swimmer training/ water survival	600
Nanoose Range	NAS/80	Torpedo launch & recovery	00620	NAS	Torpedo and/or external load recovery & torpedo launching	200
Survival Area, Crescent Harbor	NAS/05	SAR system checks	00620	NAS	SAR training - mountain & open ocean	350
Lake Hancock Range	NAS/15	SAR training	00620	NAS	Alternate training site SAR crew	350
Flt safety international	Wichita KS/1250	NATOPS proficiency	00620	NAS	NATOPS recurrent training	320
P3 training bldg 2542	NAS/0	Operational trainer	55165	CPW-10	Operational trainer	12216
Admiralty Inlet Mining Range	NAS/18	Mining/bombing	00620	CPW-10	Crew certification	22

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Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UTC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
NAMTRA Hangar 6	NAS/0	Aircraft Labs/ Student Affairs	66058	NAMTRAGRUDET	A6E Aircraft Labs	2268
NAMTRA Bldg 976	NAS/0	Specialized Applied Instruction	66058	NAMTRAGRUDET	A-6, EA-6, P3 Org and Inst. Maintenance - 2M	2268
CBU-417, bldg 417	NAS/0	Ops & Const Support	66925	CBU-417	Contingency Ops (Flt Hosp & Disaster Recovery),military	2288
Flt Simulator, bldg 2738	NAS/O	Initial & refresher NATOPS, Wps system, & tactics training	55627	CVWP	Initial & refresher NATOPS, weapons system, & tactics trng	9700
NAS Fallon Range	NAS Fal-lon/800	Airwing integrated tactics training	55627	CVWP	Initial, refresher & airwing tactics training	1000
Combat Conditioning Tank bldg419	NAS/0	Combat trng/flight physiology	66097	NAVHOSP	Water survival	640
Aviation Physiology, bldg 2758	NAS/0	Aviation Physiology Training	66096	NAVHOSP	Aviation Physiology	640
MAWPAC/Hgr 5	NAS/0	Ordance/Maint Trng	46740	MAWPAC	Aircrew maintenance	2400
EODMU-17,bldg 20	NAS/0	Specialized applied instruction	47150	EODMU-17	Diver,explosive driver,wpons, demolition,sonar,small boat coxswain,global positioning	464
Combat Conditioning Tank,bldg418	NAS/0	Water Survival Skills	66097	EODMU-17	Diver Training Practical	48
Small Arms Range Bldg. 2580	NAS/0	Small Arms Training	46252	EODMU-17	Small Arms Training	64
FASO/bldg. 126	NAS/0	Microcomputer	66058	FASO	Application	3006
FASO/bldg. 126	NAS/0	Aviation Maint Management	66058	FASO	Aviation Maintenance Management	4952
Combat Conditioning Tank,bldg 419	NAS/0	Combat Training/ flight physiology	66097	NAVHOSP	Rescue swimmer training/ water survival	600
Nanoose Range	NAS/80	Torpedo launch & recovery	00620	NAS	Torpedo and/or external load recovery & torpedo launching	200
Survival Area, Crescent Harbor	NAS/05	SAR system checks	00620	NAS	SAR training - mountain & open ocean	350
Lake Hancock Range	NAS/15	SAR training	00620	NAS	Alternate training site SAR crew	350
Flt safety international	Wichita KS/1250	NATOPS proficiency	00620	NAS	NATOPS recurrent training	320
P3 training bldg 2542	NAS/0	Operational trainer	55165	CPW-10	Operational trainer	12216
Admiralty Inlet Mining Range	NAS/18	Mining/bombing	00620	CPW-10	Crew certification	22

China Lake Range	China Lake, CA/755	Air-to-ground weapons, EW threat simulation	68937	CAWP	Intermediate - Advanced EW training, carrier-based strikes, live-fire air-to-ground	50
El Centro	El Centro, CA/1050	FRS VISWEPS Dets	62974	CAWP	Basic strike warfare training	750
Camp Pendleton	Oceanside, CA/950	Amphibious assault support	00681	CAWP	Tactical training support	50
Pacific missile test center and Santa Rosa Island mining range	Los Angeles, CA/875	T and E for airborne launched weapons/combat systems	68936	CAWP	Intermediate-advanced AAW/ASUW and mine warfare	75
Boardman bombing range	Boardman, OR/197	Air-to-ground bombing and gunnery	00620	CAWP	Crew certifications/proficiency	1760
Southern California Offshore Range (Score)	Southern CA/950	CVBG Ops	09528	CAWP, CVWP CPW-10	Primary-intermediate training in AAW, ASUW, ASW, EW, and Amphibious warfare	14,500

13b. For each **ground/water training facility/range/training area** listed above, complete the following table:

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized ¹
					# Hours	# Hours
Small Arms Trainer bldg 2580	NAS/0	Small Arms Training	46252	1991	1536	1520
				1992	1808	1768
				1993	1536	1536
Trainer 2740	NAS/0	A-6 FRS	09522	1991	2132	2046
				1992	2201	2113
				1993	2289	2197
Medium Attack Trainer 2593	NAS/0	A-6 FRS/ft fleet simulator	09522	1991	8876	7810
				1992	6976	6121
				1993	5036	4464
VA128 Hgr 6	NAS/0	A-6 Maint	30679	1991	8425	8425
				1992	8425	8425
				1993	8425	8425

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized ¹
					# Hours	# Hours
Flight Simulator bldg 2738	NAS/0	A-6 FRS Simulator	09522	1991	N/A	N/A
				1992	N/A	N/A
				1993	1060	502
Crescent Harbor Water training area	NAS/0	Specialized Applied Training	55569	1991	40	
				1992	134	
				1993	403	
Seaplane Base Survival area	NAS/0	EOD Practical Training	55569	1991	100	
				1992	1000	
				1993	1616	
Combat Conditioning Tank bldg 419	NAS/0	U/W Equip Fam/PT/Pers Screening	66097	1991	30	
				1992	141	
				1993	212	
Pistol Range	NAS/0	Weapons Training	00620	1991	0	
				1992	80	
				1993	384	
Rifle Range	NAS/0	Weapons Training	00620	1991	0	
				1992	80	
				1993	384	
OLF Coupeville	OLF/11	EOD Practical Training	00620	1991	0	
				1992	0	
				1993	0	
U/W Demolition Area Indian Is	Indian Island/30	U/W Demolition and Methods	32013	1991	240	
				1992	92	
				1993	40	

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized ¹
					# Hours	# Hours
U/W Sonar & Compass range	NAS/0	U/W Tools & Methods	55569	1991	0	
				1992	130	
				1993	278	
Demo Range	NAS/0	Demolition Training	55569	1991	0	
				1992	0	
				1993	0	
Yakima Firing Center	Yakima/250	LIC		1991	0	
				1992	50	
				1993	200	
MAWS	NAS/0	Air Weapons	46740	1991	0	
				1992	0	
				1993	0	
Maylor Point	NAS/0	EOD Practical	55569	1991	0	
				1992	64	
				1993	192	
USCG Seattle	Seattle/75	U/W. Ordnance	55569	1991	0	
				1992	0	
				1993	0	
NAMTRA	NAS/0	Specialized Applied Instruction	66058	1991	2268	2268
				1992	2268	2268
				1993	2268	2268
Flight Simulator bldg 2738	NAS/0	Initial and refresher NATOPS, Wps system, and tactics	55627	1991	9960	8194
				1992	11060	8994
				1993	12240	9699

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized ¹
					# Hours	# Hours
Aviation Physiology	NAS/0	Physiology Training	66097	1991	768	744
				1992	648	624
				1993	584	544
Combat Conditioning Tank	NAS/0	Water Survival Training	66097	1991	744	712
				1992	624	584
				1993	552	512
MAWSPAC	NAS/0	Aircrew	46740	1991	112320	112320
				1992	122880	122880
				1993	72960	72960
MAWSPAC	NAS/0	Maintenance	1991	1991	31160	31160
				1992	27400	27400
				1993	25400	25400
EODMU-17	NAS/0	Specialized Applied Instruction	47150	1991	16	16
				1992	432	432
				1993	432	432
Combat Conditioning Tank	NAS/0	Diver Practical Training	66097	1991	0	0
				1992	48	48
				1993	48	48
Small Arms Range	NAS/0	Small Arms Training	46252	1991	0	0
				1992	12	12
				1993	24	24
FASO bldg 126	NAS/0	Microcomputer	66058	1991	11136	11268
				1992	11136	11304
				1993	18048	17976

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized ¹
					# Hours	# Hours
FASO bldg 126	NAS/0	Aviation Maintenance Management	66058	1991	55488	34980
				1992	57696	35580
				1993	59424	35864
Boardman Bombing Range	Boardman OR/197	Air-to-ground bombing	00620	1991	2441	2123
				1992	1806	1665
				1993	1672	1386
NAVAIRES bldg 2739	NAS/0	Admin/Classrooms	00621	1991	576	576
				1992	576	576
				1993	576	576
Reserve P3 Trainer bldg 2542	NAS/0	Weapons Systems Trainer	54004	1991	460	436
				1992	460	435
				1993	596	568

¹ For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% canceled due to weather; 10% canceled for unscheduled range maintenance, etc.).

For flight training areas approximately one fourth of the difference between scheduled and utilized times was due to weather below minimal syllabus requirements in the operating area. The remainder is due to aircraft availability.

For ground training facilities no specific data is available but it is assumed that the majority of the difference between scheduled and utilized times was due to scheduling conflicts. For outdoor ground training facilities, such as the Small Arms Training Range it is assumed that 10% loss was due to weather. In the case of aircraft trainers, vast majority of loss due to cancellations/no shows.

13c. Assuming that the ground training facility/range/training areas are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional capacity** (beyond scheduled) could be gained? Provide details and assumptions for all calculations.

Scheduled hours listed in item 13b. above do not reflect maximum capacity. Capacity could increase to 8760 hours (24 hours/day x 7 days/wk x 52 weeks/yr) with additional personnel.

In the case of the Fire School, capacity can easily be doubled. Currently, classes are scheduled once per week - can be increased to twice a week, if required.

13d. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional capacity** would be realized? Provide cost and details of all additional capacity calculations.

BRAC MILCON P-605, Flight Simulator Building Addition (\$4,350,000/16,490 SF) project for (2) 2F87F P3C Cockpit Trainers, (1) 14B40A RADAR/MAD/ESM Operator Trainer, and (1) 14B53A Acoustics Trainer. MILCON P-124 upgrades Fire School Burn Pad facilities.

13e. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

MILCON Project P-513, Combat Conditioning Tank (\$3,500,000/21,100 SF) provides for 9D5 Helo Dunker, multiplace underwater egress training for overwater flight certification.

For Building 2740, Aircrew Academic Training Building: add a second Night Carrier Landing Trainer (NCLT). Cost unknown. Would double current capacity which is limited by one NCLT.

13f. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., zoning restrictions, lack of available space, etc.).

No significant limiting factors.

14a. By facility Category Code Number (CCN), provide the usage requirements for each course of instruction required for all formal schools on your installation. Do not include requirements for maintaining unit readiness, GMT, sexual harassment, etc. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
FASO bldg 126	Microcomputer	Application	912	25	22800	1050	30	31500
FASO bldg 126	Aviation Maintenance Management	Lecture/lab	1428	72	102816	1522	82	128904
NAMTRAGRUDET	A6/EA6/P3 Orgt Int Maintenance - 2M	Specialized Applied Instruction	2250	See Note				

Note: Unable to provide data on each class. Total class utilization for FY93 and current throughput for FY94 is:

FY	Scheduled	Taught	Utilization
93	2400	2250	94%
94 (thru 30Mar94)	1265	1012	80%

CCN: 179-45

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Fire School bldg 2648	Shipboard Aircraft FF Course	Aircraft Firefighting	2500	14	35000	3500	14	49000
Fire School bldg 2648	Air capable Ship Helo FF Team Training	Helo Firefighting	300	7	2100	500	7	3500

CCN: 179-50

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
CAAC bldg 103	Drug/Alcohol Rehabilitation	Level II Treatment	48	120	5760	88	120	10560

A = Students per year

B = Number of hours each student spends in this training facility for the type of training received

C = A X B

14b. By Category Code Number (CCN), complete the following table for all **training facilities** aboard the installation. Include all 171-xx, 179-xx CCN's.

For example: In the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Academic classrooms, bldg 13	5	235	1,063,140 ³
Academic classrooms bldg 126	8	225	396,000 ⁴
Academic classroom, bldg 20	1	60	11,520 ⁵

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Aircrew Academic, bldg 2740		204	477,400
Small Arms, bldg 2580	1	30	69,600
CBU-417, bldg 22	1	60	121,440 ⁶
Medium Attack Wing, bldg 386	5	180	432,000
NAMTRAGRUDET, bldg 386	3	36	81,648 ⁷
NAMTRAGRUDET, bldg 410	6	66	149,668 ⁸
NAMTRAGRUDET, bldg 976	96	768	1,741,824 ⁹
FASO, bldg 126	2	12	24,192
FASO, bldg 126	8	90	181,440
CVWP, Hangar 5	8	110	162,200

CCN: 171-15

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Reserve Training, bldg. 2739	1	322	1,555,260 ¹⁰

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
P3 Trainer (Reserve), bldg. 2542	1	5	10,400 ¹¹
Flight Simulator, bldg 2738	3	10	40,800

CCN: 179-45

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Fire School Burn Pad, bldg. 2648	1	70	168,000 ¹²

CCN: 179-50

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
CAAC, bldg 103	1	24	44,160

CCN: 179-55

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
Combat Conditioning Tank	15	15	11,700 ¹³

¹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

² Capacity determined as shown in footnotes 3 through 12.

³ 235 students x 14.5 hrs/day x 312 days.

⁴ 225 students x 8 hrs/day x 220 days.

⁵ 60 students x 8 hrs/day x 24 days.

⁶ 60 students x 8 hrs/day x 253 days.

⁷ 36 students x 9 hrs/day x 252 days.

⁸ 66 students x 9 hrs/day x 252 days.

⁹ 768 students x 9 hrs/day x 252 days.

¹⁰ 322 students x 15 hrs/day x 322 days.

¹¹ 5 students x 10 hrs/day x 208 days.

¹² 70 students x 8 hrs/day x 300 days.

¹³ 15 students x 3 hrs/day x 260 days.

14c. Assuming that the ground school training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

Scheduled hours listed in item 14b. above do not reflect maximum capacity. Capacity could increase to 8760 hours (24 hours/day x 7 days/wk x 52 weeks/yr) with additional personnel.

In the case of the Fire School, capacity can easily be doubled. Currently, classes are scheduled once per week - can be increased to twice a week, if required.

In the case of FASO, bldg. 126, additional capacity can be attained by dividing the training department into two shifts effectively increasing student throughput.

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome.

No significant limiting factors.

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate facilities in terms of square feet and number of students.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N00621	17115	NAVAIRES	14,610	322					14,610	322
N66925	17120	CBU-417	36,227	60					36,227	60
N0345A	17120	FASO APPLIED INST	19,612	102					19,612	102
N66058	17120	NAMTRAGRUDET	1,988	36					1,988	36
N46740	17120	MED ATTACK WEAP SCHOOL	26,405	180					26,405	180
N66058	17120	NAMTRAGRUDET	9,740	66					9,740	66
N66058	17120	NAMTRAGRUDET	86,330	768					86,330	768
N00620	17120	SMALL ARMS	1,728	30					1,728	30
N55628	17120	AIRCREW ACD	9,224	204					9,224	204
N66097	17120	AV PHYS TRNG	12,653	12					12,653	12
N55627	17135	AV SPEC OP TRNG	5,012	22					5,012	22
N61339	17135	NTSC	3,114	0					3,114	0
N00621	17135	P3TRNR	960	5					960	5
N55627	17135	MED ATK TRNR	15,801	1					15,801	1
N55628	17135	MED ATK TRNR	8,284	1					8,284	1
^{UIC} N55628	17135	FLIGHT SIM	14,798	10					14,798	10
N0345A	17145	MOCKUP TRNG	2,384	12					2,384	12
N00620	17940	SMALL ARM TRNG	1 EA	18					1 EA	18
N00620	17940	RIFLE RANGE	1 EA	10					1 EA	10
N00620	17945	CRASH TRNG					1 EA	63	1 EA	63
N00620	17945	BURN PAD					1 EA	70	1 EA	70
N00620	17950	DRUG TRNG CRS	1 EA	24					1 EA	24
N66097	17955	COMBAT COND TANK			1 EA	15			1 EA	15

46 R (3 AUG 74)

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate facilities in terms of square feet and number of students.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N00621	17115	NAVAIRES	14,610	322					14,610	322
N66925	17120	CBU-417	36,227	60					36,227	60
N0345A	17120	FASO APPLIED INST	19,612	102					19,612	102
N66058	17120	NAMTRAGRUDET	1,988	36					1,988	36
N46740	17120	MED ATTACK WEAP SCHOOL	26,405	180					26,405	180
N66058	17120	NAMTRAGRUDET	9,740	66					9,740	66
N66058	17120	NAMTRAGRUDET	86,330	768					86,330	768
N00620	17120	SMALL ARMS	1,728	30					1,728	30
N55628	17120	AIRCREW ACD	9,224	204					9,224	204
N66097	17120	AV PHYS TRNG	12,653	12					12,653	12
N55627	17135	AV SPEC OP TRNG	5,012	22					5,012	22
N61339	17135	NTSC	3,114	0					3,114	0
N00621	17135	P3TRNR	960	5					960	5
N55627	17135	MED ATK TRNR	15,801	1					15,801	1
N55628	17135	MED ATK TRNR	8,284	1					8,284	1
N55628	17135	FLIGHT SIM	14,798	10					14,798	10
N0345A	17145	MOCKUP TRNG	2,384	12					2,384	12
N00620	17940	SMALL ARM TRNG	1 EA	18					1 EA	18
N00620	17940	RIFLE RANGE	1 EA	10					1 EA	10
N00620	17945	CRASH TRNG	1 EA	63					1 EA	63
N00620	17945	BURN PAD	1 EA	70					1 EA	70
N00620	17950	DRUG TRNG CRS	1 EA	24					1 EA	24
N66097	17955	COMBAT COND TANK	1 EA	15					1 EA	15

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In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

Crash Training is inadequate due to total obsolescence and design criteria of pollution abatement. Burn Pad is inadequate due to design criteria of pollution abatement. MILCON P-124 will construct a 100' diameter firefighting training pit. Existing facilities cannot be repaired to meet new environmental requirements due to contaminated soil.

(R)

Combat Conditioning Tank repairs are needed for locker room vents, leaky roof, pool lights, cracks in pool concrete, clogged drains, and drainage. NASW Station Project S-009-93 is scheduled to provide for needed repairs.

(R)

15a. For each Pier/Wharf at your facility list the following structural characteristics. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/Wharf & Age ¹	CCN ²	Moor Length (ft)	Design Dredge Depth ³ (ft) (MLLW)	Slip Width ⁴ (ft)	Pier Width ⁵ (ft)	CIA/Security Area? (Y/N) ⁶	ESQD Limit ⁷	# Days OOS for maint.
FUEL 992 (1967/27 yrs)	151-40	181'	12'	N/A	82	YES SEC. GATE/FENCE	NO	6
FINGER 479 (1942/51 yrs)	151-20	540'	30'	N/A	50	NO	NO	0

(R)

¹Original age and footnote a list of MILCON improvements in the past 10 years.

²Use NAVFAC P-80 for category code number.

³Comment if unable to maintain design dredge depth

⁴Water distance between adjacent finger piers.

⁵Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.

⁶Describe the additional controls for the pier.

⁷Net explosive weight. List all ESQD waivers that are in effect with expiration date.

47R (3 AUG-94)

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

SHIP BERTHING CAPACITY

15a. For each Pier/Wharf at your facility list the following **structural characteristics**. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/Wharf & Age ¹	CCN ²	Moor Length (ft)	Design Dredge Depth ³ (ft) (MLLW)	Slip Width ⁴ (ft)	Pier Width ⁵ (ft)	CIA/Security Area? (Y/N) ⁶	ESQD Limit ⁷	# Days OOS for maint.
FUEL 992 (1967/27 yrs)	151-40	160'	12'	N/A	82	YES SEC. GATE/ FENCE	NO	6
FINGER 479 (1942/51 yrs)	151-20	540'	30'	N/A	50	NO	NO	0

¹Original age and footnote a list of MILCON improvements in the past 10 years.

²Use NAVFAC P-80 for category code number.

³Comment if unable to maintain design dredge depth

⁴Water distance between adjacent finger piers.

⁵Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.

⁶Describe the additional controls for the pier.

⁷Net explosive weight. List all ESQD waivers that are in effect with expiration date.

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15b. For each Pier/Wharf at your facility list the following ship support characteristics:

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
992 FUEL PIER	N	120/208V 150KVA	NA	NA	NA	NA	NA	CAMEL LOGS
479 FINGER PIER	N	120/208V 150KVA	NA	NA	NA	NA	NA	NONE

¹List only permanently installed facilities.

²Indicate if the steam is certified steam.

³Describe any permanent fendering arrangement limits on ship berthing.

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading ¹	Ship Berthing Capacity	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
B992 FUEL PIER	NONE	<u>181'</u>	NONE	NONE
B479 FINGER PIER	NONE	<u>1060'</u>	NONE	NONE

(R)

(R)

¹Typical pier loading by ship class with current facility ship loading.

²List 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.

³List 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.

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

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
992 FUEL PIER	N	120/208V 150KVA	NA	NA	NA	NA	NA	CAMEL LOGS
479 FINGER PIER	N	120/208V 150KVA	NA	NA	NA	NA	NA	NONE

¹List only permanently installed facilities.

²Indicate if the steam is certified steam.

³Describe any permanent fendering arrangement limits on ship berthing.

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading ¹	Ship Berthing Capacity	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
B992 FUEL PIER	NONE	230'	NONE	NONE
B479 FINGER PIER	NONE	500'	NONE	NONE

¹Typical pier loading by ship class with current facility ship loading.

²List 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.

³List 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.

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15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading ¹	Ship Berthing Capacity	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
B992 FUEL PIER	NONE	<u>181'</u>	NONE	NONE
B479 FINGER PIER	NONE	<u>1060'</u>	NONE	NONE

(R)

(R)

¹Typical pier loading by ship class with current facility ship loading.

²List 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.

³List 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.

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Temporary berthing available. Water and holding tank discharge available.

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

NONE

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

MILCON P-055, Waterfront operations. NAS Whidbey Island is set up to handle transient ships and barges only. Development of cold iron ship berthing capability is limited only by the amount of money willing to be spent.

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

Both piers are wooden structures. The fuel pier (992) is in good condition. The finger pier has moderate marine borer damage and a load limit has been imposed. Live load weight on pier is limited to pedestrian traffic only.

49R (3 AUG 94)

15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading ¹	Ship Berthing Capacity	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
B992 FUEL PIER	NONE	230'	NONE	NONE
B479 FINGER PIER	NONE	500'	NONE	NONE

¹Typical pier loading by ship class with current facility ship loading.

²List 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.

³List 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.

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Temporary berthing available. Water and holding tank discharge available.

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

NONE

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

MILCON P-055, Waterfront operations. NAS Whidbey Island is set up to handle transient ships and barges only. Development of cold iron ship berthing capability is limited only by the amount of money willing to be spent.

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

Both piers are wooden structures. The fuel pier (992) is in good condition. The finger pier has moderate marine borer damage and a load limit has been imposed. Live load weight on pier is limited to pedestrian traffic only.

FACILITIES

16a. Using the types (and mix) of aircraft currently stationed at your installation, project the additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be based and parked on your **current parking aprons**.

Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
P-3C	30	0 (NOTE 1)	0 (NOTE 1)	0 (NOTE 1)	0 (NOTE 1)
UC-12B	2	0	0	0	0
UH-3H	3	0	0	0	0
TC-4C	4	0	0	0	0
C-9	2	0	0	0	0
A-6 (Note 2)	47 (NOTE 2)	47	16	0	63
EA-6B (Note 2)	26 (NOTE 2)	26	9	0	35

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, parking angle, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces. Indicate if taxiway aprons are used in the projection.

NOTE 1: As A-6E VA squadrons drawdown there is additional capacity for P-3C VP/VQ squadrons.

NOTE 2: Aircraft parking based on NAVFAC criteria for minimum separation with wings spread.

NOTE 3: Some infrequently used taxiways may be used for surge parking capacity.

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16b. List current usage of parking apron area in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5, 6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001.

Parking Apron Location/ Designator	FY1994 Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40)						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
C-309		45,900					R
VP-69		183,240					R
VR-61		85,455					R
VA-128	617,076						R
VA-52	153,000						R
VA-165	214,200						R
VA-196	214,200						R
VAQ-129	290,700						R
VAQ-130	76,500						R
VAQ-131	76,500						R
VAQ-132	76,500						R
VAQ-134	61,200						R
VAQ-135	76,500						R
VAQ-137	76,500						R
VAQ-138	76,500						R
VAQ-139	61,200						R
VAQ-140	61,200						R
VAQ-141	76,500						R
VP-40	288,360						R
VP-46	256,320						R

SIR (3 AUG 94)

16b. List current usage of parking apron area in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5 ,6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001.

Parking Apron Location/ Designator	FY1994 Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40)						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
C-309		51,398					
VP-69		308,388					
VR-61		1,000					
VA-128	467,604						
VA-52	71,583						
VA-165	83,917						
VA-196	83,917						
VAQ-129	346,770						
VAQ-130	86,692						
VAQ-131	51,131						
VAQ-132	51,131						
VAQ-134	30,679						
VAQ-135	51,131						
VAQ-137	33,567						
VAQ-138	83,917						
VAQ-139	83,917						
VAQ-140	61,200						
VAQ-141	61,200						
VP-40	516,097	288,360					
VP-46	516,097						

Parking Apron Location/ Designator	FY1994 Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40)						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
VA-95	153,000						
SAR UH-3H			73,296				
UC-12B			28,080				
Column totals	2,905,956	314,595	101,376				3,321,927 ¹

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¹ Grand total

Parking Apron Location/ Designator	FY2001 Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40)						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
VR-51		85,455					
VP-69		183,240					
VP-40	288,360						
VP-46	256,320						
VQ-1	288,360						
VP-XX	288,360						
VP-XX	288,360						
VAQ-129	290,700						
VAQ-130	76,500						
VAQ-131	76,500						
VAQ-132	76,500						
VAQ-135	76,500						
VAQ-138	76,500						
VAQ-139	61,200						
VAQ-140	61,200						
VAQ-141	76,500						
SAR UH-3H			73,296				
UC-12B			28,080				
Column Totals	2,281,860	268,695	101,376				3,814,856 ¹

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¹ Grand total

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VA-95	102,262					
SAR UH-3H			73,296			
UC-12B			32,760			
Column totals	2,782,812	649,146	106,056			3,538,014 ¹

¹ Grand total

Parking Apron Location/ Designator	FY2001 Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40)					
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C
VR-61		1,000				
VP-69		308,388				
VP-40	516,097					
VP-46	516,097					
VQ-1	467,604					
VP XX	516,097					
VP XX	516,097					
VAQ-129	382,500					
VAQ-130	61,200					
VAQ-131	61,200					
VAQ-132	61,200					
VAQ-135	61,200					
VAQ-138	61,200					
VAQ-139	61,200					
VAQ-140	61,200					
VAQ-141	61,200					
Column totals	2,371,898	309,388				2,681,286 ¹

¹ Grand total

16c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional parking capacity** would be realized? Provide cost and details of all additional capacity calculations.

BRAC MILCON P-603, Aircraft Parking Apron Alterations (\$4,400,000) converts 91 A-6E aircraft parking spaces to 52 P-3C aircraft parking spaces.

16d. What additional projects could be added to provide parking space? At what estimated cost? Provide details and assumptions for all calculations.

The NAS Whidbey Island Master Plan, CNO approved 25 Jul 88, was developed to include Notional Air Wing which looked at major expansion. This included 7 Type I hangar modules and the aircraft parking apron to support the hangars. 288 acres exist to the west and north of the existing flight line.

16e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

No significant factors. The size of the air operations area at Ault Field has historically been constrained by the water on one side and poor soil on the other. These constraints have led to the misleading assumption that NAS Whidbey Island has limited growth potential. Planning analysis shows that there are six flight line growth alternatives. Expansion to the west is the preferred alternative. This option permits the construction of seven Type I hangar modules and parking for an additional 49 tactical jet aircraft. The hangars would be built in one continuous row. The aircraft parking apron would be added to the existing apron with minimal disruption to aircraft circulation and taxi lanes. Space at the end of the new apron would be available for the maintenance of ground support equipment. The entire new hangar complex would be close to aircraft maintenance training.

17a. List the hangars at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
1	WWII	1942	100' x 201'	27'	SAR hangar	38,501			38,501
5	Mirm r	1954	2)150' x 240'	40'	hangar	182,386	1,849		184,235
6	Bruns -wick	1957	2)169' x 242'	40'	hangar	191,852			191,852
7	II	1973	120'6" x 240	42'6"	hangar	53,542			53,542
8	I	1980	445'6" x 84'	28'	hangar	100,146			100,146
9	I	1984	212'8" x 94'8"	28'6"	hangar	41,212			41,212
10	I	1992	212'8" x 96'	28'6"	hangar	43,866			43,866
11	C9	1988	118' x 148'2"	36'	hangar	40,401			40,401
12	I	1989	298'8" x 90'	28'6"	hangar	56,500			56,500

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your BASEREP.

17b. For each hangar provide space allocation information listed in table below. Indicate if OPS/ADMIN space is in a non-contiguous building, Provide subtotal for each hangar.

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Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
1/WWII	SAR, Hgr 1, Mod A	4,201	4,201	10,685	N/A	73,296	yes
	VAQ-137, Hgr 1, Mod B	4,201	4,033	10,685	N/A	76,500	yes
TOTAL		8,402	8,234	21,370		149,796	

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
5/MIRMAR	VAQ-138, Hgr 5, Mod A	3,860	<u>4,729</u>	9,957	N/A	76,500	yes
	VAQ-138, Hgr 5, Mod B	3,860	<u>4,959</u>	9,956	N/A	76,500	yes
	VAQ-129, Hgr 5, Mod C	<u>24,413</u>	14,334	29,870	N/A	290,700	yes
	VAQ-129, Hgr 5, Mod D	3,740	<u>4,317</u>	9,956	N/A	76,500	yes
	VAQ-130, Hgr 5, Mod E	3,980	<u>4,729</u>	9,956	N/A	76,500	yes
TOTAL		<u>39,853</u>	<u>33,068</u>	69,695		596,700	

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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17b. For each hangar provide space allocation information listed in table below. Indicate if OPS/ADMIN space is in a non-contiguous building, Provide subtotal for each hangar.

Hangar #/ID/ Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec Pwr
I/WWII	SAR, Hgr 1, Mod A	4,201	4,201	10,685	N/A	120	yes
	VAQ-137, Hgr 1, Mod B	4,201	4,033	10,685	N/A	33,567	yes
TOTAL		8,402	8,234	21,370		33,687	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/ Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec Pwr
5/ MIRMAR	VAQ-138, Hgr 5, Mod A	3,860	5,404	9,957	N/A	83,917	yes
	VAQ-138, Hgr 5, Mod B	3,860	5,634	9,956	N/A	83,917	yes
	VAQ-129, Hgr 5, Mod C	24,957	14,334	29,870	N/A	346,770	yes
	VAQ-129, Hgr 5, Mod D	3,740	4,992	9,956	N/A	86,692	yes
	VAQ-130, Hgr 5, Mod E	3,980	5,404	9,956	N/A	86,692	yes
TOTAL		40,397	35,768	69,695		688,268	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
6/BRUNSWICK	VP-46, Hgr 6, Mod A	7,744	7,744	22,098	N/A	256,320	no
	VP-40, Hgr 6, Mod B	6,113	6,742	22,098	N/A	288,360	no
	VA-128, Hgr 6, Mod C	<u>22,671</u>	<u>20,677</u>	44,196	N/A	566,100	yes
	TC4C				N/A	50,976	yes
TOTAL		36,528	35,163	88,392		1,161,756	

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
7/II (res)	VP-69	11,594	9,878	30,992	N/A	183,240	yes
TOTAL		11,594	9,878	30,992		183,240	

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
8/I	VAQ-131, Hgr 8, Mod A	5,880	5,284	7,238	N/A	76,500	yes

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CHANGE 2

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Hangar #/ID/Type	SQD/Mod # Assignment ¹	Ops + Admin Spaces SF/Module	Maint Shops SF/Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/Module	SF	Elec Pwr
6/BRUNS-WICK	VP-46, Hgr 6, Mod A	7,744	7,744	22,098	N/A	516,097	no
	VP-40, Hgr 6, Mod B	6,113	6,742	22,098	N/A	516,097	no
	VA-128, Hrg 6, Mod C	23,893	21,564	44,196	N/A	467,604	yes
	TC4C				N/A	171,603	yes
TOTAL		37,893	36,050	88,392		1,671,401	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/Module	Maint Shops SF/Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/Module	SF	Elec Pwr
7/II (res)	VP-69	11,594	9,878	30,992	N/A	308,388	yes
TOTAL		11,594	9,878	30,992		308,388	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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CHANGE 2 *R*

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}			
					#/ Module	SF	Elec. Pwr.	
	VAQ-135, Hgr 8, Mod B	4,680	5,124	5,338	N/A	76,500	yes	<i>R</i>
	VAQ-140, Hgr 8, Mod C	5,081	5,069	5,338	N/A	61,200	yes	<i>R</i>
	VAQ-141, Hgr 8, Mod D	5,965	4,724	5,338	N/A	76,500	yes	<i>R</i>
	VA-95, Hgr 8, Mod E	5,124	7,708	17,970	N/A	153,000	yes	<i>R</i>
TOTAL		26,730	27,909	41,222		443,700		<i>R</i>

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}			
					#/ Module	SF	Ele c. Pw r.	
9/I	VA-165, Hgr 9, Mod A	4,817	4,507	10,322	N/A	214,200	yes	<i>R</i>
	VAQ-309, Hgr 9, Mod B	4,817	4,508	10,322	N/A	45,900	yes	<i>R</i>
TOTAL		9,634	9,015	20,644		260,100		<i>R</i>

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}			
					#/ Module	SF	Elec. Pwr.	
10/I	VA-52, Hgr 10, Mod A	5,293	4,619	12,535	N/A	153,000	yes	<i>R</i>

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CHANGE 2

Hangar #/ID/ Type	SQD/Mod # Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/ Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec Pwr
8/I	VAQ-131, Hgr 8, Mod A	5,880	5,284	7,238	N/A	51,131	yes
	VAQ-135, Hgr 8, Mod B	4,680	5,124	5,338	N/A	51,131	yes
	VAQ-140, Hgr 8, Mod C	5,081	5,069	5,338	N/A	51,131	yes
	VAQ-141, Hgr 8, Mod D	5,965	4,724	5,338	N/A	51,131	yes
	VA-95, Hgr 8, Mod E	5,124	7,708	17,970	N/A	102,626	yes
TOTAL	----	26,730	27,909	41,222	----	306,786	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/ Type	SQD/Mod # Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/ Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec Pwr
9/I	VA-165, Hgr 9, Mod A	4,817	4,507	10,322	N/A	256,990	yes
	VAQ-309, Hgr 9, Mod B	4,817	4,508	10,322	N/A	51,398	yes
TOTAL		9,634	9,015	20,644		308,388	

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CHANGE 2

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
	VAQ-134, Hgr 10, Mod B	4,347	4,008	8,451	N/A	61,200	yes
TOTAL		9,640	8,627	20,986		214,200	

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
11/C9 (res)	VR-61, Hgr 11	5,522	7,294	17,835	N/A	85,455	no
TOTAL		5,522	7,294	17,835		85,455	

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call.
(i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/ Type	SQD/Mod # Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec Pwr
10/I	VA-52, Hgr 10, Mod A	5,293	4,619	12,535	N/A	71,583	yes
	VAQ-134, Hgr 10, Mod B	4,347	4,008	8,451	N/A	30,679	yes
TOTAL		9,640	8,627	20,986		102,262	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call.
(i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

Hangar #/ID/ Type	SQD/Mod # Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec Pwr
11/C9 (res)	VR-61, Hgr 11	5,522	7,294	17,835	N/A	1,000	no
TOTAL		5,522	7,294	17,835		1,000	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call.
(i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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Hangar #/ID/Type	SQD/Mod# Assignment ¹	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/ Module	SF	Elec. Pwr.
12/1	Mod A	6,901	6,266	10,479	N/A	N/A	yes
	Mod B	6,637	6,888	17,199	N/A	N/A	yes
TOTAL		13,538	13,154	27,678		N/A	

R
R
R

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

17c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional hangar capacity** would be realized? Provide cost and details of all additional capacity calculations.

BRAC MILCON P-608, Hangar Conversion (\$4,460,000) converts (3) EA6B and (5) A6E hangar modules into (5) P3C hangar modules.

17d. What additional projects could be added to provide more hangar space? At what estimated cost? Provide details and assumptions for all calculations.

The NAS Whidbey Island Master Plan, CNO approved 25 Jul 88, was developed to include Notional Air Wing which looked at major expansion. This included 7 Type I hangar modules and the aircraft parking apron to support the hangars. 288 acres exist to the west and north of the existing flight line.

17e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, lack of expansion space, etc.).

No significant factors. Refer to response to item 16e.

17f. List all **squadrons/detachments** normally homeported at this air station that were deployed and **not assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Deployed Location
VAQ-139	5/EA-6B	USS CARL VINSON
VAQ-132	5/EA-6B	USS SARATOGA
VA-196	13/A-6	USS CARL VINSON

Hangar #/ID/Type	SQD/Mod # Assignment ¹	Ops + Admin Spaces SF/Module	Maint Shops SF/Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces ^{2,3}		
					#/Module	SF	Elec Pwr
12/I	Mod A	6,901	6,266	10,479	N/A	83,917	yes
	Mod B	6,637	6,888	17,199	N/A	83,917	yes
TOTAL		13,538	13,154	27,678		167,834	

¹ Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

² Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

³ Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

17c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional hangar capacity** would be realized? Provide cost and details of all additional capacity calculations.

BRAC MILCON P-608, Hangar Conversion (\$4,460,000) converts (3) EA6B and (5) A6E hangar modules into (5) P3C hangar modules.

17d. What additional projects could be added to provide more hangar space? At what estimated cost? Provide details and assumptions for all calculations.

The NAS Whidbey Island Master Plan, CNO approved 25 Jul 88, was developed to include Notional Air Wing which looked at major expansion. This included 7 Type I hangar modules and the aircraft parking apron to support the hangars. 288 acres exist to the west and north of the existing flight line.

17e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, lack of expansion space, etc.).

No significant factors. Refer to response to item 16e.

17f. List all **squadrons/detachments** normally homeported at this air station that were deployed and **not assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Deployed Location
VAQ-139	5/EA-6B	USS CARL VINSON
VAQ-132	5/EA-6B	USS SARATOGA
VA-196	13/A-6	USS CARL VINSON

17g. List all **squadrons/detachments** normally homeported at this air station that were deployed and **were assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
NONE		

17h. Using the types (and mix) of **aircraft** currently stationed at your installation, project the maximum additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be housed and maintained in **your current hangars**. Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Hangared	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
A-6E	51 (note 1)	0	0	51	51
EA-6B	28 (note 1)	0	0	28	28
P3-C	4	0 (note 2)	0 (note 2)	4	4
C-9	1	0	0	1	1
UC-12B	1	0	0	1	1
UH-3H	1	0	0	1	1
TC-4C	1	0	0	1	1

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

***NOTE 1: Aircraft parking based on NAVFAC Criteria for minimum separation with wings folded.**

***NOTE 2: P-3 capacity will increase as A-6 drawdown occurs.**

R

18. Do you have any of the following special use facilities at the Air Station?

██████████

CHGD
CNAP 9405

CCN	Type of Facility	In SF				Total	# of Units	Year Built
		Adequate	Substandard	Inadequate				
211-01	Aircraft Acoustical Enclosure	NONE				0	-	
211-02	Nose Hangar	NONE				0	-	
211-03	Corrosion Control Hangar	NONE				0	-	
211-75	Parachute/Survival Equipment Shop	8,988			8,988	1	1967	
*211-81	Engine Test Cell	165 2,885			3,050	2	1957 1971	
211-88	Power Check Pad with Sound Suppression	NONE				0	-	
211-89	Power Check Pad without Sound Suppression	2 EA	1 EA			3	1944 1963	
11-96	Maintenance, Aircraft Spares Storage	672 11,507			12,179	2	1957	
116-10	Airfield Washrack Pavement	2625 SY 1606 SY			<u>4231 SY</u>	3	1973 1973 1973	
116-15	Aircraft Rinse Facility	1710 SY			1710 SY	1	1978	
214-30	Refueling Vehicle Shop					0	-	
218-60	Aircraft Ground Support Equipment	9106 600			9706	2	1969 1969	

(R)

* 211-81 Engine Test Cell, P-032, Estimated 6000 SF, anticipated completion date--6 Jun 94

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your BASEREP.

61R (3 AUG 94)

18. Do you have any of the following **special use facilities** at the Air Station?

CHGD
CNAP 9405

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure	NONE				0	-
211-02	Nose Hangar	NONE				0	-
211-03	Corrosion Control Hangar	NONE				0	-
211-75	Parachute/Survival Equipment Shop	8,988			8,988	1	1967
*211-81	Engine Test Cell	165 2,885			3,050	2	1957 1971
211-88	Power Check Pad with Sound Suppression	NONE				0	-
211-89	Power Check Pad without Sound Suppression	2 EA	1 EA			3	1944 1963
211-96	Maintenance, Aircraft Spares Storage	672 11,507			12,179	2	1957
116-10	Airfield Washrack Pavement	2625 SY 1606 SY 1822 SY			6053 SY	3	1973 1973 1973
116-15	Aircraft Rinse Facility	1710 SY			1710 SY	1	1978
214-30	Refueling Vehicle Shop	NA				0	-
218-60	Aircraft Ground Support Equipment	9106 600			9706	2	1969 1969

* 211-81 Engine Test Cell, P-032, Estimated 6000 SF, anticipated completion date--6 Jun 94

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your BASEREP.

19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

R

ONE

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities.

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	19,602	5,625	0	25,277	2
121-10	Direct Fueling	OL/GM	SEE 20B	----	----	----	----
124-30	Fuel Storage	GA	3,148,000	<u>1,138,000</u>	0	<u>4,286,000</u>	<u>16</u>
421-xx	Ammunition Storage	CF/TONS	<u>38,590 CF</u>	<u>6,926 CF</u>	<u>79,814 CF</u>	<u>125,330 CF</u>	<u>49</u>
425-xx	Open Ammunition Storage	SF	0	0	0	0	0
113-20	Parking Aprons	SF	4,141,476	0	0	4,141,476	1
113-40	Access Aprons	SF	158,265	0	0	158,265	1
116-56	Combat Aircraft Ordnance Loading Area	SF	0	65,070	0	65,070	1
	Other						N/A

(R)
(R)

Current fuel storage supporting 110k gallons per day issue rate. Maximum capacity exceeds 260k per day.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified, describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

10 facilities are listed as inadequate due to:

(R)

A23 -- physical condition of exterior walls

D30 -- location/siting criteria (Building/Structure-total)

E29 -- nonexistent waterproofing

FAC # 437, 438, 440, 441, 442, 443, 444, 445 -- MILCON Project P-033

(unprogrammed) would correct most known deficiencies

62 R (3 AUG 94)

19a. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported with your present **AIMD/MALS facility**.

Aircraft Type	Current # of Aircraft	Additional # of Aircraft	Total
EA-6B	63	16	79
A-6	83	Note 1	Note 1
P-3	27	40	Note 1

Provide the **basis** (including source data) of your calculations in detail. Include limiting factors.

Limiting factor is manpower. If three fully billeted shifts were available at AIMD a 25 percent production increase could be realized.

Note 1 - Current phase out of A-6 aircraft would free-up AIMD manpower for P-3 support.

19b. Describe any aviation maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

FY94 average maintenance backlog is 3400 maintenance actions. Average turn around time is 11.2 days. Backlog time for an A-6/EA-6 avionics systems suffer excessive backlogs primarily due to overtasking of workstations and supply shortfalls on assets associated with common and peculiar automated test equipment sets. P-3C avionics support has excessive backlog primarily due to insufficient local labor and supply shortfalls.

19c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional maintenance capacity** would be realized? Provide cost and details of all additional capacity calculations.

BRAC MILCON P-612, Engine Maintenance Shop Addition (\$4,200,000/21,000SF) provides maintenance to support increased loading (Sole west coast J-52 engine support for EA-6B and sole west coast T-56 engine support for P-3). Maintenance capacity would be realized for Power Plants systems. As A-6 aircraft are phased out through FY97 existing and planned MILCON project can be reutilized for P-3 engine support.

BRAC MILCON P-600, Ground Support Equipment Facility (\$3,340,000/10,000 sf shop and 3,500 sf shed) to support P-3C requirements.

19d. What additional projects could be added to provide additional maintenance capacity? At what estimated cost? Provide details and assumptions for all calculations.

Need MILCON project for 18,000 SF of engine maintenance space to support ongoing mission after BRAC 93.

Need MILCON Project P-066 to provide for alterations to existing 9,700 sf of shop, 2,600 sf of additional shop, and 4,100 sf of additional shed to support ongoing mission after BRAC 93.

R

FAC # 37 due to: A30 -- physical condition of building (R
F23 -- total obsolescence/deterioration of exterior walls

FAC # 137 due to: A23 -- physical condition of exterior walls
E29 -- nonexistent waterproofing

63 AR (3 AUG 94)

19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

NONE

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities.

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	19,602	5,625	0	25,277	2
121-10	Direct Fueling	OL/GM	SEE 20B	----	----	----	----
124-30	Fuel Storage	GA	3,148,000	892,000	0	4,040,000	15
421-xx	Ammunition Storage	CF/TONS	24,190CF	3,623CF	34,952CF	62,774CF	45
425-xx	Open Ammunition Storage	SF	0	0	0	0	0
113-20	Parking Aprons	SF	4,141,476	0	0	4,141,476	1
113-40	Access Aprons	SF	158,265	0	0	158,265	1
116-56	Combat Aircraft Ordnance Loading Area	SF	0	65,070	0	65,070	1
	Other						N/A

Current fuel storage supporting 110k gallons per day issue rate. Maximum capacity exceeds 260k per day.

In accordance with NAFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified, describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

8 facilities listed as inadequate due to:

A23 -- physical condition of exterior walls

D30 -- location/siting criteria (Building/Structure-total)

E29 -- nonexistent waterproofing

FAC # 437, 438, 440, 441, 442, 443, 444, 445 -- MILCON Project P-033

(unprogrammed) would correct most known deficiencies

20b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

P-097 aircraft direct refueling facility planned for FY97 Defense Logistics Agency/Defense Fuel Supply Center (DLA/DFSC) fuel MILCON program at \$6.4 million dollars. Four additional refueling outlets and 30k gallons additional storage satisfy the requirement for direct refueling system to support Field Carrier Landing Practice (FCLP) operations and allow considerably less expensive refueling of P-3 squadrons.

BRAC MILCON P-603, Aircraft Parking Apron Alterations (\$4,400,000) converts 91 A-6E aircraft parking spaces to 52 P-3C aircraft parking spaces.

BRAC MILCON P-615, Sonobuoy Storage Facility (\$2,200,000/20,000SF), provides for the capability of storing 65,000 sonobuoys.

20c. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

Unprogrammed Defense Fuels MILCON Project P-097, Aircraft Direct Refueling Facility (\$6,400,000), will provide four aircraft direct refueling stations.

20d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., environmental restrictions, land areas, etc.).

NONE

21a. Indicate the **aviation support equipment storage** requirements for **FY1994** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equipment/Supplies stored
VAQ SQDNS		13,200	CCN 143-77 BLDG 2584 Electronic jammer pods
VA SQDNS	Limited		Buddy stores/drop tanks in immediate vicinity of assigned hangars.

R

21b. Indicate the aviation support equipment storage requirements for FY2001 by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equipment/Supplies stored
VAQ SQDNS		13,200	CCN 143-77 BLDG 2584 Electronic jammer pods
VP SQDNS	FY2001 REQUIREMENTS UNKNOWN		

21c. Utilizing the general supply storage category codes listed in the following table, provide the amount of space available, under your plant account, presently classified as adequate, substandard, and inadequate.

CCN	Facility Type	Ave Age	Unit Measure	Adequate	Substandard	Inadequate	Total	Comments
441-xx	General Supply Storage-Covered	35	SF	<u>87,939</u>	18,865	4000	<u>110,804</u>	DRMO BLDG 21,282 SF NOT INCLUDED
451-xx	General Supply Storage - Open	35	SF	<u>27,234</u>			27,234	<u>DRMO open storage of 67,752 SF not included.</u>

(R)

(R)

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

NOTES ON INADEQUATE FACILITIES

- A. Facility type: Flammable Storage.
- B. What makes it inadequate?: Location; ventilation/exhaust design, non-existent fire deterrent system.
- C. What use is being made of the facility?: Hazardous/Flammable Storehouse.
- D. What other use could be made of the facility?: General Storage.
- E. Cost to correct deficiencies: \$4,400,000
- F. Current improvement plans and programmed funding: Unprogrammed MILCON Project P-049 will replace current facilities.

NOTES ON SUBSTANDARD FACILITIES:

- A. Bldg. 219 (18865 SF) rated C-3 for lack of sprinkler system.

21b. Indicate the **aviation support equipment storage** requirements for **FY2001** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equipment/Supplies stored
VAQ SQDNS		13,200	CCN 143-77 BLDG 2584 Electronic jammer pods
VP SQDNS	FY2001 REQUIREMENTS UNKNOWN		

21c. Utilizing the **general supply storage** category codes listed in the following table, provide the amount of space available, under your plant account, presently classified as adequate, substandard, and inadequate.

CCN	Facility Type	Ave Age	Unit Measure	Adequate	Substandard	Inadequate	Total	Comments
441-xx	General Supply Storage-Covered	35	SF	89,775	18,865	4000	112,640	DRMO BLDG 21,282 SF NOT INCLUDED
451-xx	General Supply Storage - Open	35	SF	48,393			48,393	

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

NOTES ON INADEQUATE FACILITIES

- A. Facility type: Flammable Storage.
- B. What makes it inadequate?: Location; ventilation/exhaust design, non-existent fire deterrent system.
- C. What use is being made of the facility?: Hazardous/Flammable Storehouse.
- D. What other use could be made of the facility?: General Storage.
- E. Cost to correct deficiencies: \$4,400,000
- F. Current improvement plans and programmed funding: Unprogrammed MILCON Project P-049 will replace current facilities.

NOTES ON SUBSTANDARD FACILITIES:

- A. Bldg. 219 (18865 SF) rated C-3 for lack of sprinkler system.

21d. List off base storage areas utilized due to lack of sufficient storage facilities on station to support aviation support unit equipment/supplies storage needs. R

Squadron/Det	Storage: (O)pen or (C)overed	Laydown: SF	Location	Navy (O)wned or (L)eased
NONE				

22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
RDT & E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	115,173	18,865	4,000	138,038*
Hospital, Medical, Dental	500-xx	104,288	0	0	104,288
Administrative Facilities	600-xx	146,302	56,006	0	202,308
Utilities/Grounds Improvements	800-xx	136,925	2,469	0	139,394
	TOTAL	502,688	77,340	4000	584,028

*DRMO building not included. Building 26, Paint & Oil Issue (Stage C in use now), 4000SF listed as inadequate due to: D30-Location of building; C02-Design criteria for ventilation/exhaust; E05-Nonexistent fire deterrent system. MILCON Project P-049 (unprogrammed) would correct all deficiencies. Building could be used as general warehouse if new facility is built. Does not include the Ammunition Storage shown in 20a. in CF

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate, indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

66 R (3 AUG 94)

21d. List off base storage areas utilized due to lack of sufficient storage facilities on station to support aviation support unit equipment/supplies storage needs.

Squadron/Det	Storage: (O)pen or (C)overed	Laydown: SF	Location	Navy (O)wned or (L)eased
NONE				

22. In the following table, indicate the space and condition for each specific facility category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
Production Facilities	220-xx	0	0	0	0
RDT & E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	138,168	18,865	4,000	*161,003
Hospital, Medical, Dental	500-xx	104,288	0	0	104,288
Administrative Facilities	600-xx	146,302	56,006	0	202,308
Utilities/Grounds Improvements	800-xx	136,925	2,469	0	139,394
	TOTAL	525,683	77,340	4000	606,993

*DRMO building not included. Building 26, Paint & Oil Issue (Stage C in use now), 4000SF listed as inadequate due to: D30-Location of building; C02-Design criteria for ventilation/exhaust; E05-Nonexistent fire deterrent system. MILCON Project P-049 (unprogrammed) would correct all deficiencies. Building could be used as general warehouse if new facility is built.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

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23a. Provide the following information on base infrastructure capacity and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	42,000	unlimited	8,100	11,300
Natural Gas (CFH)	138,000	unlimited	42,100	72,500
Sewage (GPD)	1,510,000*	885,000	855,000	1,207,000
Potable Water (GPD)	4,500,000	4,500,000	976,000	1,340,000
Steam (PSI & lbm/Hr)	140 psig 165,999 lb/hr	not available	140 psig 29,700 lb/hr	140 psig 66,000 lb/hr
Long Term Parking	5,670 spaces	none	3,400	4,820
Short Term Parking	1,890 spaces	none	1,135	1,610

(R)

*Includes off-base long-term contract & Ault Field Treatment Plant

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY1999 provide additional capacity? Explain what additional capacity would be gained.

MILCON P-125, currently under design & scheduled for construction award in December 1994, will expand sewage treatment capacity an additional 225,000 gpd.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

The base infrastructure capacity is large, as shown in the table in paragraph 23a, and in good condition. It exceeds present and any reasonable projected future loads, for all utilities.

Environmental issues regarding sewage treatment and potable water systems are being addressed now. MILCON P-125 is upgrading the Ault Field Sewage Treatment Facility to bring it into compliance with state and national environmental guidelines. This project is also expanding the facility to handle peak loads, with retention of between 40 and 50 days. The Seaplane Base Treatment Facility, operated by the City of Oak Harbor, is new. Our vested interest is 885,000 gallons per day. Our peak utilization at this facility is about half this amount. Even with the projected addition of three phases of new Navy Housing totalling 472 units, Navy utilization is expected to grow to only 684,000 gallons per day.

23a. Provide the following information on **base infrastructure capacity and load.**

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	34,000	unlimited	8,100	11,300
Natural Gas (CFH)	138,000	unlimited	42,100	72,500
Sewage (GPD)	1,510,000*	885,000	855,000	1,207,000
Potable Water (GPD)	4,500,000	4,500,000	976,000	1,340,000
Steam (PSI & lbm/Hr)	140 psig 165,999 lb/hr	not available	140 psig 29,700 lb/hr	140 psig 66,000 lb/hr
Long Term Parking	5,670 spaces	none	3,400	4,820
Short Term Parking	1,890 spaces	none	1,135	1,610

*Includes off-base long-term contract & Ault Field Treatment Plant

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY1999 provide additional capacity? Explain what additional capacity would be gained.

MILCON P-125, currently under design & scheduled for construction award in December 1994, will expand sewage treatment capacity an additional 225,000 gpd.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

The base infrastructure capacity is large, as shown in the table in paragraph 23a, and in good condition. It exceeds present and any reasonable projected future loads, for all utilities.

Environmental issues regarding sewage treatment and potable water systems are being addressed now. MILCON P-125 is upgrading the Ault Field Sewage Treatment Facility to bring it into compliance with state and national environmental guidelines. This project is also expanding the facility to handle peak loads, with retention of between 40 and 50 days. The Seaplane Base Treatment Facility, operated by the City of Oak Harbor, is new. Our vested interest is 885,000 gallons per day. Our peak utilization at this facility is about half this amount. Even with the projected addition of three phases of new Navy Housing totalling 472 units, Navy utilization is expected to grow to only 684,000 gallons per day.

Natural gas use has trended down the last 4 years, primarily due to energy conservation actions. We anticipate this will continue as more energy projects are undertaken and steam system upgrades are completed. Electricity consumption has slowly trended up the last 3 years at a rate of about one percent per year. We believe this is due primarily to new construction and the proliferation of computer workstations. BRAC scenarios, coupled with the standing down of the A-6 wing, do not require significant additions of building area to support changing missions. Therefore, we do not predict increased growth in electricity consumption.

Parking capacity, breakdown between short term and long term, and load factors are based on Traffic Engineering Study MTMC Report TE 85-6a-46, dated June 1986. Capacities were adjusted for growth. Long term parking is defined as a vehicle occupying a stall for more than 1 hour, such as at offices. Short term parking is defined as a vehicle occupying a stall for up to 1 hour, such as at the Navy Exchange, Commissary, Air Terminal, etc.

24. Provide the maintenance, repair, and equipment expenditure data. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

CPV: Current Plant Value of Class 2 Real Property is the hypothetical dollar amount to replace a Class 2 facility in kind with today's dollars. Example: the cost today to replace a wood frame barracks with a wood frame barracks.

ACE: Acquisition Cost of Equipment is the total acquisition cost of all "personal property" equipment maintained at your activity which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

R

Fiscal Year	MRP (\$M)	CPV (\$M)	ACE (\$M)
FY1985	6.797	705.2	95
FY1986	7.108	726.8	68
FY1987	3.553	759.7	68
FY1988	4.679	814.5	68
FY1989	6.519	835.9	67
FY1990	4.758	887.6	72
FY1991	6.316	911.1	72
FY1992	5.759	916.5	70
FY1993	6.350	960.9	70
FY1994	11.261	964.1*	70
FY1995	14.356	990.0**	70

* as of 12 May 94

** estimated projection includes P-032/\$8.5M and H-317/\$10M

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
D 375/ 72111	84	33	84	<u>21,090</u>				
D 374/ 72111	99	33	99	<u>21,090</u>				

(R)

(R)

CHANGE 1

69 R (3 Aug 94)

Fiscal Year	MRP (\$M)	CPV (\$M)	ACE (\$M)
FY1985	6.797	705.2	95
FY1986	7.108	726.8	68
FY1987	3.553	759.7	68
FY1988	4.679	814.5	68
FY1989	6.519	835.9	67
FY1990	4.758	887.6	72
FY1991	6.316	911.1	72
FY1992	5.759	916.5	70
FY1993	6.350	960.9	70
FY1994	11.261 <i>b.s. 20</i>	964.1* <i>fig 84</i>	70
FY1995	14.356	990.0**	70

* as of 12 May 94

** estimated projection includes P-032/\$8.5M and H-317/\$10M

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
D-375/ 72111	84	33	84	9100				
D-374/ 72111	99	33	99	9100				
D-373/ 72111	106	25	105	8557				
R-380/ 72111	558	179	558	50341				

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CHANGE I *R*

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate		
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft	
D 373/ 72111	106	25	105	<u>14,014</u>					(R)
R 380/ 72111	558	179	558	<u>83,619</u>					(R)
R 379/ 72111	88	27	88	<u>21,028</u>					(R)
D 378/ 72111	99	33	99	<u>21,090</u>					(R)
D 377/ 72111	98	33	98	<u>21,090</u>					(R)
D 376/ 72111	98	33	98	<u>21,090</u>					(R)
R 381/ 72111	525	176	525	<u>83,150</u>					(R)
G 2551/ 72111	448	168	448	<u>62,383</u>					(R)
B 2701/ 72111	208	104	208	<u>58,389</u>					(R)
B 2701/ 72112	252	252	252	<u>76,589</u>					(R)

CHANGE I

70R (3 AUG 94)

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
R-379/ 72111	88	27	88	9726				
D-378/ 72111	99	33	99	9100				
D-377/ 72111	98	33	98	9100				
D-376/ 72111	98	33	98	9100				
R-381/ 72111	525	176	525	49104				
G-2551/ 72111	448	168	448	43476				
B-2701/ 72111	208	104	208	26182				
B-2701/ 72112	252	252	252	47880				
D-2527/ 72113	73	50	73	12601				
D-2527/ 72412	15	15	15	6000				
D-2527/ 72411	19	19	19	7581				
R 973/ 72412	10	10	10	5140				
R-973/ 72411	130	130	130	25113				

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CHANGE 1

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate		
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft	
D 2527/ 72113	73	50	73	<u>26,244</u>					(R
D 2527/ 72412	15	15	15	<u>12,331</u>					(R
D 2527/ 72411	19	19	19	<u>9,873</u>					(R
R 973/ 72412	10	10	10	<u>6,878</u>					(R
R 973/ 72411	130	130	130	<u>55,999</u>					(R

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Bldg.
 375 250 to 359 square feet per room
 374 250 to 359 "
 373 180 to 292 "
 380 270 to 359 "
 379 250 to 470 "
 378 250 to 359 "
 377 250 to 359 "
 376 250 to 359 "
 381 270 to 359 "
 2551 250 to 269 "
 2701 180 to 249 "
 2527 180 to 559 square feet per room
 973 250 to 400 "

Additionally bldg. 373 has 2134 square feet of open bay barracks

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:
- b. WHAT MAKES IT INADEQUATE?
- c. WHAT USE IS BEING MADE OF THE FACILITY?
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

25b. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
B-XXXX/ 72112	75	75	75	18000 (est)				

All current capacity in 25a will be maintained, in addition, new BEQ MILCON for FY97 turnover (\$6.4 million) certified a valid project by EFA Silverdale, WA. Square footage calculations are based on total living space of the building and do not include common use areas.

R

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:
- b. WHAT MAKES IT INADEQUATE?
- c. WHAT USE IS BEING MADE OF THE FACILITY?
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

25c. What additional BOQ/BEQ requirements, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

NONE

26a. For military married family housing assigned to your plant account provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	36	36	0	0
Officer	3	<u>145</u>	<u>145</u>	0	0
Officer	1 or 2	<u>2</u>	<u>2</u>	0	0
Enlisted	4+	<u>138</u>	<u>138</u>	0	0
Enlisted	3	568	549	19	0
Enlisted	1 or 2	<u>555</u>	<u>376</u>	179	0
Mobile Homes		0	0	0	0
Mobile Home lots		0	0	0	0

(R)
(R)
(R)
(R)

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:
- b. WHAT MAKES IT INADEQUATE?

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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:
- b. WHAT MAKES IT INADEQUATE?
- c. WHAT USE IS BEING MADE OF THE FACILITY?
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

25c. What additional BOQ/BEQ requirements, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

NONE

26a. For military married family housing assigned to your plant account provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	36	36	0	0
Officer	3	147	147	0	0
Officer	1 or 2	0	0	0	0
Enlisted	4+	139	139	0	0
Enlisted	3	568	549	19	0
Enlisted	1 or 2	554	375	179	0
Mobile Homes		0	0	0	0
Mobile Home lots		0	0	0	0

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:
- b. WHAT MAKES IT INADEQUATE?

- c. WHAT USE IS BEING MADE OF THE FACILITY?
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

26b. What additional family housing requirements, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

NONE

27. For personnel assigned to your base and tenant activities who live in **government quarters other than yours**, within the commuting area, indicate the plant account holder UIC for their quarters.

NONE

28a. Provide data on the messing facilities assigned to your current plant account.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
722-10 382	48,893	488	48,893					500 (Note 1)

Note 1: Continually upgrading messing facilities to enhance quality of life (QOL).

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:
- b. WHAT MAKES IT INADEQUATE?
- c. WHAT USE IS BEING MADE OF THE FACILITY?
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

28b. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
722-10 382	48,893	488	48,893					

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:
- b. WHAT MAKES IT INADEQUATE?
- c. WHAT USE IS BEING MADE OF THE FACILITY?
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

28c. What additional messing requirements, if any, in FY2001 have been identified as a result of BRAC I, II, and III and non-BRAC realignments, which are not included in the table above.

NONE

29a. Real Estate Resources. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the table. Specify any entry in "Other" (e.g. submerged lands).

Real Estate Resources

Site Location: AULT FIELD

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	NONE			
Operational	2412.19**	1919**	493.19	0
Training	NONE			
R & D	NONE			
Supply & Storage	NONE			
Admin	NONE			
Housing	96	96	0	0
*Recreational	690	270	420	0
*Navy Forestry Program	590	0	590	0
*Navy Agricultural Outlease Program	549	0	549	0
*Hunting/Fishing Programs	0	0	0	0
Other				
Total:	4337.19	2285	2052.19	0

* These are all multi-use. 4337.19 Ac is the total for Ault Field.

** This includes maintenance, training, supply, storage, and administration.

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* These are all multi-use. 4337.19 Ac is the total for Ault Field.

** This includes maintenance, training, supply, storage, and administration

Site Location: SEAPLANE BASE

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	525.46**	525.46**	0	0
Training				
R & D	0	0		
Supply & Storage				
Admin				
Housing	682	515	0	167
*Recreational	3	3	0	0
*Navy Forestry Program	980	0	980	0
*Navy Agricultural Outlease Program	582	0	582	0
*Hunting/Fishing Programs	326	0	0	0
Other				
Total:	2772.46	1043.46	1562	167

R

* These areas are all multi-use. 2772.46 AC is the total for Seaplane Base.

** This includes maintenance, training, supply, storage, and administration.

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Site Location: SEAPLANE BASE

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	525.46	525.46	0	0
Training	NONE			
R & D	NONE			
Supply & Storage	NONE			
Admin	NONE			
Housing	682	515	0	167
*Recreational	3	3	0	0
*Navy Forestry Program	980	0	980	0
*Navy Agricultural Outlease Program	582	0	582	0
*Hunting/Fishing Programs	326	0	0	0
Other	NONE			
Total:	2772.46	1043.46	1562	167

* These areas are all multi-use. 2772.46 AC is the total for Seaplane Base.

Site Location: OLF COUPEVILLE

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Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	663.5*	47.5	161	0
Training				
R & D				
Supply & Storage				
Admin				
Housing	.5	.5	0	0
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:	664	48	616	0

R

* This includes maintenance, training, supply, storage, and administration.

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Site Location: OLF COUPEVILLE

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	NONE			
Operational	663.5	47.5	161	0
Training	NONE			
R & D	NONE			
Supply & Storage	NONE			
Admin	NONE			
Housing	.5	.5	0	0
Recreational	NONE			
Navy Forestry Program	NONE			
Navy Agricultural Outlease Program	NONE			
Hunting/Fishing Programs	NONE			
Other	NONE			
Total:	664	48	616	0

Site Location: KITSAP

R

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	.23*	.23	0	0
Training				
R & D				
Supply & Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:	.23	.23	0	0

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* Consists of one small storage building owned by NAS Whidbey Island.

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Site Location: KITSAP

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	.23	.23	0	0
Training				
R & D				
Supply & Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:	.23	.23	0	0

Site Location: LAKE HANCOCK

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	3	1.22	0	1.78
Training				
R & D				
Supply & Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
*Other	370.44	0	370.44	0
Total:	373.44	1.22	370.44	1.78

*Nature conservancy, wildlife refuge, wetlands.

Site Location: BOARDMAN, OREGON

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	65	65	0	0
Training	2560	2560	0	0
R & D				
Supply & Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
*Other	44,807.07	0	44,807.07	0
Total:	47,432.07	2625	44,807.07	0

*RNA, agricultural lease, control, wetlands.

29b. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

POTENTIAL FOR BASING OTHER TYPES OF AIRCRAFT. From an AICUZ perspective there is substantial opportunity to base almost any fixed wing or rotary wing aircraft in the Navy inventory at NAS Whidbey Island. There are very few aircraft in the Navy inventory louder than the A6E/EA6B. Almost any other type of fixed wing or rotary wing aircraft would likely be accepted here by the local community because it would be quieter than what has existed for the past 25 years. From an AICUZ perspective (and especially with the potential for expanded flexibility allowed by a longer runway at OLF Coupeville) I believe NAS Whidbey Island could operate additional aircraft carrier based jet aircraft in addition to the EA6B.

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30. **WEAPONS AND MUNITIONS:** Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Surface Launched	Tactical Nuclear	LOE: Pyro/Demo
Threat		Grenades/Mortars/Projectiles

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30. WEAPONS AND MUNITIONS: Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Surface Launched	Tactical Nuclear	LOE: Pyro/Demo
Threat		Grenades/Mortars/Projectiles

30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Total Facility Ordnance Stowage Summary

NAS WHIDBEY MAIN BASE (AULT FIELD)						
Facility Number/ NAVFAC Number /Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
8BTX/137 Igloo	27	950	27	950	30	1250
1CXC/353 Non-Standard	.3	75	.3	75	20	1000
9ATX/424 Igloo	66	1200	66	1200	125	2000
9BTX/425 Igloo	6	900	6	900	61	1000
10XCX/457 Non-Standard	.1	37	.1	37	28	150
10XCX/458 Non-Standard	.1	37	.1	37	28	150

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30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Total Facility Ordnance Stowage Summary

NAS WHIDBEY MAIN BASE (AULT FIELD)							
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)		(R)
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT	
8BTX/137 Igloo	27	<u>650</u>	27	<u>650</u>	<u>304.65</u>	1250	(R)
1CX/353 Non-Standard	.3	75	.3	75	<u>1.24</u> <u>(Note 3)</u>	1000	(R)
9ATX/424 Igloo	66	1200	66	1200	<u>189.63</u>	2000	(R)
9BTX/425 Igloo	6	900	6	900	<u>123.45</u>	1000	(R)
10XCX/457 Non-Standard	.1	37	.1	37	<u>0.41 (3)</u>	150	(R)
10XCX/458 Non-Standard	.1	37	.1	37	<u>0.41 (3)</u>	150	(R)
10XCX/462 Non-Standard	.1	85	.1	85	<u>1.24 (3)</u>	150	(R)
10XCX/463 Non-Standard	.1	37	.1	37	<u>1.24 (3)</u>	150	(R)
12XC/464 Non-Standard	.1	37	.1	37	<u>1.24 (3)</u>	150	(R)
10XC/465 Non-Standard	.1	75	.1	75	<u>1.24 (3)</u>	150	(R)

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10XCX/462 Non-Standard	.1	85	.1	85	12.2	150
10XCX/463 Non-Standard	.1	37	.1	37	12.2	150
12XC/464 Non-Standard	.1	37	.1	37	12.2	150
10XC/465 Non-Standard	.1	75	.1	75	12.2	150
10XC/466 Non-Standard	.3	112	.3	112	12.2	150
10XC/469 Non-Standard	.3	60	.3	60	12.2	150
10XC/470 Non-Standard	.1	37	.1	37	12.2	150
10XC/471 Non-Standard	.2	37	.2	37	12.2	150
10XCX/2636 Non-Standard	.3	10	.3	10	5.0	150
16KC4/2717 Keypoint	EMPTY	EMPTY	EMPTY	EMPTY	3.0	48

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NAS WHIDBEY MAIN BASE (AULT FIELD)						
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
10XC/466 Non-Standard	.3	112	.3	112	<u>1.24 (3)</u>	150
10XC/469 Non-Standard	.3	60	.3	60	<u>1.24 (3)</u>	150
10XC/470 Non-Standard	.1	37	.1	37	<u>1.24 (3)</u>	150
10XC/471 Non-Standard	.2	37	.2	37	<u>1.24 (3)</u>	150
10XCX/2636 Non-Standard	.3	10	.3	10	<u>0.62 (3)</u>	150
16KC4/2717 Keyport	EMPTY	EMPTY	EMPTY	EMPTY	<u>0.83 (3)</u> (3)	48

NAS WHIDBEY MAIN BASE (AULT FIELD)						
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
16KC5/2718 Keyport	.2	28	.2	28	<u>0.83 (3)</u>	48
16KC3/2719 Keyport	.2	20	.2	20	<u>0.83 (3)</u>	48
16KC6/2720 Keyport	.2	30	.2	30	<u>0.83 (3)</u>	48
16KC2/2721 Keyport	.2	32	.2	32	<u>0.83 (3)</u>	48
16KC7/2722 Keyport	.1	26	.1	26	<u>0.83 (3)</u>	48

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NAS WHIDBEY MAIN BASE (AULT FIELD)

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
16KC5/2718 Keypoint	.2	28	.2	28	3.0	48
16KC3/2719 Keypoint	.2	20	.2	20	3.0	48
16KC6/2720 Keypoint	.2	30	.2	30	3.0	48
16KC2/2721 Keypoint	.2	32	.2	32	3.0	48
16KC7/2722 Keypoint	.1	26	.1	26	3.0	48
16KC1/2723 Keypoint	.2	35	.2	35	3.0	48
16KC8/2724 Keypoint	.8	24	.8	24	3.0	48
15KC1/2725 Keypoint	.5	40	.5	40	3.0	48
15KC2/2726 Keypoint	.5	40	.5	40	3.0	48
15KC3/2727 Keypoint	.5	48	.5	48	3.0	48

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NAS WHIDBEY MAIN BASE (AULT FIELD)						
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
16KC1/2723 Keyport	.2	35	.2	35	<u>0.83 (3)</u>	48
16KC8/2724 Keyport	.8	24	.8	24	<u>(0.83 (3))</u>	48
15KC1/2725 Keyport	.5	40	.5	40	<u>1.49 (3)</u>	48
15KC2/2726 Keyport	.5	40	.5	40	<u>1.49 (3)</u>	48
15KC3/2727 Keyport	.5	48	.5	48	<u>1.49 (3)</u>	48

NAS WHIDBEY MAIN BASE (AULT FIELD SPECIAL AREA)						
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
2666 OPEN STORAGE	116	6570	116	6570	225	<u>13,455</u>
9 & 10 OPEN STORAGE	391	90,686	300	85,000	7000	<u>15,161</u>

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)						
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT

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NAS WHIDBEY MAIN BASE (AULT FIELD SPECIAL AREA)

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
2666 OPEN STORAGE	116	6570	116	6570	225	137,430
9 & 10 OPEN STORAGE	391	90,686	300	85,000	7000	100,000

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
3BCX/035 Igloo	2	500	2	500	100	1000
3BCX/432 Igloo	3	500	3	500	28	1250
3BCX/433 Igloo	3.4	150	3.4	150	28	1250
4HT/434 10 X 14	.2	63	.2	63	3.3	140
4HT/435 10 X 14	.6	70	.6	70	3.3	140
4HT/436 10 X 14	.2	70	.2	70	3.3	140
5BTX/437 Igloo	8	310	8	310	28	1250
5BTX/438 Igloo	4	625	4	625	28	1250
5BTX/439 Igloo	81.2	937	81.2	937	28	1250
5BTX/440 Igloo	1.4	1062	1.4	1062	28	1250

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DATA CALL 16
Change 1 & 2
NAS Whidbey Island UIC 00620

CHANGE 1

3BCX/035 Igloo	2	500	2	500	<u>94.81</u>	1000	(R
3BCX/432 Igloo	3	500	3	500	<u>149.94</u>	1250	(R
3BCX/433 Igloo	3.4	150	3.4	150	<u>149.94</u>	1250	(R
4HT/434 10 X 14	.2	63	.2	63	<u>8.82</u>	140	(R
4HT/435 10 X 14	.6	70	.6	70	<u>8.82</u>	140	(R
4HT/436 10 X 14	.2	70	.2	70	<u>8.82</u>	140	(R
5BTX/437 Igloo	8	310	8	310	<u>149.94</u>	1250	(R
5BTX/438 Igloo	4	625	4	625	<u>149.94</u>	1250	(R
5BTX/439 Igloo	81.2	937	81.2	937	<u>149.94</u>	1250	(R
5BTX/440 Igloo	1.4	1062	1.4	1062	<u>149.94</u>	1250	(R
5BTX/441 Igloo	1.5	125	1.5	125	<u>149.94</u>	1250	(R
5BTX/442 Igloo	10	625	10	625	<u>149.94</u>	1250	(R
5BTX/443 Igloo	2	50	2	50	<u>149.94</u>	1250	(R
6WTX/444 Warhead	25	680	25	680	<u>273.34</u>	1408	(R
6WTX/445 Warhead	16	535	16	535	<u>273.34</u>	1408	(R
10XC/450 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	<u>1.64 (3)</u>	150	(R

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

CHANGE 1

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5BTX/441 Igloo	1.5	125	1.5	125	28	1250
5BTX/442 Igloo	10	625	10	625	28	1250
5BTX/443 Igloo	2	50	2	50	28	1250
6WTX/444 Warhead	25	680	25	680	125	1408
6WTX/445 Warhead	16	535	16	535	125	1408
10XC/450 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	12.2	150

DATACALL 16
Change 1 & 2
NAS Whidbey Island UIC 00620

CHANGE 1

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 1)		(R)
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT	
10XC/452 Non-Standard	.1	20	.1	20	<u>1.64 (3)</u>	150	(R)
10XC/453 Non-Standard	.1	20	.1	20	<u>1.64 (3)</u>	150	(R)
10XC/454 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	<u>1.64 (3)</u>	150	(R)
10XC/455 Non-Standard	.1	20	.1	20	<u>1.64 (3)</u>	150	(R)
10XC/456 Non-Standard	.1	4	.1	4	<u>1.64 (3)</u>	150	(R)
10XCX/446 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	<u>17.39</u>	150	(R)
10XCX/447 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	<u>17.39</u>	150	(R)

NAS WHIDBEY OUTLEASED FACILITIES (NOTE 2)

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)		(R)
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT	
SH/037 Storehouse	N/A	N/A	N/A	N/A	<u>1527.62</u>	<u>5000</u>	(R)
10XCX/175 Non-Standard	N/A	N/A	N/A	N/A	<u>17.40</u>	150	(R)
10XCX/448 Non-Standard	N/A	N/A	N/A	N/A	<u>17.39</u>	150	(R)
10XCX/449 Non-Standard	N/A	N/A	N/A	N/A	<u>17.39</u>	150	(R)
10XCX/451 Non-Standard	N/A	N/A	N/A	N/A	<u>17.40</u>	150	(R)

CHANGE 1

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NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
10XC/452 Non-Standard	.1	20	.1	20	12.2	150
10XC/453 Non-Standard	.1	20	.1	20	12.2	150
10XC/454 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	12.2	150
10XC/455 Non-Standard	.1	20	.1	20	12.2	150
10XC/456 Non-Standard	.1	4	.1	4	12.2	150
10XCX/446 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	INERT	150
10XCX/447 Non-Standard	EMPTY	EMPTY	EMPTY	EMPTY	INERT	150

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NAS WHIDBEY OUTLEASED FACILITIES (NOTE 2)						
Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
17KC1/2728 Keyport	N/A	N/A	N/A	N/A	2.93	48

(R)

NOTES:

1. Max Rated Capacity tonnage data was computed utilizing cubic feet at maximum optimum stowage arrangement within permissible Net Explosive Weight criteria using the heaviest ordnance commodity type authorized for that facility as outlined below.

EXPLOSIVE COMPUTATIONS*

BASELINE COMPUTATIONS FOR MAXIMUM TONNAGE WERE COMPUTED AS FOLLOWS:		
HAZARD CLASS	ITEM/NALC	CHARACTERISTICS
1.1	MK 83 BOMB/E509	Pallet: 2974lbs Cube: 35.93' <u>New per pallet: 445 lbs new</u>
<u>1.1 for non-standard magazines</u>	<u>5" Rocket Warhead/H930</u>	<u>Pallet: 2388 lbs</u> <u>Cube: 40.00'</u> <u>New per pallet: 72.8 lbs new</u>
1.2	5" RKT WARHEAD/H929	Pallet: 1340 lbs Cube: 23.34' <u>New per pallet: 464.64 lbs new</u>
1.3	<u>MK 87 Seat Rocket Motor/M939</u>	Pallet: 317 lbs Cube: 10.32' <u>New per pallet: 38.4 lbs new</u>
1.4	<u>9 mm Small Arms/A363</u>	Pallet: 3338 lbs Cube: 37.6'
INERT	MK 83 INERT/E511	Pallet: 2935 lbs Cube: 35.93'

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NAS WHIDBEY OUTLEASED FACILITIES (NOTE 2)

Facility Number/ NAVFAC Number / Type	PRESENT INVENTORY		PREDICTED INVENTORY 2001		MAXIMUM RATED CAPABILITY (Note 3)	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
SH/037 Storehouse	N/A	N/A	N/A	N/A	1469	50000
10XCX/175 Non-Standard	N/A	N/A	N/A	N/A	12.2	150
10XCX/448 Non-Standard	N/A	N/A	N/A	N/A	12.2	150
10XCX/449 Non-Standard	N/A	N/A	N/A	N/A	12.2	150
10XCX/451 Non-Standard	N/A	N/A	N/A	N/A	12.2	150
17KC1/2728 Keyport	N/A	N/A	N/A	N/A	3.0	150

NOTES:

1. Max Rated Capacity tonnage data was computed utilizing cubic feet at maximum optimum stowage arrangement within permissible Net Explosive Weight criteria using the heaviest ordnance commodity type authorized for that facility as outlined below.

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BASELINE COMPUTATIONS FOR MAXIMUM TONNAGE WERE COMPUTED AS FOLLOWS:		
HAZARD CLASS	ITEM/NALC	CHARACTERISTICS
COMPUTATION		
MAGAZINE CUBE / CUBE OF ITEM = MAX NUMBER OF ITEMS		
MAX NUMBER OF ITEMS * WEIGHT OF ITEM = MAX LBS		
MAX LBS DIVIDED BY 2000 = MAX TONS		

* Explosive computations taken from NAVSEA SWO020-AC-SAF-010 AUD MIL STD 1322-54

2. Magazines are currently outleased to tenant activities onboard station and contain no ordnance commodity items.
3. Permissible stowage arrangement measurements were determined by use of a standard 40"x 48"x 48" pallet, minus a 2 foot front wall clearance, a 6 inch side wall, back wall and ceiling clearance, and 18 inch isles. **In these cases, the total net explosive weight of the magazine was the limiting factor, not the available cubic feet.**
4. Computations using square footage do not accurately reflect the storage capacity of the magazines since it does not account for the shape of the storage facility (i.e. storage capacity of an earth covered, arch shaped magazine and a box shaped magazine will be considerably different even though their square footage is exactly the same). Recommend in place of this column the following cubic measurements be used.

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EXPLOSIVE COMPUTATIONS

BASELINE COMPUTATIONS FOR MAXIMUM TONNAGE WERE COMPUTED AS FOLLOWS:		
HAZARD CLASS	ITEM/NALC	CHARACTERISTICS
1.1	MK 83 BOMB/E510	Pallet: 2974lbs Cube: 35.93
1.2	5" RKT WARHEAD/H929	Pallet: 670 lbs Cube: 11.66
1.3	MK 46 FLARE/LW60	Pallet: 2921 lbs Cube: 50.39
1.4	.45 Cal Small Arms/A475	Pallet: 3338 lbs Cube: 37.6
INERT	MK 83 INERT/E511	Pallet: 2950 lbs Cube: 35.93
<p>COMPUTATION</p> <p>MAGAZINE CUBE / CUBE OR ITEM = MAX NUMBER OF ITEMS</p> <p>MAX NUMBER OF ITEMS * WEIGHT OF ITEM = MAX LBS</p> <p>MAX LBS DIVIDED BY 2000 = MAX TONS</p>		

2. Magazines are currently outleased to tenant activities onboard station and contain no ordnance commodity items.
3. Permissible stowage arrangement measurements were determined by use of a standard 40"x 48"x 48" pallet, minus a 2 foot front wall clearance, a 6 inch side wall, back wall and ceiling clearance, and 18 inch isles.
4. Computations using square footage do not accurately reflect the storage capacity of the magazines since it does not account for the shape of the storage facility (i.e. storage capacity of an earth covered, arch shaped magazine and a box shaped magazine will be considerably different even though their square footage is exactly the same). Recommend in place of this column the following cubic measurements be used.

Facility Number	Maximum Rated Capacity
	CUB FT
035	3303
037	37402
137	7459
175	426
353	426
424	4582
425	2983
432	3623
433	3623
434	213
435	213
436	213
437	3623
438	3623
439	3623
440	3623
441	3623
442	3623
443	3623
444	6606
445	6606
446	426
447	426
448	426
449	426
450	426
451	426

Facility Number	Maximum Rated Capacity
	CUB FT
452	426
453	426
454	426
455	426
456	426
457	426
458	426
462	426
463	426
464	426
465	426
466	426
469	426
470	426
471	426
2636	319
2717	106
2718	106
2719	106
2720	106
2721	106
2722	106
2723	106
2724	106
2725	106
2726	106
2727	106

R

2728	106	
Facility Number	MAXIMUM RATED CAPABILITY	
	<u>CUBIC</u> FT (Note 1)	
2666	<u>80,730</u>	(R
COMPOUND 9 & 10	<u>90,966</u>	(R

NOTES:

1. Open storage areas presented in cubic feet based upon maximum fence height of 6.0 feet.

(R

30b. For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transshipment/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.

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2728	106
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Facility Number	MAXIMUM RATED CAPABILITY
	SQ FT (Note 1)
2666	137,430
COMPOUND 9 & 10	100,000

NOTES:

1. Open storage areas presented in square feet.

30b. For each Stowage facility identified in question 11 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); transshipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Total Facility Ordnance Stowage Summary

ORDNANCE COMMODITY TYPE CODES

Table 1

A. Mines	F. INERT	K. LOE: Bombs
B. Torpedoes	G. CADS/PADS	L. LOE: Gun Ammo
C. Air Launched Threat	H. Strategic Nuclear	M. LOE: Small Arms
D. Surface Launched Threat	I. Tactical Nuclear	N. LOE: Pyro/Demo
E. Expendables	J. LOE: Rockets	O. LOE: Grenades/ Mortars/ Projectiles

REASON FOR STOWAGE CODES

Table 2

1. Own Activity Use (Training)	5. Deep Stow (War Reserve)
2. Own Activity Use (Operational Stock)	6. Deep Stow (Awaiting Demil)
3. Receipt/Segregation/Stowage/Issue	7. Other
4. Transshipment/Awaiting Issue	

NAS WHIDBEY MAIN BASE (AULT FIELD)

Facility Number/ NAVFAC Number / Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity (Table 2)	Commodity Type(s) Which Can Be Stowed (Table 1)
8BTX/137 Igloo	F	3	F
1CXC/353 Non-Standard	G,E	3	G,E,M,F
9ATX/424 Igloo	C,J,K (Note 1)	3	A,C,D,E,F,G,H,I,J,K,L, M,N,O
9BTX/425 Igloo	G,M,E,N (Note 1)	3	A,C,D,E,F,G,H,I,J,K,L, M,N,O
10XCX/457 Non-Standard	G,E,N	3	E,F,G,M,N
10XCX/458 Non-Standard	G,E,N	3	E,F,G,M,N

10XCX/462 Non-Standard	G,E,N	3	E,F,G,M,N
10XCX/463 Non-Standard	G,E,N	3	E,F,G,M,N
12XC/464 Non-Standard	G,E,N	3	E,F,G,M,N
10XC/465 Non-Standard	G,E,N	3	E,F,G,M,N
10XC/466 Non-Standard	G,E,N	3	E,F,G,M,N
10XC/469 Non-Standard	G,E,N	3	E,F,G,M,N
10XC/470 Non-Standard	G,E,N	3	E,F,G,M,N
10XC/471 Non-Standard	G,E,N	3	E,F,G,M,N
10XCX/2636 Non-Standard	G	3	E,F,G,M,N
16KC4/2717 Keyport	EMPTY (Note 2)	EMPTY	E,F,G,M,N,O

NAS WHIDBEY MAIN BASE (AULT FIELD)			
Facility Number/ NAVFAC Number / Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity (Table 2)	Commodity Type(s) Which Can Be Stowed (Table 1)
16KC5/2718 Keyport	G	3	E,F,G,M,N,O
16KC3/2719 Keyport	M,N	3	E,F,G,M,N,O
16KC6/2720 Keyport	M	3	E,F,G,M,N,O
16KC2/2721 Keyport	G	3	E,F,G,M,N,O
16KC7/2722 Keyport	N	3	E,F,G,M,N,O

16KC1/2723 Keyport	G	3	E,F,G,M,N,O
16KC8/2724 Keyport	N	3	E,F,G,M,N,O
15KC1/2725 Keyport	M,N	3	E,F,G,M,N,O
15KC2/2726 Keyport	E,G,M,N	2	E,F,G,M,N,O
15KC3/2727 Keyport	E,G,M,N	2	E,F,G,M,N,O

NAS WHIDBEY MAIN BASE (AULT FIELD SPECIAL AREA)

Facility Number/ NAVFAC Number / Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity (Table 2)	Commodity Type(s) Which Can Be Stowed (Table 1)
2666 OPEN STORAGE	E,F	3	E,F
9 & 10 OPEN STORAGE	E,F	3	E,F

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

Facility Number/ NAVFAC Number / Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity (Table 2)	Commodity Type(s) Which Can Be Stowed (Table 1)
3BCX/035 Igloo	E,F	3	E,F,G,J,M,N
3BCX/432 Igloo	E,G,N	3	A,C,D,E,F,G,H, J,K,L,M,N,O
3BCX/433 Igloo	J,K	3	A,C,D,E,F,G,H, J,K,L,M,N,O
4HT/434 10 X 14	J,O	3	E,F,G,J,M,N,O
4HT/435 10 X 14	E,G,M,N	3	E,F,G,J,M,N,O

4HT/436 10 X 14	G	3	E,F,G,J,M,N,O
5BTX/437 Igloo	F	3	A,C,D,E,F,G,H, J,K,L,M,N,O
5BTX/438 Igloo	E,G	3	A,C,D,E,F,G,H, J,K,L,M,N,O
5BTX/439 Igloo	K	3	A,C,D,E,F,G,H, J,K,L,M,N,O
5BTX/440 Igloo	O	7 (Note 3)	A,C,D,E,F,G,H, J,K,L,M,N,O
5BTX/441 Igloo	E,G/O	3/7 (Note 3)	A,C,D,E,F,G,H, J,K,L,M,N,O
5BTX/442 Igloo	C,J,K,O	3	A,C,D,E,F,G,H, J,K,L,M,N,O
5BTX/443 Igloo	C	3	A,C,D,E,F,G,H, J,K,L,M,N,O
6WTX/444 Warhead	E,F	3	A,C,D,E,F,G,H, J,K,L,M,N,O
6WTX/445 Warhead	E,F	3	A,C,D,E,F,G,H, J,K,L,M,N,O
10XC/450 Non-Standard	EMPTY (Note 2)	EMPTY	E,F,G,J,M,N,O
10XC/452 Non-Standard	E,G,M,N,O	2/6	E,F,G,J,M,N,O

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)			
Facility Number/ NAVFAC Number / Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity (Table 2)	Commodity Type(s) Which Can Be Stowed (Table 1)
10XC/453 Non-Standard	E,N	2	E,F,G,J,M,N,O
10XC/454 Non-Standard	EMPTY (Note 2)	EMPTY	E,F,G,J,M,N,O
10XC/455 Non-Standard	E,G,M,N	6	E,F,G,J,M,N,O

10XC/456 Non-Standard	N	3	E,F,G,J,M,N,O
10XCX/446 Non-Standard	F	3	E,F
10XCX/447 Non-Standard	F	3	E,F

NAS WHIDBEY OUTLEASED FACILITIES

Facility Number/ NAVFAC Number / Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity (Table 2)	Commodity Type(s) Which Can Be Stowed (Table 1)
SH/037 Storehouse	NONE	7 (Note 4)	E,F
10XCX/175 Non-Standard	NONE	7 (Note 4)	E,F
10XCX/448 Non-Standard	NONE	7 (Note 4)	E,F
10XCX/449 Non-Standard	NONE	7 (Note 4)	E,F
10XCX/451 Non-Standard	NONE	7 (Note 4)	E,F
17KC1/2728 keyport	NONE	7 (Note 4)	E,F

NOTES:

1. Magazines capable of storing Nuclear Weapons would require an upgrade of the existing facilities to comply with Physical Security Requirements. At present no cost estimate or site approval has been completed nor is one being requested.

2. Magazines identified as "Empty" are due to the current operational tempo that does not require their usage.

3. Magazines contain munitions owned by Washington State Department of Transportation.

4. Magazines are currently outleased to tenant activities onboard station and contain no ordnance commodity items.

30c. Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Facility Rated Status

NAS WHIDBEY MAIN BASE (AULT FIELD)					
Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1- 1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
8BTX/137 Igloo	INERT	INERT	NO	NO	N/A
1CXC/353 Non-Standard	1.3	300	Yes	NO	N/A
9ATX/424 Igloo	1.1	125,000	Yes	NO	N/A
9BTX/425 Igloo	1.1	125,000	Yes	NO	N/A
10XCX/457 Non-Standard	1.3	100	Yes	NO	N/A
10XCX/458 Non-Standard	1.3	100	Yes	NO	N/A
10XCX/462 Non-Standard	1.3	300	Yes	NO	N/A
10XCX/463 Non-Standard	1.3	300	Yes	NO	N/A
12XC/464 Non-Standard	1.3	300	Yes	NO	N/A
10XC/465 Non-Standard	1.3	300	Yes	NO	N/A
10XC/466 Non-Standard	1.3	300	Yes	NO	N/A
10XC/469 Non-Standard	1.3	300	Yes	NO	N/A
10XC/470 Non-Standard	1.3	300	Yes	NO	N/A
10XC/471 Non-Standard	1.3	300	Yes	NO	N/A

10XCX/2636 Non-Standard	1.3	150	Yes	NO	N/A	(R)
16KC4/2717 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)

NAS WHIDBEY MAIN BASE (AULT FIELD)						
Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1- 1.4)	Rated NEW	ESQD Arc			
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date	
16KC5/2718 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
16KC3/2719 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
16KC6/2720 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
16KC2/2721 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
16KC7/2722 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
16KC1/2723 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
16KC8/2724 Keyport	<u>1.3</u>	<u>200</u>	Yes	NO	N/A	(R)
15KC1/2725 Keyport	1.1	500	Yes	NO	N/A	
15KC2/2726 Keyport	1.1	500	Yes	NO	N/A	
15KC3/2727 Keyport	1.1	500	Yes	NO	N/A	

98R (3 AUG 74)

10XCX/2636 Non-Standard	1.3	150	Yes	NO	N/A
16KC4/2717 Keypoint	1.1	500	Yes	NO	N/A

NAS WHIDBEY MAIN BASE (AULT FIELD)					
Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1- 1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
16KC5/2718 Keypoint	1.1	500	Yes	NO	N/A
16KC3/2719 Keypoint	1.1	500	Yes	NO	N/A
16KC6/2720 Keypoint	1.1	500	Yes	NO	N/A
16KC2/2721 Keypoint	1.1	500	Yes	NO	N/A
16KC7/2722 Keypoint	1.1	500	Yes	NO	N/A
16KC1/2723 Keypoint	1.1	500	Yes	NO	N/A
16KC8/2724 Keypoint	1.1	500	Yes	NO	N/A
15KC1/2725 Keypoint	1.1	500	Yes	NO	N/A
15KC2/2726 Keypoint	1.1	500	Yes	NO	N/A
15KC3/2727 Keypoint	1.1	500	Yes	NO	N/A

R

NAS WHIDBEY MAIN BASE (AULT FIELD SPECIAL AREA)

Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration date
2666 OPEN STORAGE	NONE	INERT	NO	NO	N/A
9 & 10 OPEN STORAGE	NONE	INERT	NO	NO	N/A

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1- 1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration date
3BCX/035 Igloo	1.2	P/C	Yes	NO	N/A
3BCX/432 Igloo	1.1	45,000	Yes	NO	N/A
3BCX/433 Igloo	1.1	60,000	Yes	NO	N/A
4HT/434 10 X 14	1.1	15,000	Yes	NO	N/A
4HT/435 10 X 14	1.1	15,000	Yes	NO	N/A
4HT/436 10 X 14	1.1	<u>15,000</u>	Yes	NO	N/A
5BTX/437 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/438 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/439 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/440 Igloo	1.1	150,000	Yes	NO	N/A

(R)

99 R (3 AUG 94)

NAS WHIDBEY MAIN BASE (AULT FIELD SPECIAL AREA)

Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration date
2666 OPEN STORAGE	NONE	INERT	NO	NO	N/A
9 & 10 OPEN STORAGE	NONE	INERT	NO	NO	N/A

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1- 1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration date
3BCX/035 Igloo	1.2	P/C	Yes	NO	N/A
3BCX/432 Igloo	1.1	45,000	Yes	NO	N/A
3BCX/433 Igloo	1.1	60,000	Yes	NO	N/A
4HT/434 10 X 14	1.1	15,000	Yes	NO	N/A
4HT/435 10 X 14	1.1	15,000	Yes	NO	N/A
4HT/436 10 X 14	1.1	150,000	Yes	NO	N/A
5BTX/437 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/438 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/439 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/440 Igloo	1.1	150,000	Yes	NO	N/A

5BTX/441 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/442 Igloo	1.1	150,000	Yes	NO	N/A
5BTX/443 Igloo	1.1	150,000	Yes	NO	N/A
6WTX/444 Warhead	1.1	125,000	Yes	NO	N/A
6WTX/445 Warhead	1.1	125,000	Yes	NO	N/A
10XC/450 Non-Standard	1.1	100	Yes	NO	N/A
10XC/452 Non-Standard	1.1	100	Yes	NO	N/A

NAS WHIDBEY ANNEX (SEAPLANE BASE AND OUTLYING AREA)

Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1- 1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
10XC/453 Non-Standard	1.1	100	Yes	NO	N/A
10XC/454 Non-Standard	1.1	100	Yes	NO	N/A
10XC/455 Non-Standard	1.1	100	Yes	NO	N/A
10XC/456 Non-Standard	1.1	100	Yes	NO	N/A
10XCX/446 Non-Standard	INERT	INERT	NO	NO	N/A
10XCX/447 Non-Standard	INERT	INERT	NO	NO	N/A

NAS WHIDBEY OUTLEASED FACILITIES (NOTE 1)

Facility Number/ NAVFAC Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
SH/037 Storehouse	INERT	INERT	NO	NO	N/A
10XCX/175 Non-Standard	INERT	INERT	NO	NO	N/A
10XCX/448 Non-Standard	INERT	INERT	NO	NO	N/A
10XCX/449 Non-Standard	INERT	INERT	NO	NO	N/A
10XCX/451 Non-Standard	INERT	INERT	NO	NO	N/A
17KC1/2728 Keyport	INERT	INERT	NO	NO	N/A

1. Magazines are currently outleased to tenant activities onboard station and contain no ordnance commodity items and no have no explosive capability.

30d. Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

Magazines capable of storing nuclear weapons would require an upgrade of the existing facilities to comply with physical security requirements. At present, no cost estimate or site approval has been completed nor is one being requested.

30e. Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Related Ordnance Support

Related Functions	Performed (Y / N)	Type of Commodity	DLMHs
Maintenance (Intermediate)	YES	C, E, F, G, J, K, M, N, O	8,232
Testing	NO	Not Applicable	NONE
Manufacturing	NO	Not Applicable	NONE
Outload	YES	C, E, F, G, J, K, M, N, O	2,520
Technical Support	YES	C, E, F, G, J, K, M, N, O	12,936

ORDNANCE COMMODITY TYPE CODES

A. Mines	F. INERT	K. LOE: Bombs
B. Torpedoes	G. CADS/PADS	L. LOE: Gun Ammo
C. Air Launched Threat	H. Strategic Nuclear	M. LOE: Small Arms
D. Surface Launched Threat	I. Tactical Nuclear	N. LOE: Pyro/Demo
E. Expendables	J. LOE: Rockets	O. LOE: Grenades/ Mortars/Projectiles

COMPUTATIONS:

ORGANIZATIONAL MAINTENANCE:

based on a normal workday excluding weekends in direct support of all ordnance issues/receipts/storage/movement including delivery of training assets but not involving buildup:

- 15 personnel (7 mag issue 4 bomb assembly 2 transport 2 qa)
- * 7 hrs per day
- * 22 days per month
- * 12 months

INTERMEDIATE MAINTENANCE:

Based on an average of 4 builds per month over the last 8 months. 8 Days (2 per build) per month for all breakout/builds/issue and an average of 6 days per month for i-level type maintenance such as PM and corrosion work performed on all training shapes and AWSE:

7 personnel (4 bomb assembly 2 awse 1 qa)

- * 7 hrs per day
- * 14 days per month
- * 12 months

TESTING: NONE

OUTLOAD:

Based on an average of 6 shipments per month:

5 personnel (1 transport 1 qa 3 mag issue)

- * 7 hrs per day
- * 6 days per month
- * 12 months per year

TECHNICAL SUPPORT:

Computation based on 4 civilian personnel and 3 staff (LPO, SK2, AZ2) for administration:

7 personnel

- * 7 hrs per day
- * 22 days per month
- * 12 months

BRAC-95 CERTIFICATION DATA CALL SIXTEEN

NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. KELLY

NAME (Please type or print)


Signature

Commander In Chief

Title

24 JUN 94
Date

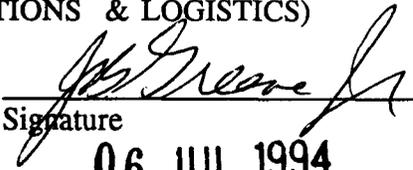
U. S. Pacific Fleet

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)
ACTING


Signature
06 JUL 1994

Title

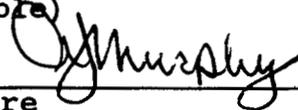
Date

**Data Call 16 - Capacity Analysis
Naval Air Station Whidbey Island**

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

NEXT ECHELON LEVEL (if applicable)

Captain Andrew J. Murphy, USN _____
NAME (Please type or print)


Signature

Acting _____
Title

26 May 1994 _____
Date

COMNAVAIRPAC _____
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

BRAC-95 CERTIFICATION

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. E. NORTZ
NAME


SIGNATURE

ACTING COMMANDING OFFICER
TITLE

19 May 1994
DATE

R

BRAC-95 CERTIFICATION DATA CALL SIXTEEN

NAS WHIDBEY ISLAND, CHANGES 1 AND 2

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME (Please type or print)
Commander In Chief
Title

[Signature]
Signature
7 SEP 94
Date

U. S. Pacific Fleet
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)

Title

[Signature]
Signature
9/20/94
Date

R

BRAC-95 CERTIFICATION

DATA CALL 16

Changes 1 & 2

NAS Whidbey Island UIC 00620

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

NEXT ECHELON LEVEL

VADM Robert J. Spane, USN
NAME (Please type or print)

[Signature]
Signature

Commander
Title

08 August 1994
Date

Commander Naval Air Force, U.S. Pacific Fleet
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

R

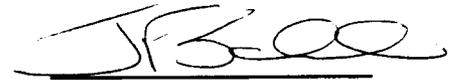
BRAC-95 CERTIFICATION
DATA CALL 16

I certify that the information contained in Changes 1 and 2 to Data Call 16 are accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK
NAME


SIGNATURE

COMMANDING OFFICER
TITLE

3 August 1994
DATE

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. ACTIVITY:

Official name	<i>Naval Air Station, Whidbey Island</i>
Acronym	<i>NAS Whidbey Island</i>
Common short title(s)	<i>NAS Whidbey, Whidbey Island, Whidbey</i>

● Complete Mailing Address: Commanding Officer
 Naval Air Station, Whidbey Island
 3730 North Charles Porter Avenue
 Oak Harbor WA 98278-5000

● PLAD: NAS WHIDBEY ISLAND WA

● PRIMARY UIC: N00620

● ALL OTHER UIC(s): 46967 PURPOSE: SEAOPDET
 30051 NWSTF BOARDMAN
 44329 AIMD
 30052 RBSU SPOKANE
 48709 FAMILY SERVICE CENTER
 35674 A/C OPDET
 46252 SECURITY DETACHMENT
 43492 NAS WHIDBEY OTHERS

2. PLANT ACCOUNT HOLDER: Yes

3. ACTIVITY TYPE: HOST COMMAND

4. SPECIAL AREAS: Not located on or contiguous to main complex.

Change
 CPF
 9402

Name	Location	UIC
Naval Weapons Systems Training Facility (NWSTF) Boardman	Boardman, OR (AE)	30051
Outlying Field (OLF) Coupeville	Coupeville, WA (AD)	N00620
Seaplane Base	Oak Harbor, WA	N00620
Lake Hancock Rocket Range	Whidbey Island, WA (FA)	N00620
ALF Kitsap	Kitsap County, WA (CA)	N00620

N00620

Sealion Rock	Nearest City, Bremerton 87 Miles E (JA)	N00620
Kittitas County WA	Kittitas County WA (KC)	N00620
Deception Pass Park	Nearest City, Everett 34 Miles SE (OA)	N00620
Admiralty Bay	Nearest City, Everett 22 Miles SE (KA)	N00620
No. Whidbey Sprtsmn Assn	Nearest City, Everett 31 Miles SE (NW)	N00620
Casey State Park	Nearest City, Everett 25 Miles SE (PA)	N00620
Radar Bomb Scoring Unit (RBSU) Spokane	Fairchild AFB Spokane, WA	30052

5. DETACHMENTS:

NAME	UIC	LOCATION	HOST NAME	HOST UIC
Naval Weapons Systems Training Facility	30051	Boardman, OR	NAS Whidbey Island	00620
Radar Bomb Scoring Unit	30052	Spokane, WA	NAS Whidbey Island	00620
SEA OPERATIONAL DETACHMENTS				
CV60 USS Saratoga	03360	Mayport Florida	NAS Whidbey Island	46967
CV63 USS Kitty Hawk	03363	North Island Ca	NAS Whidbey Island	46967
CV64 USS Constellation	03364	North Island Ca	NAS Whidbey Island	46967
CV65 USS Enterprise	03365	NAVSTA Norfolk Va	NAS Whidbey Island	46967
CV66 USS America	03366	NAVSTA Norfolk Va	NAS Whidbey Island	46967
CV67 USS Kennedy	03367	Naval Shipyard Philadelphia	NAS Whidbey Island	46967
CV68 USS Nimitz	03368	Naval Shipyard Bremmerton Wa	NAS Whidbey Island	46967
CV69 USS Eisenhower	03369	NAVSTA Norfolk Va	NAS Whidbey Island	46967
CV70 USS Carl Vinson	20993	NAS Alameda Ca	NAS Whidbey Island	46967
CV71 USS Roosevelt	21247	NAVSTA Norfolk Va	NAS Whidbey Island	46967

CV72 USS Lincoln	21297	NAS Alameda Ca	NAS Whidbey Island	46967
CV73 USS Washington	21412	NAVSTA Norfolk Va	NAS Whidbey Island	46967

6. BRAC IMPACT:

BRAC-88 had no significant effect.

BRAC-91 process had the following impact:

-- MILCON Project P-100, Navy Lodge was dropped from the FY92 MILCON Program by NAVRESSO because NAS Whidbey Island appeared on the BRAC 91 closure list. Project P-100 has never been reactivated.

-- MILCON Project P-511, Fleet Area Control and Surveillance Facility (FACSFAC) was dropped from the FY92 MILCON Program by OP-05 and has never been reactivated. Project had opened bids for construction contract award, but monies had been pulled and expended elsewhere when NAS Whidbey Island appeared on the BRAC 91 closure list, so project was canceled and has never been reactivated.

-- MILCON Project P-032, AIMD Facility which included a jet engine test cell, design was complete 20 Feb 1990. Secretary of Defense imposed moratorium and because NAS Whidbey Island appeared on the BRAC 91 closure list the construction contract award was delayed until 1 Oct 1991, approximately one and one-half years.

-- FY91 Section 801 Housing for 300 units was dropped because NAS Whidbey Island appeared on the BRAC 91 closure list. When NAS Whidbey Island came off the closure list, the appropriation had expired and the funds were expended elsewhere.

-- FY91 286 Saratoga Heights Whole House/Site renovation project for \$13 million was placed on hold and the FY91 funds were allocated elsewhere. This project has been recently identified for FY96 accomplishment with an increased construction cost.

BRAC-93 had significant impact on NAS Whidbey Island.

-- Received Maritime Patrol (MPA) mission from both NAS Moffet and NAS Barbers Point. Commander, Patrol Wing Ten, Patrol Squadron Forty, and Patrol Squadron Forty-Six

Change
CNAF
9402

are currently onboard. There are 45 personnel attached to COMPATWING-10 and each squadron is comprised of eight P-3's and 310 officer and enlisted personnel.

-- VQ-1 is planned to relocate from NAS Agana, Guam, to NAS Whidbey Island beginning April 1994, to be completed by December 1994. VQ-1 is comprised of six EP-3's, three UP-3's, and 420 officer and enlisted personnel.

-- BRAC relocation of P-3C Orion squadrons to Whidbey Island have resulted in COMNAVAIRPAC nominating AIMD Whidbey Island as a T56-14 (P-3) Complete Engine Repair (CER) facility. Completed installation, calibration and verification of Auxiliary Power Unit (APU) test cell, Engine Driven Compressor (EDC) test cell, and EDC Impeller

Balancing fixture. Completed initial training of currently assigned P-3 support personnel in first-degree repair of T-56 engine, gearbox, prop, engine driven compressor (EDC) and auxilliary power unit (APU). Lack of manpower currently the primary limiting factor in achieving full CER capability.

-- Due to other base closures and realignments, AIMD Whidbey Island has become the sole J52-series engine Complete Engine Repair (CER) facility supporting west coast and western pacific activities. Whidbey now supports all Third Fleet carriers, VA-42 (east coast RAG) while detached to El Centro, all SDLM/DIM P-408A requirements, and augmentation of COMFAIRWESTPAC (Seventh Fleet).

-- In addition to the MPA mission and AIMD expansion, the following activities have been identified as gains to NAS Whidbey Island from NAS Barbers Point and Mare Island:

UIC	ACTIVITY	OFFICER	ENLISTED	SUBTOTAL
66059	NAMTD	2	62	64
09517	COMPATWINGSPAC	18	82	100
47152	BODMU 15	0	5	5
00334	NASBARBERS	0	13	13
62849	NETS (9 CIV)			
66456	NOCEANCODT	0	5	5
35681	ACOPDET	0	26	26

44312	AIMD	0	100	100
46986	AIRMAINT TGD	0	17	17
43057	PSD	0	3	3
09623	VP-4	59	241	300
09644	VP-9	59	241	300
32606	BR MED (4 CIV)	16	19	35
62313	BR DENTAL CLINIC	1	2	3
47449	EODMU 9	7	41	48
	TOTAL	162	857	1019

7. MISSION:

a. **Organizational Aircraft Maintenance.** Provide maintenance and material control management and administrative support services for four UH-3H and three UC-12B aircraft. Provide limited maintenance for transient aircraft.

b. **Intermediate Level Aircraft Maintenance.** Provide administrative, supervisory, managerial, clerical, and technical support to perform intermediate level maintenance for EA-6B, KA-6D, A-6E, UH-3H, and P-3B/C aircraft including power plants, auxiliary power plants, airframes, electrical, avionics, support equipment, armament and aviator equipment systems. Mission area support includes, but is not limited to, performing production control, material control, quality assurance/technical library/data analysis, and test and calibration of measurement, diagnostic and precision measuring equipment.

(1) Perform organizational and intermediate level maintenance on ground support equipment listed in the activity Individual Material Readiness List (IMRL).

(2) Provide ground support equipment operator training to supported units and operate a ground support equipment pool.

(3) Aircraft Intermediate Maintenance Department provides Intermediate and Depot level support for A-6, EA-6, SH-3, and P-3 aircraft and related systems. Specific support is listed below:

(a) Power Plants (400) Division:

Supported Engines/Major Components	Repair Capability
J52P-408 Jet Engine	First Degree
J52P-408A Jet Engine	First Degree
J52P-8B Jet Engine	First Degree
J52 Fuel Nozzle	D-level
Constant Speed Drive (CSD)	I-level
T56-10 Turbo-Prop Engine	First Degree
T56-14 Turbo-Prop Engine	First Degree
54H60-77 Propeller	First Degree
Engine Driven Compressor	First Degree
T56-14 Reduction Gear Box (RGB)	First Degree
GTCP-95 Auxiliary Power Unit (APU)	First Degree
T-58-GE-402 Turbo-Shaft Engine	Second Degree
Aerial Refueling Store (Buddy Store)	I-level
AERO-1D Auxiliary Fuel Store (Drop Tank)	I-level

(b) Airframes (500) Division:

1 Structures Repair Work Center (51A). Performs depot level repairs on structural/flight control components as authorized by the CFA.

2 Cleaning and Paint Shop (51B). Cleans and paints all components handled by AIMD. Equipped with two industrial paint booths.

3 Weld Shop (51C). Capable of welding most types of metal except titanium and cast iron. Welding processes include:

- Shielded metal arc.

- Gas tungsten arc.
- Oxygen acetylene brazing/cutting.
- Resistance welding and silver soldering.
- Equipped with ovens for heat treatment of ferrous and non-ferrous metal alloys.

4 Machine Shop (51D). Manufactures and duplicates parts and tools extracted from blueprints, drawings, and sample items. Recently added a Computer Numeric Control lathe to this workcenter's capabilities.

5 Tire/Wheel Shop (51E). Rebuilds an average of 250 aircraft tire/wheel assemblies each month in support of all NAS Whidbey based and transient aircraft. Provides crucial on-the-job training for squadron personnel to obtain a tire/wheel qualification.

6 Hydraulic Component Repair Workcenter (52A). Repairs and overhauls hydraulic and pneumatic aircraft components. Provides squadrons with crucial capability of performing on-site aircraft flight control package troubleshooting.

7 Brake/Tubing and Strut Shop (52B/C). Performs maintenance on aircraft brakes and shock struts. Fabricates hydraulic and pneumatic hoses and tubing for aircraft, engines, and support equipment. Provides on-site repair of dynatube and permaswedge hydraulic tubing and fittings.

8 Non-Destructive Inspection (NDI) Shop (53A). Performs NDI on all A-6, EA-6B, and P-3 aircraft and support equipment along with their related components. NDI capabilities include:

- Liquid Penetrant.
- Magnetic Particle.
- Eddy Current.
- Ultrasonic Inspection.
- Radiographic (X-Ray) techniques.

(c) Avionics (600) Division:

1 Overall intermediate level aircraft maintenance avionics support of the EA-6B, A-6, SH-3, and P-3C aircraft using the following mainframe avionics support benches/equipment:

1. AN/USM-467	Radar Communications (RADCOM) Test Station
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2. OQ-354/USM-467	Radar Interface Unit (RIU/TSG)
3. USM-429	Computerized Automatic Test Equipment (CAT IID)
4. USM-484	Hybrid Test Set (HTS)
5. EMTC	Electronic Module Test Console
6. TCTB	Terrain Clearance Test Bench
7. SACE	Semi-Automatic Checkout Equipment
8. MSRTC	Mini-Sace Radar Test Console
9. MSDTC	Mini-Sace Display Test Console
10. MSFTC	Mini-Sace Flight Test Console
11. AN/ASM-608	IMUTS II WRA TESTER
12. AAM-60 (V2)	AAS-33A FLIR T/S
13. AAM-60 (V4)	A-6 TRAM/DRS T/S
14. AN/USM-458C	M.A.T.E. ALQ-126, ALR-67
15. OJ-615/ALM	Transmitter Test Station
16. OJ-602/ALM	Coolanol Servicing Unit
17. OJ-511B/ALM	Exciter Test Station
18. OK-441(A)/ALM	GT3A
19. OJ-510/ALM	Digital Test Bench
20. ALM-249,250,251	Transmitter Module Test Bench
21. ALM-163	Digital Module Test Console
22. AN/ALM-139	Early Warning Radar Receiver Bench
23. AN/ALM-133D	Early Warning Radar Receiver Bench
24. AN/USM-449	P-3 ORION Support (WRA/SRA)

25. AN/AQM-18	P-3 DIFAR Bench
26. AN/AQM-20	P-3 DIFAR SRA Bench
27. OQ-166	ALR-50 WRA tester/repair
28 OQ-167	ALR-50 WRA tester/repair
29. AN/ALM-164	ALE-39 Chaff Sytem Tester
30. AN/ALM-181	ALE-41 Chaff System
31. AN/USM-392B	ALQ-126B CCA Tester
32. AN/USM-450	USM-406 Sweep Cart Tester/Loader
33. MA-1 VARI DRIVE	Aircraft Generator system D-C Tester
34. MA-2 VARI DRIVE	Aircraft Generator/RAT Tester
35. MA-3 VARI DRIVE	Aircraft Generator/RAT Tester
36. AN/ASM-347	Programmer Set
37. IPTS	AN/ASN-92 IMU Tester
38. AN/LTN-136 TEST SET	LTN-72 INU Tester
39. AN/ASM-136	OP-SITE Test Set
40. MT SUPPORT KIT	ADI/RDC SRA repair
41. AN/USM-165	Auxilliary Tester
42. AN/AWM-42A	Tester
43. MK-1250/AWM42	Tester
44. HUNTRON 5100DS	CCA Tester
45. TS-1	Automatic Cable Checker
46. AN/APM-225	Module Analyzer Test Console
47. AN/ASQ-155	Computer Systems Test Console

48. AN/UPQ-5	Mission Recorder Test Console
49. AN/USM-387	VTR Test Set
50. LITTON 248902-1	Power Supply Test Set
51. AN/ASQ-155	ACU Test Set
52. AN/APM-317	APS 115 Radar Bench
53. AN/ASM-393	Anomally Detector Test Set
54. AN/ASM-392A	Compensator Test Set
55. AN/ASA-66	ASA66 Radar Modules Bench
56. MX-2230	R032/ASQ-10 MAD Recorder Test Bench
57. MX-8109	Selector Control Test Set
58. AN/AQH-4	16 CHNL Recorder/Reproducer Maintenance Kit
59. AN/AQH-4	32 CHNL Recorder/Reproducer Maintenance Kit
60. AN/SSM-7	Bathy Thermal Recorder Test Set
61. TS-1763/ASM96	OTPI Test Set
62. SG/ARR72	ASSG Test Set
63. SG791/ARR72	Ambient Sea Noise Test Set/Generator
64. AN/ASM-454	Magnetic Anomall Detection Test Set
65. ARR/72 SYSTEM	Sono RX Test Set
66. AN/ASM-461	AVA-1 Displays Test Console
67. ASM-614B	ASN-123 DDG
68. ASM-667	AYK-14 Computer
69. ARM-155	ARN-52/84 TACAN
70. ARM-156	ARN-52/84 TACAN

71. ARM-200	ARC-182 UHF/VHF Radio
72. ARM-165	ARC-159 Radio
73. ARM-158	ARC-105 Radio
74. APM-289	APN-182 Doppler
75. APM-403	APN-194 RAD ALT
76. UPM-137	APX-72/76/100 IFF Systems
77. APM-239	APX-72/76/100 IFF Systems
78. ARC-143 RTS	ARC-143 Radio
79. APM-231/C-9154 APM	APN-154 Radar Beacon
80. ARM-146	ARA-63 ILS
81. AIM-3	AIC-14 & 22 ICS
82. 51Y	ARC-51 Radio
83. W104488-1	APN-171 Radar Altimeter
84. TA-21A	ARC-101 Radio
85. NAV 750B	ARN-87 VOR
86. TS-2046	AIC-22 ICS
87. AN/APM-147A	AN/APN-182 Doppler Test Set
88. AN/APM-245	AN/APX-72/76 IFF
89. AN/APM-254	APQ-107 R.A.W.S
90. AN/APM-289A	APN-182(V) Doppler Test Set
91. AN/ARM-102	ARA-50 ADF System Tester
92. AN/ARM-40	ARA-25 ADF System Tester
93. AN/PRM-32	PRC-90 Surv Radio Test Set

94. B-331	CU/503 Autopilot CPLR Bench
95. C6690BAPM231	APN-154 Radar Beacon CPLR
96. SM511ASW	ASW-25 ACLS Simulator T/S
97. TS24BN	PRC-90/URT-33 Emerg. Radio T/S
98. W104488-1	APN-171 Radar altimeter
99. AN/APN-149A	APN-182 Doppler Simulator T/S

The above does not include common avionics test equipment such as DVM, DMM, O' scopes, etc. Additionally, manage 232 Test Program Sets (TPS) to support various Avionics systems.

2 Calibration services use any of the following:

- A PHASE kit comprised of 13 components.
- B PHASE kit comprised of 13 components.
- C PHASE kit comprised of 49 components.
- D PHASE kit comprised of 5 components.
- E PHASE kit comprised of 75 components.
- FEA6 PHASE kit comprised of 53 components.
- FP3 PHASE kit comprised of 177 components.
- F1 PHASE kit comprised of 235 components.
- M PHASE kit comprised of 15 components.
- NAX PHASE kit comprised of 44 components.
- R5 PHASE kit comprised of 49 components.

(d) Weapon System Support (700) Division:

1 Inducts, Tests, Issues, and has custody of over 3500 pieces of Armament Equipment in support of all NAS Whidbey Island squadrons, 6 West Coast Carriers and Naval Weapons Center China Lake, Ca., Naval Air Station Fallon, NV. Support to include:

- Complete depot level rebuild of all IMER's/ITER's (ordnance ejector racks)
- Scheduled and unscheduled inspections and repairs of (A6/EA6) AERO-7 series bomb ejector racks, ADU-299 Missile launcher adapters, AERO-5, LAU-7, LAU-117, LAU-118 missile launchers, RMK-31 Tow Reels, and

associated equipment. (P-3) BRU-12/A, BRU-15/A, AERO-65A/1, Standardized Pylon assembly, and associated P-3 armament equipment.

- Provide fleet training for the RMK-31 Tow Reel users.
- Perform all functions as Armament Equipment Pool custodians activities following COMNAVAIRINST. guidelines to include:
 - Preservation and storage of AAE
 - Maintaining subcustody records for all AAE issues to user activities.
 - Incorporation of applicable modifications to AAE.
 - Packaging and shipment replacement for AAE BCM'ed from CV/CVN Pools.

(e) ALSS (800) Division: Supports COMATKWINGPAC, COMVAQWINGPAC, and COMPATWING 10 communities by maintaining 7000 item Aviation Life Support Systems (ALSS) pool and performing maintenance and inspections on all ALSS items by the following work centers:

1 Packing Deck (81A). Performs inspection, repair and fabrication of cloth materials, including Parachute washing and drying and packing.

2 Floatation Equipment Shop (81B). Supports all communities aboard NAS Whidbey by:

- Test/Check/Service of High Rate of Discharge (HRD) fire extinguisher bottles for Halon systems.
- Servicing carbon dioxide cylinders for life rafts.
- Test and inspection of personal floatation devices for aircrew.

3 Oxygen Shop (81C). Responsible for:

- Test and repair of oxygen regulators.
- Aviators Breathing Oxygen (ABO) test site for NAS Whidbey.
- Oxygen bottle purging and servicing.

4 Ejection Seat Shop (81D). Performs approximately 790 inspections and repairs on A-6 and EA-6B ejection seats every year. Authorized for limited depot-level repairs of Martin-Baker Ejection seats.

(f) Support Equipment (900) Division:

1 Performs scheduled and unscheduled maintenance and inspections on over 2200 items of aviation support equipment (SE) including:

55	Aircraft tow tractors
15	Hydraulic Test units
27	Mobile electrical power units
25	Jet engine start units
93	Maintenance stands
42	Engine trailers
36	Liquid and gaseous oxygen carts
73	Nitrogen servicing carts
112	Weapons/engine hoists
111	Aircraft jacks
840	Miscellaneous weapons loaders and adapters
119	Aircraft tow bars
15	Light carts and air conditioners.
693	Miscellaneous equipment

2 Maintains a support equipment pool to support tenant activities in the movement of aircraft and SE.

3 Conducts equipment operator training for all tenant commands. Instructors teach approximately 200 students per week in 27 courses covering various SE. Conducts weekend classes for reserve training units.

4 Provides personnel and SE support for military units performing at six major airshows in the Pacific Northwest.

5 Manages the COMNAVAIRPAC SE rehab facility at Naval Station Everett.

c. Automated Data Processing (ADP) Services. Provide data processing installation management, services and operational support, to include applications software development, testing, implementation, maintenance and recovery. Systems support includes environmental systems software implementation, systems configurations support, systems recovery, and data communications implementation and maintenance support. Operational services include computer operational management and support, production control and customer services, data transcription support, ADP magnetic-media library support services, ADP hardware maintenance, and data communication network services support. Operation of data processing equipment includes support for Type C configuration host systems, with Type D configuration remote terminal equipment. Additional services include installation and implementation of Local Area Network (LAN) systems (PC based LAN), LAN management, configuration support, user training, and both hardware and software support services.

(1) Develop and maintain applications and system software at the activity level.

(2) Provide technical support services including data administration, data base management, performance analyses, configuration management, technical standards and procedures development, and repair and installation and hardware maintenance support for ADP equipment.

(3) Provide repair and service for station and COMNAVAIRPAC tenant activity ADP equipment.

(4) Operate the Naval Air Logistics Command Management Information System (NALCOMIS) in support of Aviation Depot Level Repairable (AVDLR) tracking. Operate the Uniform Automated Data Processing System for Stock Points (UADPS-SP), the Stock Point Logistic Integrated Communications Environment (SPLICE), and the Navy Logistics Network (NLN) environment to provide on-line real-time logistics management capabilities, including Item Component Repair List (ICRL), Shore Consolidated Allowance List (SHORECAL), AVDLR tracking, supply requisition status information, Naval Aviation Logistics Information Support System (NALISS), and overall inventory management support requirements. Service provided includes 24 hours a day, seven days a week operational support that includes operation of electronic data processing equipment and associated peripheral equipment in a multiprogramming, multitasking computing environment; data communications support for real-time processing capabilities; telecommunications and

network management services; and total microcomputer network and work station support including installation, training, and hardware maintenance.

(5) Coordinate Naval message distribution for the base. Provide management of automated message delivery system at activity level.

d. Public Works Department Support. Provide engineering and planning services, family housing services, contract administration and quality assurance, maintenance control, facilities maintenance and general services, and public utilities operations support.

(1) Facility Planning and Programming

(a) Real Estate Management

(b) Provides data for preparation and maintenance of general development maps and maintains the Index of Structures, which depict total facilities, both planned and existing, required to support command functions.

(c) Assembles data for the Navy Shore Facilities Planning System (SFPS) to determine basic facility requirements.

(d) Performs master planning, evaluation, documentation, and submission of station projects to higher authority for approval and funding.

(e) Prepares and submits all documentation for a long-range Military Construction (MILCON) program including outgoing refinement of the projected 5-year plan.

(f) Maintains Real Property Inventory System for Class I (land) and Class II (buildings, structures, and utilities) with Property Record Cards, and provides input for inclusion in the Navy Facilities Asset Data Base.

(g) Prepares and submits all documentation for construction, repair, equipment installation, NAVOSH, pollution abatement, energy, security, and nonappropriated fund projects.

(2) Design and Construction of New Facilities

(a) Provides design support to Resident Officer in Charge of Construction during project construction.

(b) Acts as local design manager on MILCON projects. Supports Architect-Engineer (A-E) contracting for MILCONs.

(c) Provides design manager services for larger station projects and Special Projects designed under A-E indefinite quantity contracts. Prepares scopes of work and A-E fee estimates, negotiates, design fees, and monitors designs to ensure technical adequacy, timeliness, and completeness. Submits final design packages for construction award.

(d) Prepares project designs in-house, including plans and specifications, for construction award.

(e) Develops maintenance, repair, and construction projects. Investigates project sites to determine conditions of facilities, prepares project scopes and descriptions of project need, and prepares project cost estimates to support requests for funds.

(f) Provides specialized engineering support and consultation to station forces.

(3) Maintenance and Repair of All Facilities

(a) Develops A-E indefinite quantity contracts to support maintenance, repair, and construction project design load. Work includes contract scoping, A-E slate and select, and A-E negotiation.

(b) Provides engineering support to Base Operating Services Contractor on work requests for maintenance, repair, and minor construction.

(4) Utilities Systems Operations and Maintenance

(a) Operates and maintains a secondary waste water treatment facility and wastewater collection and pumping system plant.

(b) Operates and maintains a water treatment plant and water distribution system.

(c) Ensures cable facilities to all buildings/locations are adequate.

(d) Creates orders for all new installs, moves, and changes of telephones in Telephone Management System and in network facilities.

(5) Energy Conservation and Management

(a) Develops energy projects to support station conservation goals.

(b) Conducts specialized surveys to evaluate production, conversion, and maintenance of utilities systems.

(c) Provides comprehensive utilities planning. Sets fee structures and systems development. Coordinates electrical, sewer, storm, steam, telephone, Local Area Network (LAN), and other systems. Works with other public agencies on solid waste management and other utilities affecting resource distribution.

(6) Transportation Equipment Operations and Maintenance

(a) Includes dispatching services, operation of light and heavy duty vehicles, trucks, buses, material handling equipment, weight handling equipment, grounds maintenance equipment, construction equipment, special purpose/design vehicles and miscellaneous unnumbered equipment.

(b) Provide maintenance and repair of sedans, buses, material handling equipment, firefighting equipment, construction equipment, light and heavy trucks, carryalls, tractors, and special purpose/design vehicles assigned to station activities and tenant commands.

(c) Repair accident damage on station and tenant activity equipment.

(7) Solid Waste Management

(a) Responsible for effective solid waste management which includes refuse, recyclables, compost, and wood waste.

(b) Provide for recycling of stations materials

(c) Provides reutilization assets through Defense Reutilization and Marketing Office (DRMO) system to all departments, tenant activities, and squadrons. Satisfies customer material equipment requirements through use of declared excess property and redistribution of surplus material.

(d) Manages the station's Precious Metals Recovery Program.

(8) Family Housing Management

(a) Provides Family Housing Services

(b) Administers the Housing Management Program by translating operation, maintenance, and improvement programs into budget requirements.

(c) Determines assignments of public quarters while attempting to maintain highest level of occupancy possible.

(d) Conducts habitability evaluations of vacated units and requests maintenance when required.

(e) Issues regulatory guidelines to occupants and provides a housing referral service.

(f) Neighborhoods of Excellence Program.

(g) Manages a Lease Indemnity Program.

(h) Lease 100 family housing units.

(i) FY94 MILCON for 106 two bedroom units.

(9) Self-Help Division

(a) Administers the station Self-Help Program.

(b) Acts as central point of contact for all Self-Help and workspace improvement projects.

(c) Supervises the operation of the Self-Help Store.

(d) Provides quality control and technical assistance on projects.

(e) Coordinates/records funding for all self-help projects and Self-Help Store. Tracks man-days and material costs.

(10) Provide Contract Administration

(a) Includes management, planning and development of contract provisions and statements of work for facilities support contracts.

(b) Includes the multifunction Base Operating Support contract and numerous

small purchase contracts for facilities maintenance and construction at NAS Whidbey Island.

(c) Negotiate contract modifications, interpret contract language and provisions, provide analysis/proposed resolution for disposal and settlement of claims, evaluate contract payment requests.

(d) Administer government furnished property programs.

(e) Initiate direction to various contractors, provide contract quality assurance services, including execution of surveillance plans, performance evaluation, enforcement and deductions, and complete contract closeout action per contracting officer requirements.

e. Environmental Management Services. Provide environmental management services, including:

(1) Monitors bald eagle nest sites via agreements with the U.S. Fish and Wildlife Service (USFWS).

(2) Secures necessary environmental permits, and complies with applicable regulations, of federal, state, and local agencies.

(3) Implements Resource Conservation and Recovery Act (RCRA) by securing agency permits, and by coordinating with Public Works Recycling in source reduction, precious metal recovery, composting, and recycling.

(4) Implements Clean Air Act (CAA) and secures necessary permits from the Northwest Air Pollution Authority.

(5) Implements the Clean Water Act (CWA) and acquires and manages the National Pollutant Discharge Elimination System (NPDES) permit; implements a Spill Prevention, Control and Countermeasures Plan; an Oil Spill prevention plan; and an Oil and Hazardous Substance Spill Contingency Plan.

(6) Implements the Safe Drinking Water Act (SDWA) and a plan to test drinking water quality.

(7) Implemented an Emergency Planning and Community Right-to-Know (EPCRA) program.

(8) Manages the following programs: Installation Restoration, Underground Storage

Tanks, Spill Response and Spill Prevention, Hazardous Waste minimization; Hazardous Material control; and pollution prevention awareness.

(9) Protects and enhances natural resources including wetlands, agricultural lands, forest lands, threatened and endangered species; and cultural and historic resources.

(10) Maintains cooperative agreements with the Animal Health Inspection Service of the U.S. Department of Agriculture, and the USFWS.

(11) Conducts NEPA review on proposals.

(12) Coordinates program to reduce potential for bird air strikes involving aircraft.

(13) Promotes and coordinates environmental awareness and community involvement through newspapers columns, classrooms presentations, and nature walks.

(14) Manages hunting, fishing, archery, and other outdoor recreational activities.

(15) Promotes on-going environmental research programs.

(16) Promotes the environmental ethic at NAS Whidbey Island by: participating in the Executive Steering Committee which sets long range policy and direction for NAS Whidbey Island; participating in the Hazardous Material Control and Management Quality Management Board; participating in the Solid Waste/Recycling Planning Board; participating on the Spill Prevention Committee; directing the Installation restoration Program Technical Review Committee; and by leading the Remedial Action Advisory Board.

(17) Participates in organizations external to NAS Whidbey Island including the Federal Facilities Pollution Prevention Working Group; the Region Environmental Coordination Committee; the Commanding Officers Environmental Roundtable; the Ground Water Advisory Committee for Island County; and the Watershed Management Committee for Island County.

(18) Conducts annual environmental compliance evaluations.

f. Financial Planning, Programming, Budgeting, Accounting, and Disbursement.

Provide comptroller services including budgeting, accounting, civilian timekeeping, and the following:

- Prepares naval air station budget
- Monitors budget execution
- Administers inter/intra support agreements (ISA's)
- Monitors reimbursable accounts
- Manages TAD/PCS travel requests and claims
- Central point for all activity accounting functions
- Ensures validity/accuracy of financial management reports
- Maintains plant property accounts
- Monitors civilian payroll
- Plant property

g. Fire Protection Inspection Services. Provide inspection, education, training and motivation services in support of fire prevention excluding inspections performed by firefighters and fire warden type assignments of nonprofessional firefighters.

(1) Train auxiliary firefighters, and monitor and operate alarm/communication equipment.

(2) Man fire stations and equipment as specified in the area Fire Marshal's inspection report to meet minimum fire flow and weight category requirements. Man firefighting vehicles.

h. Shipboard Aircraft Firefighting Training. Provide instruction for fleet squadron personnel and Puget Sound Naval Shipyard (PSNS)-based shipboard units in all phases of aircraft firefighting, particularly those applicable to aircraft, shipboard, and flight and hangar deck fires.

i. Aircraft Crash and Rescue Operations. Suppress aircraft, structural, and natural cover fires and perform aircraft rescue operations; maintain fire apparatus and equipment; conduct building and ground maintenance; assist in conducting fire prevention inspection of installed detection and fire suppression systems. Perform organizational level maintenance on aircraft arresting gear and optical landing systems. Man and operate crash fire rescue vehicles in support of flight operations. Man and operate satellite fire stations and equipment at OLF Coupeville in support of Fleet Carrier Landing Practice (FCLP) and other aircraft operations. Provide Emergency Medical Technician (EMT) and first responder medical services, both on and off the station, per mutual aid agreements. Operate the required aircraft salvage equipment including cranes, slings, wheel dollies, etc. Perform emergency hazardous materials response services and provide a comprehensive bloodborne pathogen program.

j. Flight Support Services. Provide administrative, supervisory, and clerical support, including quality assurance, required to maintain facilities and services necessary to support flight operations for master jet base air stations.

(1) Operate a Class V B Joint Control Facility and provide the following air traffic control services: flight planning service, airport traffic control service, low approach and landing service, terminal area control service, special use airspace control service, and en route control service.

(2) Provide fleet area control and surveillance to manage use of operating areas through coordination of scheduling and control of airborne and surface military platforms operating within, and transiting to and from, operating areas and/or military training routes. Management responsibility includes:

Managed Training Assets

Management Role

BOARDMAN R-5701/06
BOARDMAN MOA
R-5701/5706

RESOURCE MANAGER/SCHEDULING AUTHORITY

ADMIRALTY BAY MINING
RANGE R-6701

RESOURCE MANAGER/SCHEDULING AUTHORITY

RBSU SPOKANE	RESOURCE MANAGER/SCHEDULING AUTHORITY
W-237A	SCHEDULING AUTHORITY
W-237B	SCHEDULING AUTHORITY
W-460A	SCHEDULING AUTHORITY
W-460B	SCHEDULING AUTHORITY
TATOOSH ATCAA	SCHEDULING AUTHORITY
ALBACORE ATCAA	SCHEDULING AUTHORITY
CHINOOK A/B MOA	SCHEDULING AUTHORITY
OKANOGAN A MOA/ATCAA	SCHEDULING AUTHORITY
OKANOGAN B/C MOA	SCHEDULING AUTHORITY
ROOSEVELT A MOA/ATCAA	SCHEDULING AUTHORITY
ROOSEVELT B MOA	SCHEDULING AUTHORITY
OLYMPIC A/B MOA/ATCAA	SCHEDULING AUTHORITY
OLF COUPEVILLE	RESOURCE MANAGER/SCHEDULING AUTHORITY
SEAPLANE BASE	RESOURCE MANAGER/SCHEDULING AUTHORITY
SURVIVAL TRAINING AREA	
DARRINGTON ELECTRONIC	RESOURCE MANAGER/SCHEDULING AUTHORITY
WARFARE TRAINING AREA	

(3) Provide air terminal services to process outbound and inbound passengers and personal baggage, perform antihijacking inspections, provide flight availability information and control airlift utilization. Process Air Mobility Command (AMC) transportation authorization documents for personnel traveling outside the continental limits of the United States (OUTCONUS).

(4) Provide ground electronics maintenance at the airfield site and at remote locations, including planned and corrective maintenance and troubleshooting, and authorized field equipment changes.

(5) Perform FCLP scheduling for use of Ault Field and OLF Coupeville by Attack Wing/Electronic Combat Wing units.

(6) Operate and maintain OLF Coupeville in support of FCLP and other field compatible aviation and ground training.

(7) Perform aircrew duties in support of three UC-12B and four UH-3H aircraft.

(8) Perform operation and planned/organizational level maintenance of the optical landing system and other visual landing aids.

(9) Perform other functions as necessary to support operation of master jet base air stations.

k. Air Operations. Conduct air operations as required to train for and accomplish

Search and Rescue (SAR) and logistics mission tasking.

(1) Station SH-3's conducted 69 actual MEDEVAC and SAR missions in 1993. Currently the only mountain-capable helo asset for local state and federal agencies conducting search and rescue operations.

(2) Station SH-3's and UC-12's routinely tasked for transportation of personnel/material within the Puget Sound military complex.

(3) UC-12's from NAS Whidbey Island, through NALO scheduling, performed approximately 1500 mission hours of Military Airlift tasking.

1. Inter/Intra-Command Support. Command/administer a naval shore activity.

(1) Legal Services. Provide convening authority legal services, including administration of all military discipline and administrative separation matters; JAG Manual, claims, and line of duty investigations; Freedom of Information Act compliance, standards of conduct and legal assistance. As Special Assistant United States Attorney, represent the United States in United States District Court and administer the Magistrate's Court program.

(2) Public Affairs Services. Provide public affairs services at the tactical wing and air station levels, and support tenant activities aboard the air station including the following:

- Produce Command Newspaper serving a population of nearly 20,000 readers.

- Conduct an active tour program providing an opportunity for up to 10,000 visitors each year to become familiar with the Navy and Air Station Missions.

- Manage a speakers bureau of Navy subject matter specialists to inform the public in a face to face forum about the Navy.

- Produce and implement a comprehensive community relations plan for the Installation Restoration Program.

- Provide elected officials with information about the air station's mission, and biographical information about Navy people as requested.

- Document, in the form of fact sheets, news releases, and other publications, significant events involving the air station and its personnel.

- Provide information support for deploying squadrons and dependents who remain in the Whidbey Island area.

- Provide Public Affairs counsel, training and support to Station Departments, Wing Commanders, and other tenant commands.

- Develop and manage an active Partnerships in Education Program.

- Set up and manage public meetings for the purpose of informing the public and gaining consensus on plans and programs beneficial to the Navy and the public.

(3) **Religious Programs.** Provide programs of ministry in support of the free exercise of religion for station personnel and tenant commands.

(4) **Safety Programs.** Provide a directed Aviation Safety program; and administer a Navy Occupational Safety and Health (NAVOSH) program including:

- OSH councils & committees
- Mishap reporting
- Inspections
- Hazard abatement
- NAVOSH training
- Explosive safety oversight
- Traffic safety
- Radio frequency radiation Control Program
- Laser safety
- MILCON project review
- NAVOSH consultations
- Ergonomic surveys
- Federal Employees Compensation Act oversight
- Confined Space Entry Programs
- Respiratory Protection Program
- Hazardous material control program
- Annual industrial hygiene services

(5) **Management Analysis and Planning.** Provide management analysis and planning services to control manpower authorizations and requirements, review and revise mission/organization/structure, conduct special studies, coordinate Shore Manning Document (SHMD) and Efficiency Review (ER) functions, and prepare and review Inter-service Support Agreements (ISSAs). Conduct Commercial Activities (CA) program studies including development of performance work statements, requests for proposals, cost analysis and quality assurance surveillance plans.

(6) **Administrative Support.** Provide administrative support services including, but not limited to, reprographics, processing incoming and outgoing correspondence, command support, security clearance support, publication management service and reports control. Provide a centralized mail/correspondence distribution system and operate a centralized locator/mail directory service. Operate a Navy Official Mail Office. Provide guard mail services to station departments and tenant commands.

(7) **General Library.** Operate a general library per NAVEDTRA 38021.

(8) **Emergency Management.** Plan, develop, and administer a command emergency management program, including Chemical, Biological and Radiological (CBR) defense. Provide for mutual assistance with civilian and other military authorities. Evaluate potential and actual disasters. Organize emergency management functions and teams. Prepare and administer military support to civil defense, military assistance to civil authorities, and measures to cope with natural and man-made disasters. Ensure adequacy of warning systems, shelters, and training of emergency management teams. Coordinate drills and exercises to test readiness of installation activities. Develop and maintain an emergency

management operations plan. Conduct an information program for base populace.

(9) **Command Evaluation**. Conduct command evaluation program to review and evaluate station operations and functions. Per COMNAVAIRPACINST 7510.8, provide review services to wing commanders and tenant activities as necessary. Manage base program to reduce, prevent, and investigate allegations of fraud, waste, abuse, and improprieties. Specific programs include:

- (a) Perform independent review and evaluation of operations and functions
- (b) Investigate/follow up of fraud, waste and abuse issues
- (c) Liaison with external audit/inspection activities
- (d) Perform fiscal oversight of auxiliary resale outlets
- (e) Perform followup management of audits/inspections/reviews

(10) **Air Installations Compatible Use Zones (AICUZ) Program**. Provide a liaison role and promote compatibility between NAS Whidbey Island and the surrounding community as identified in OPNAVINST 11010.36A.

(11) **Total Quality Leadership (TOL)**. Plan, coordinate, and facilitate the implementation of TQL at NAS Whidbey Island. Provide educational, technical, and administrative support on TQL-related activities. Advise quality improvement teams (Executive Steering Committee, quality management boards, process action teams) in their efforts to increase customer satisfaction and reduce costs.

m. **Military Personnel Support Services**

(1) Conduct a full-time career and retention information program. Administer military educational programs for command.

(2) Provide military personnel administration liaison with the local Personnel Support Activity Detachment.

(3) Operate a family service center to provide services in the following core areas: command and community consultation, deployment support, relocation assistance and local indoctrination programs, transition assistance, spouse employment assistance program, personal financial management, crisis support team services, family life education programs, family advocacy program support, and individual, marital and family counseling.

(4) Provide command and control of the installation clubs system, including commissioned officer, chief petty officer and enlisted messes, and various food annexes.

(5) Provide Morale, Welfare and Recreation (MWR) programs including operation of automotive hobby shop, marina/boating facility, bowling center, craft hobby shop, child development center, youth center, golf facility, movie theater, outdoor recreation programs, and sporting/recreational equipment checkout. Coordinate recreational programs for squadrons and tenant activities homeported at NAS Whidbey Island. Operate and manage a

community activity program consisting of recreational ticket sales, tours office, and special events. Establish total quality in all MWR facilities, services, and programs.

(6) Provide human resource management program services including Drug and Alcohol Program Adviser (DAPA) and alcohol prevention services; ensure equal opportunity in employment, training, advancement, and treatment of employees and applicants.

n. Operate Ranges. Carry out operational support and training, including planning and execution of range operations, launch and recovery of weapons and targets, design and installation of range instrumentation and communication systems, collection and display of data gathered during range operations, collection of geophysical data relevant to operation of ranges, and operation and maintenance of instruments and equipment for the following facilities:

(1) Radar Bomb Scoring Unit (RBSU) and associated airspace at Spokane, WA allows A-6E and other attack aircraft to practice acquiring and attacking specific targets in an urban environment.

(2) Admiralty Bay Mining Range located 15 miles from the air station provides real time scoring of practice ordnance dropped on a water range in a mining mode.

(3) Boardman Bombing Range and associated airspace allows A-6E and other attack aircraft to maintain proficiency in low level flight and attack missions. The recent construction of a strafe pit in the Boardman Complex has made air-to-ground gunnery a reality in the Pacific Northwest.

(4) Existence of a well-established system of 14 Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) low level military training routes provides all-weather, day or night low level training in all types of topography including ocean coast-in points operations.

(5) The Darrington Area, 13 miles from NAS Whidbey, provides an outstanding electronic warfare training area. The area is used in conjunction with the one of a kind 15E34A, electronic warfare combat simulator. This device can simulate the complex EW environment of a hostile warfare situation and provide outstanding training for EA-6B aircrews.

(6) The Canadian Nanoose Range is located 50 miles north of Whidbey Island. This range accommodates torpedo testing and aircrew qualification as well as aerial mining. NAS Whidbey routinely stages aircraft detachments using the range. Additionally, NAS Whidbey SH-3H helicopters are heavily involved in cooperation with Naval Undersea Warfare Center (NUWC), Keyport in MK-50 torpedo test and evaluation.

(7) In addition to the more complex ranges available in the NAS Whidbey Island operations area, the following units utilized local NAS-owned or controlled facilities:

GROUND UNITS THAT TRAIN AT NAS WHIDBEY ISLAND

<u>GROUND UNIT</u>	<u>TRAINING FUNCTION/FACILITIES USED</u>
U.S. ARMY MILITARY	INTELLIGENCE GATHERING EXERCISE/SEAPLANE BASE 14TH SURVIVAL TRAINING AREA, CRESCENT HARBOR TRAINING

INTELLIGENCE BATTALION, LONG RANGE SCOUTING COMPANY	AREA, OLF COUPEVILLE, AULT FIELD AIRFIELD
U.S. ARMY, 1ST BATTALION/ 52ND AIR DEFENSE ARTILLERY	I-HAWK JOINT TRAINING/SEAPLANE BASE
U.S. ARMY	ELECTRONIC WARFARE TRAINING/15E34 EW TRAINER
MWSS 471 DET C	MOBILIZATION TRAINING/AIRFIELD, BLDGS 2739/2355
4TH FSSG DET G	MOBILIZATION TRAINING/AIRFIELD, BLDGS 2739/2355
MATSG	MOBILIZATION TRAINING/AIRFIELD, BLDGS 2739/2355

ADDITIONAL UNITS THAT TRAIN AT NAS WHIDBEY ISLAND

<u>FORCES</u>	<u>LOCATION/</u>	<u>TYPE OF SUPPORT</u>	<u>FREQUENCY</u>
SEATTLE AREA USNR	NAS WHIDBEY/ 80 MILES	SHIPBOARD/AIRCRAFT FIRE FIGHTING SCHOOL	MONTHLY
SEATTLE AREA USNR	NAS WHIDBEY/ 80 MILES	NBC WARFARE PROTECTION CLASSES	MONTHLY
CVN-68 BREMERTON BASED AVIATION- CAPABLE SHIPS	NAS WHIDBEY/ 60 MILES	SHIPBOARD/AIRCRAFT FIRE FIGHTING SCHOOL	MONTHLY
CV BATTLE GROUP	OFF-SHORE 140 MILES	AGGRESSORS FOR CV BATTLE WARNING AREAS/GROUPS	2/YR
U.S. ARMY GROUND BASED UNITS	YAKIMA/ 150 MILES	CLOSE AIR SUPPORT	7/YR
NW AIR DEFENSE SECTOR	OFF-SHORE WARNING AREAS/ 140 MILES	EXERCISE FELIX SPADE TO TEST USAF AIR DEFENSE LAUNCH RESPONSE	MONTHLY
<u>TRAINING FACILITY</u>	<u>LOCATION</u>	<u>TYPE OF TRAINING</u>	
CRESCENT HARBOR TRAINING AREA	NAS SEAPLANE BASE	EOD DIVING AND MINE COUNTERMEASURES OPS, BOAT COXSWAIN TRAINING, AND WATER INSERTION PARACHUTE OPS.	
SURVIVAL TRAINING AREA	NAS SEAPLANE BASE	EOD RESPONSE AND COMMUNICATION EXERCISES, CBU LAND NAVIGATION TRAINING, PATROL TACTICS, COMBAT	

MANEUVERS, FORMATIONS AND DEFENSIVE
COMBAT PROCEDURES

SHIPBOARD/ AIRCRAFT FIRE FIGHTING SCHOOL	NAS WHIDBEY ISLAND	SHIPBOARD/AIRCRAFT FIREFIGHTING CLASSROOM/LIVE FIRE DRILL (HELO/FIXED WING)
SMALL ARMS RANGE	NAS WHIDBEY	WEAPONS PROFICIENCY TRAINING (EODMU/CBU)
EOD DEMOLITION TRAINING RANGE	NAS WHIDBEY	IOC FY-93. DEMOLITION PROFICIENCY TRAINING
ADMIRALTY MINING RANGE	ADMIRALTY BAY, WA	UNDERWATER DEMOLITION TRAINING

o. **Supply Management and Administrative Services.** Provide administrative, supervisory, and clerical support to operate a standard supply department.

(1) Provide supply planning and quality assurance services in support of directed inventory control programs.

(2) Provide inventory control, including stock requirements and UADPS-SP inventory control.

(3) Provide general supply support functions including:

- Material handling services including receipt, storage, issue, and delivery.
- Operate an aviation Liquid Oxygen (LOX), O₂, and N₂ facility.
- Operate a SERVMART for use by operating units and shore activities in the local area to procure high-demand, low-dollar-value supply items.
- Provide traffic/freight terminal services including transportation services, packing and crating, and cargo handling.
- Provide receipt control, technical services, and customer services for nonaviation requisitions.
- Provide stock requirements for fuel and General Services Administration (GSA) supplies.

(4) Provide aviation supply support, including operation of an aviation supply support center.

(5) Provide a personal property office. Inspect incoming and outgoing shipments. Process applications and claims as required.

(6) Operate a mess hall. Administer mess attendant services contract.

(7) Provide procurement services of \$25,000 or less, including negotiating with contractors and vendors, and preparing and awarding purchase orders.

(8) Administer bulk fuel storage operations, bulk fuel delivery, and aircraft refueling contract. Maintain and store oil spill equipment. Inspect and quality control petroleum products.

(9) Operate and maintain Bachelor Enlisted and Officer Quarters (BEQ's/ BOQ's) to support station and tenant command requirements. Administer Basic Allowance for Quarters (BAQ) programs for personnel entitled to quarters who are in excess of billeting capacity.

(10) Administer Buy Our Spares Smart and Competition Advocate programs. Conduct analytical studies on technical and procurement practices/procedures to improve competition, management, and overall operations. Generate publicity to increase awareness of the programs.

p. Weapons Systems Support. Provide for the receipt, storage, issue, assembly, inventory and control of all ordnance at the command by:

- Secondary stock point for the storage of Approved Basic Stock Level of Ammunition (ABSLA) items assigned to NAS Whidbey Island and the tenant EOD Mobile Units.

- Responsible for all preparations and inspections for shipping or receiving any Class A or B explosives originating from, or destined to, the base or its tenant commands.

- Provide storage, assembly and delivery of MK-80 Series high explosive and inert bombs, Laser Guided Bombs (LGB) and Cluster Bomb Units (CBU) MK-20/CBU 59, missiles, practice bombs, Cartridge Actuated Devices (CAD), Chaff, Aircraft Egress Personnel (AEP) systems, pyrotechnics and associated equipment.

- Maintain an inventory of captive carry flight missiles and inert bomb and mine training shapes for use by tenant squadrons.

- Provide storage and issue of small arms munitions for NAS and tenant activities.

- Provide sonobuoy bulk storage in support of PATWING 10 and tenant P-3 squadron requirements.

- Receive expended CADS, AEPS, and pyrotechnics from tenant squadrons for disposal in accordance with Resource Conservation Recovery Act (RCRA) hazardous waste requirements.

q. Security Services. Provide physical security and law enforcement. Provide management, administrative and clerical assistance, and training for the physical security and law

enforcement functions. Provide: antiterrorism, non-Navy Criminal Investigative Service (NCIS) Investigations; crime prevention; installation access control; and military working dog services. Maintain and provide training for the small arms armory and range. Manage the civilian Drug Free Workplace Program.

PROJECTED MISSIONS FOR FY2001

All of the missions/tasks listed above (with the exception of A-6 support) and with the addition of the following:

- Sole shore site of Intermediate Avionics support of VQ-1.
- War reserve stock point for MK-45, MK-50 torpedoes.
- Aviation Supply Support, including operation of an aviation supply support center for the EP3 aircraft.
- Increased volume of Repair and Return actions for Aircraft/Support equipment parts with the Homeporting shift for CVN's and associated support ships.

8. UNIQUE MISSIONS:

Current Unique Missions

● AIMD

- a. Depot-level conversion site for modification of J-52P408 engines to the upgraded P408A model.
- b. Engineering investigation/disassembly inspection program in support of NADEP Jacksonville, FL.
- c. Depot-level repair of J52 oil pumps and fuel nozzles.
- d. Depot-level site for retrofit of fuel-air fitting (butt-weld modification) to A/A42RT1 Aerial Refueling Store
- e. Sole site for AN/ALM-139 PACFLEET Depot repair and RFU repository.
- f. Sole site for NAVY shore based EA-6B Intermediate Avionics support.
- g. Sole site for shore based PACFLEET Intermediate Avionics A6 support.
- h. Prime site for PACFLEET EA-6B and A-6 RADCOM TPS support and TPD duplication.

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i. AIMD Whidbey Island Seat Shop (81D) is the only "I" level support site in AIRPAC authorized to perform "O" level inspections and selective depot level inspections and repairs of ejection seat components and related systems.

j. Support and training of fleet personnel on the RMK-31 Tow Target for entire West Coast.

k. Manages the COMNAVAIRPAC SE rehab facility at Naval Station Everett.

l. Support equipment (SE) division provides personnel and SE support for military units performing at NAS Whidbey; Everett, Seattle, and Yakima, Washington; Eugene, Oregon; and Abbotsford, British Columbia airshows.

● ENVIRONMENTAL:

a. NAS Whidbey Island is responsible for the Golden-Indian Paintbrush, a candidate species for listing as an endangered plant. We have the second largest population of these plants found throughout the world.

● OPERATIONS

a. **Drug Interdiction/Smuggling Operations:** Pacific Northwest center of operations for airborne drug/smuggling interdiction. Works with a variety of U.S. and Canadian agencies regarding counter-narcotic/drug interdiction operations. Suspected air/marine smuggling aircraft and vessels have been monitored from NAS Whidbey Island's radar facility for interdiction activity in both Canada and the U.S. Customs aircraft have staged from NAS Whidbey Island for this purpose. Okanogan/Roosevelt military operating areas (MOA's) have been scheduled for U.S. Customs use to monitor U.S./Canada border air traffic. Agencies supported in these operations include: U.S. Customs C3I (West), Customs Air Branch (San Diego), U.S. Coast Guard, Washington Army and Air National Guard, Civil Air Patrol, NORAD 142d Fighter Interceptor Group, Canadian Customs and Royal Canadian Mounted Police (RCMP).

b. **Electronic Warfare:** Electronically clean airspace allows airborne radiation of EA-6B jamming system with minimal coordination on a routine basis through the operating area.

c. **Airspace:** As NAS Whidbey Island is served by its own Navy-staffed radar approach control; civil operations and routes are of minimal impact on the military air traffic in/out of the air station. The configuration of the Navy-staffed approach control's area of responsibility facilitates transit to military training route (MTR) entry points and from MTR exit points as well as fuel critical fleet carrier landing practice (FCLP) operations to/from Outlying Field (OLF) Coupeville. The location of the Admiralty Bay Mining Range within the approach control's

airspace negates any interference from outside (Federal Aviation Administration (FAA)) control entities.

Airspace structure and location of MTR entry/exit points provide for ready access to all routes and training areas. Fleet stereotyped flight plans have been devised and coordinated with Seattle ARTCC to reduce workload and facilitate system integration of military aircraft. The Pacific Northwest U.S. Navy MTR structure is designed for maximum all-weather training missions and is fully integrated in and de-conflicted with the local FAA system. These routes would be extremely difficult to attain/duplicate anywhere else in the continental U.S. due to the involvement of competing airspace interests as well as difficult environmental compliance.

d. Location: Close proximity to the naval stations at Bremerton, Bangor Submarine Base, Keyport, and the Everett homeport makes it strategically important as the logistical naval air head for the Pacific Northwest.

The location of NAS Whidbey Island also permits the following specialized training with other operational units: CVBG War-at-Sea Exercises (WASEX) in the Pacific Northwest operating areas; counter-narcotic/anti-drug smuggling operations with joint U.S. Customs, Canadian Customs units; air defense exercises with Northwest Air Defense Sector Operations Center; proximity to Fort Lewis has facilitated Patriot Missile/EA-6B vulnerability exercises.

● WEAPONS

a. Provide bulk storage of high explosive projectiles used by Washington State Department of Transportation for avalanche control.

b. Provide Security Category II explosive magazine storage to support local EOD emergency rapid response operations.

c. Maintain a retrograde magazine for EOD Mobile Units to store damaged or defective ordnance until it can be properly disposed.

d. Maintain a demolition training range within ESQD arcs in support of EOD's mission.

e. Provide weapon proload training and recertification for aviation ordnance personnel attached to aircraft carriers homeported in the Puget Sound area.

● SUPPLY

- a. Sole activity providing aviation supply support for Navy EA-6B squadrons.

PROJECTED UNIQUE MISSIONS FOR FY 2001

● OPERATIONS:

- a. Expanded electronic warfare activity to include an additional electronic warfare simulator at the Pacific Beach Complex.

- b. Radiological survey missions in conjunction with the Hanford Nuclear Plant

- c. Become the Pacific Northwest logistics aviation headquarters. Local assets include three C-9 aircraft located here, three UC-12B, and four SH-3H aircraft can transport passengers, mail, high priority cargo between the air station, Puget Sound Naval Shipyard, Naval Hospital, Bremerton, Submarine Base Bangor, NUWC, Keyport, Everett Naval Station, and Naval Support Activity, Seattle. Ships operating in the Puget Sound, or the Pacific Ocean near the Strait of Juan de Fuca are easily within servicing distance.

Projected center for training, operational, and evaluation detachments due to proximity to ranges and special use airspace. In the past, on average, NAS Whidbey Island has hosted 19 VP detachments, 8 HS detachments, 9 VS detachments, and 2 HM detachments annually. The missions have included torpedo exercises, major mining exercises, ASW exercises, CNO project support, and operational missions.

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
<u>COMNAVAIRPAC</u>	<u>N57025</u>
● Funding Source	UIC
<u>COMNAVAIRPAC</u>	<u>N57025</u>

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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
● Reporting Command(00620)	<u>37</u>	<u>287</u>	<u>436</u>
● Tenants (total)	<u>1037</u>	<u>7129</u>	<u>370</u>

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Authorized Positions as of 30 September 1994

NAS Whidbey Island and components:

The end strength numbers for NAS Whidbey bear little resemblance to current requirements. The end strength data is obtained from the OPNAV 1000/2 manpower document that is over 3 years out of date. An ER was performed in 1991, but has not yet been processed for implementation. Manpower requirements have changed drastically since then.

COMATKWINGPAC and COMVAQWINGPAC:

There is no manning authorization document for these activities. They are currently working off the old 1000/2 for COMMATVAQWINGPAC, UIC 09519, which they replaced a year ago.

COMPATWING 10:

This activity is comprised of three UIC's. Due to the rapidly changing plans brought about by BRAC actions and the phlegmatic response of the manning process, two of the three are currently operating with a billet authorization of ZERO. Authorization numbers are "best guess" estimations from that activity.

	Officers	Enlisted	Civilian	Non DOD
● Reporting Command(00620)	<u>35</u>	<u>266</u>	<u>424</u>	
● Tenants (total) (Includes VQ-1, NAMTRADET, and decom of VAQ-137)	<u>1098</u>	<u>6975</u>	<u>366</u>	<u>1050</u>

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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.

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<u>Title/Name</u>	<u>Office</u>	<u>Fax</u>	<u>Home</u>
● CO/OIC			
<u>CAPT J.F. SCHORK,</u> <u>Commanding Officer</u>	<u>(206) 257-2345</u>	<u>(206) 257-1852</u>	<u>(206) 675-7207</u>
● <u>Duty Officer</u>	<u>(206) 257-2631</u>	<u>N/A</u>	<u>N/A</u>
● <u>CDR J.E. NORTZ,</u> <u>Executive Officer</u>	<u>(206) 257-2122</u>	<u>(206) 257-1852</u>	<u>(206) 675-7813</u>

12. TENANT ACTIVITY LIST: Includes authorized end strength as of 30 September 1994 for all tenants.

- Tenants residing on main complex (shore commands)

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
DPSRF	HZZ321	0	0	1
MWSS 471 DET C	M48043	3	21	0
MATSG	M67849	3	17	0
ROICC	NX1366	2	2	5
DRMO	NX1458	0	0	5

NADEP ALAMEDA DET	NX1957	0	0	7
NATSF DET	NX1959	0	0	1
NAVFAC WHIDBEY CANADIAN DET	NX2305	2	33	0
NAVAIRES	N00621 N54004	14	127	16
FASOTRAGRUPACDET	N0345A	1	20	14
VR-61	N08988	10	78	0
VA-128	N09522 N30679	97	713	1
VP-69	N09989	7	114	0
VAQ-129	N09995 N30694	108	484	0
FSC	N30052	0	3	0
NAESU DET	N30333 N35330	1	7	28
NAVCRIMINVSERVRA	N31683	0	0	6
NAVCOMM DET	N33219	1	14	0
NAVLEGSVCOFF DET	N35502	4	6	0
A/C OP DET	N35674	0	0	0
BRDENCLINIC	N39075	10	15	2
PERSUPP DET	N43138	2	44	19
AIMD	N44329	12	536	27
FLTIMAGCENPAC	N45002	0	9	0
SECURITY	N46252	1	138	16
MATKWEPSCOLPAC	N46740	15	30	1
SEA OP DET	N46967	0	410	0

EODMU 17	N47150	3	22	0
RES RECRUIT	N47769	1	3	0
RES INTEL AREA 1	N47913	1	3	1
DECA	N49110	0	8	53
NAVY CAMPUS	N49304	0	1	2
VAQ-309 (stands down 1st qtr FY95)	N53871	8	85	0
COMPATWING 10	N55165 N45521 N45522	27	54	2
EODMU 11	N55569	12	76	0
COMVAQWINGPAC	N55627	24	36	8
COMATKWINGPAC	N55628	11	25	11
NEX	N63355	1	0	0
Naval Pacific Meteorology & Oce- anography Detachment	N65907	1	22	1
NAMTRAGRU DET	N66058	2	100	2
NAMTRAGRU DET	N66059	2	62	0
NAVHOSP OAK HARBOR	N66097 N46856	63	139	81
NAVCALAB	N66609	0	0	25
CBU 417	N66925	1	38	0
CAAC	N68121	0	4	1
HRO FIELD OFFICE	N68436 (parent)	0	0	12
NAVFAC WHIDBEY	N68844 N46258	23	263	9

N00620

NAVAIRWARCEN TSD DET ORLANDO, FL	N68936 (parent)	0	0	4
NAVAIRWARCEN DET PT MUGU, CA	N63126 (parent)	0	0	3

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● Tenants residing on main complex (homeported units.)

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
VA-196	N09093	42	250	0
VAQ-138	N09199	28	147	0
VAQ-139	N09200	28	147	0
VA-52	N09283	42	250	0
VAQ-130	N09289	28	147	0
VAQ-131	N09364	28	147	0
VAQ-132	N09615	28	147	0
VA-165	N09616	42	250	0
VP-46	N09632	59	241	0
VP-40	N09674	59	241	0
VA-95	N09707	42	250	0
VQ-1 (Expected FY94)	N09930	87	403	0
VAQ-134	N09970	28	147	0

VAQ-135	N09971	28	147	0
VAQ-140	N53806	28	147	0
VAQ-141	N53807	28	147	0

• Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
NAVFAC COOS HEAD	N57055	OREGON	0	0	1
NAVFAC PACIFIC BEACH	N57056	WA	0	5	1

• Tenants (Commercial Entities)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
AIL	N/A	AIMD	0	0	*2
AMERICAN FEDERATION OF GOVT EMPLOYEES	"	NAS WHIDBEY	0	0	collateral duty positions
AMERICAN RED CROSS	"	NAS WHIDBEY	0	0	*1 f/t *7 p/t *186 vol
AMERICAN TELEPHONE & TELEGRAPH	"	NAVFAC	0	0	*1
ATA	"	DATA PROCESSING	0	0	*2
BEECH AEROSPACE SERVICES	"	OPERATIONS	0	0	*4
BOEING	"	VA-128	0	0	*2

BROWN & ROOT, INC.	"	PUBLIC WORKS	0	0	*190
BURROUGHS/UNISYS	"	DATA PROCESSING	0	0	*1
CAE LINK	"	VAQ-129	0	0	*1
CHAPMAN COLLEGE	"	NAS WHIDBEY	0	0	*3 f/t *12 p/t
COASTAL GOVT SERVICES	"	NAVHOSP	0	0	*109
COBARC SVCS	"	SUPPLY	0	0	*6
COMMISSARY BAGGERS	"	DECA	0	0	*37
CONTINENTAL DYNAMICS, INC.	"	VAQ-129	0	0	*15
CSI REFLECTONE	"	COMVAQ-WINGPAC	0	0	*6
DCS	"	COMATK-WINGPAC	0	0	*1
DENTAL POWER SERVICES INDUSTRY	"	DENTAL	0	0	*2
DO-WELL SERVICES	"	NAVAIRES	0	0	*6
EMBRY RIDDLE AERONAUTICAL UNIVERSITY	"	NAS WHIDBEY	0	0	*4 f/t *10 p/t
FIRST INTERSTATE BANK	"	NAS WHIDBEY	0	0	*5
GRUMMAN	"	MAIN OFFICE	0	0	*8
GRUMMAN	"	NAESU	0	0	*11
GRUMMAN	"	VAQ-129	0	0	*1
GRUMMAN	"	AIMD	0	0	*7

GRUMMAN	"	SUPPLY	0	0	*5
GTE	"	PW	0	0	*2
HONEYWELL	"	DATA PROCES- SING	0	0	*1
INFORMATION SPEC- TRUM, INC.	"	VA-128	0	0	*2
KAY & ASSOCIATES	"	NAESU	0	0	*2
KAY & ASSOCIATES	"	VP-69 (NAVAIRES)	0	0	*1
LEAR SEIGLER	"	VA-128	0	0	*17
LOCKHEED	"	NAESU	0	0	*1
LORAL AEROSPACE CORP (WISS)	"	OPERATIONS	0	0	*3
MAYTAG AIRCRAFT CORP. (FUEL)	"	SUPPLY	0	0	*33
MCDONALD'S FAST FOOD RESTAURANT	"	NAS WHIDBEY	0	0	*50
NATIONAL MEDICAL STAFFING	"	BRANCH DENTAL CLINIC	0	0	*1
NAVY/MARINE CORPS RELIEF SOCIETY	"	NAS WHIDBEY	0	0	*4 f/t *3 p/t *42 vol
NEW LEAF	"	DECA	0	0	*6
NEW LEAF (GROUNDS MAINTENANCE)	"	PUBLIC WORKS	0	0	*12
MANAGEMENT TECH- NOLOGY (TMI)	"	NAWC (PT. MUGU)	0	0	*1
NEW LEAF	"	PUBLIC WORKS	0	0	*25

NORTHERN FISH CO.	"	DECA	0	0	*3
PERSON SYSTEM INTE- GRATION (FSI) MFR	"	COMVAQ- WINGPAC	0	0	*10
PRATT & WHITNEY	"	AIMD	0	0	*2
PRATT & WHITNEY	"	NAESU	0	0	*2
PREVENT (UNIV OF ARIZONA)	"	CAAC	0	0	*5
RAIL	"	VP-69 (NAVAIRES)	0	0	*1
RAIL	"	NAESU	0	0	*2
REFLECTONE	"	COMVAQ- WINGPAC	0	0	*21
REFLECTONE	"	COMVAQ- WINGPAC/ COMATK- WINGPAC	0	0	*4
REFLECTONE (A-6 TRAINER)	"	VA-128	0	0	*5
RESEARCH PLANNING, INC.	"	NAVFAC	0	0	*1
RETIRED AFFAIRS OF- FICE	"	NAS WHIDBEY	0	0	*25 vol
SCHEDULED AIRLINES TICKETING OFFICE (SATO)	"	NAS WHIDBEY	0	0	*3
SERVAIR	"	VR-61 (NAVAIRES)	0	0	*4
SKAGIT VALLEY COL- LEGE	"	NAS WHIDBEY	0	0	*2 f/t *20 p/t
SOUND MILITARY SALES	"	DECA	0	0	*4

STAR MOUNTAIN	"	VAQ-129	0	0	*6
STERLING MEDICAL	"	NAVHOSP	0	0	*3
TRACTION SYSTEMS MAINT	"	SUPPLY	0	0	*44
TRANDES CORP.	"	NAWC	0	0	*5
U.S. POST OFFICE	"	NAS WHIDBEY	0	0	*2
VEDA	"	COMATK-WINGPAC	0	0	*2
VENDORS/STOCKERS	"	DECA	0	0	*18
VICTORY SUPPLY SYSTEMS COOR.	"	VAQ-129	0	0	*3
VITRO	"	COMATK-WINGPAC	0	0	*1
VITRO	"	NATSF	0	0	*1

*Non DOD Civilian

The tenant activity list is to include "any 'subleasing' of space." Agricultural land is leased at NAS Whidbey Island. Ault Field contains three agricultural outleases: 4A01 (190 acres), 4A03 (195 acres), and 4A04 (164 acres). The Seaplane Base contains two agricultural outleases: 4B01 (300 acres) and 4B02 (282 acres). OLF Coupeville contains five agricultural outleases: 4C01 (104 acres), 4C02 (115 acres), 4C03 (44 acres), 4C04 (119 acres), and 4C05 (118 acres). NWSTF Boardman contains four agricultural outleases: 4A01 (21,300 acres), 4A02 (20,745 acres), 4A03 (160 acres), and 4A04 (80 acres). Please note that agricultural lands are not considered as a restrictive use area. Agricultural land is leased at the convenience of the government and those leases may be canceled if the land is needed for other purposes.

13. REGIONAL SUPPORT:

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
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City of Oak Harbor	Oak Harbor, WA	Sewage treatment facility
Thirteenth Coast Guard		SAR services
Submarine Group 9	Silverdale, WA	Helicopter for surveillance as required for radiological emergency
Harbor Airlines	Oak Harbor, WA	Emergency aircraft landings. Provide facilities when specific conditions exist.
NAS Alameda and NA-VAIRES Alameda	Alameda, CA	AIMD support for VA-304
Naval Air Systems Command		AIMD support, NALCOMIS data processing support
Naval Base Seattle	Seattle, WA	National emergency or planned exercises
Naval Supply Center, Puget Sound	Bremerton, WA	Reciprocal computer backup support
Naval Undersea Warfare Center	Keyport, WA	Stage torpedoes for testing
Naval Weapons Support Ctr.	Crane, IN	Electricity for antenna site at Lake Hancock
366th Tactical Fighter Wing	Mountain Home AFB, ID	Scoring assistance and utilities of NWSTF Boardman Bombing Range
Puget Sound Naval Shipyard	Seattle, WA	Helicopter for surveillance as required for radiological emergency
Aviation Depot	NAS Alameda, CA	AIMD support
Puget Sound Naval Shipyard	Bremerton, WA	Provide helicopter for aerial monitoring, as requested, for radiological emergencies

Crane Division, Naval Surface Warfare Center	Crane, IN	Provide electrical service for hyper-fix antenna sites
Naval Air Weapons Station	China Lake, CA	Provide AIMD support
Washington State Dept. of Transportation, Avalanche Control Division	Olympia, WA	Provide ammunition storage
Naval Air Weapons Station	Pt. Mugu, CA	Provide AIMD support
Defense Fuel Supply Center, Cameron Station	Alexandria, VA	Provide environmental support
354th Fighter Squadron	McChord AFB, WA	Provide use of strafe range at NWSTF Boardman, OR
Skagit County Community Action agency	Mt. Vernon, WA	Provide facilities for WIC supplemental food program
NAVBASE, Seattle	Throughout Saratoga Passage	Oil spill response for fuel spilled from Navy vessels
NAVSUPSYSCOM	4 county area and British Columbia, Canada	Personal property movement of government personnel
American Red Cross	NAS Whidbey	Galley services for disaster relief
Washington State Dept. of Transportation		Bulk storage of avalanche control rounds
Puget Area aircraft carriers	Bremerton, WA	Provide weapons and personnel for aviation ordnance proload training and recertification
COMNAVAIRPAC	San Diego, CA	Environmental data collection

Engineering Field Activity, NW	Silverdale, WA	"
U.S. Fish & Wildlife Service	Seattle, WA	"
Environmental Protection Agency	Seattle, WA	"
National Oceanic and Atmospheric Administration	Seattle, WA	"
Northwest Air Pollution Authority	Mt. Vernon, WA	"
Washington State Depts. of Ecology, Health, Wildlife, Natural Resources, and Community Development	Olympia, WA	"
Washington State Employment Security Department	Olympia, WA	Provide classroom and office space

14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

- **Local Area Map.** This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

- **Installation Map / Activity Map / Base Map / General Development Map / Site Map.** Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that

encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

- Aerial photo(s). Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

- Air Installations Compatible Use Zones (AICUZ) Map. (Provide 12 copies.)

BRAC-95 CERTIFICATION

Activity: NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

J. R. FITZGERALD
NAME (Please type or print)
Commander in Chief
Title


Signature
2/15/94
Date

U. S. Pacific Fleet
Activity (Acting)

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)
Deputy Chief of Naval Operations (Logistics)
Title


Signature
22 FEB 1994
Date

BRAC-95 CERTIFICATION

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK

NAME



SIGNATURE

COMMANDING OFFICER

TITLE

31 January 1994

DATE

DATA CALL 1
NAS WHIDBEY ISLAND

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

NEXT ECHELON LEVEL (if applicable)

VADM R. J. SPANE, USN
NAME (Please type or print)
COMMANDER
Title
NAVAL AIR FORCE, U.S. PACIFIC FLEET
Activity


Signature
FEB 14 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Title

Activity

Signature

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA
NAS Whidbey Island UIC 00620

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	NAVAL AIR STATION, WHIDBEY ISLAND
UIC:	N00620
Major Claimant:	CINCPACFLT

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates. Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term "activity" is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the "area defined in response to question 1.b., (page 3)".

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Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, the scope of the "area defined" may be limited to the sum of:

- those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,
- those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

Note 3: Responses to questions referring to "civilians" in this data call should reflect federal civil service appropriated fund employees.

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund civil service salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

CNAP CHG 9407

Average Appropriated Fund Civilian Salary Rate:	\$34,000
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Source of Data (1.a. Salary Rate): FY 1995 Apportionment 1996/1997 Budget Exhibit CP-1

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
Island	WA	7404	716	90.69 %	10	15

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NAS Whidbey Island UIC 00620

Skagit	WA	407	66	5.28 %	30	45
Other	WA	325	36	4.03 %	--	--

= 100%

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

All government housing is located in Island County.

Source of Data (1.b. 1) & 2) Residence Data): PSD Database of 7/8/94, HRO Subbase Bangor Database of 7/6/94

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
Bellingham	Whatcom	50

Source of Data (1.c. Metro Areas): Area maps

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's civil service workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	1	.18
20 - 24 Years	19	2.28
25 - 34 Years	76	9.3
35 - 44 Years	260	31.75

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NAS Whidbey Island UIC 00620

45 - 54 Years	319	38.95
55 - 64 Years	137	16.84
65 or Older	6	.7
TOTAL	818	100 %

Source of Data (1.d.) Age Data): HRO Bangor Database/31 May 94 Strength Report

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's civil service workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	0	0
9th through 11th Grade	8	.98
12th Grade or GED	419	51.26
1-3 Years of College	244	29.89
4 Years of College (Bachelors Degree)	94	11.45
5 or More Years of College (Graduate Work)	53	6.42
TOTAL	818	100 %

2) Degrees Achieved. Complete the following table for the activity's civil service workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	15

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Associate Degree	65
Bachelor Degree	92
Masters Degree	23
Doctorate	2

Source of Data (1.e.1) and 2) Education Level Data): HRO Bangor NCPDS Database. Direct input from ROICC, NAESU, & CALLAB

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	0	
2. Construction (includes facility maintenance and repair)	15-17	5	.61
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	0	
3b. Aircraft (includes engines and missiles)	3721 et al	69	8.44
3c. Ships	3731	0	
3d. Other Transportation (includes ground vehicles)	various	1	.12

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Industry	SIC Codes	No. of Civilians	% of Civilians
3e. Other Manufacturing not included in 3a. through 3d.	various	11	1.34
Sub-Total 3a. through 3e.	20-39	81	9.9
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40	0	
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	102	12.47
4c. Water Transportation (includes organizational level maintenance)	44	0	
4d. Air Transportation (includes organizational level maintenance)	45	22	2.69
4e. Other Transportation Services (includes organizational level maintenance)	47	0	
4f. Communications	48	4	.49
4g. Utilities	49	0	
Sub-Total 4a. through 4g.	40-49	128	15.65
5. Services	70-89		
5a. Lodging Services	70	9	1.1
5b. Personal Services (includes laundry and funeral services)	72	54	6.6
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	155	18.95
5d. Automotive Repair and Services	75	0	
5e. Other Misc. Repair Services	76	14	1.7
5f. Motion Pictures	78	0	
5g. Amusement and Recreation Services	79	2	.24
5h. Health Services	80	44	5.38
5i. Legal Services	81	4	.49
5j. Educational Services	82	29	3.55

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Industry	SIC Codes	No. of Civilians	% of Civilians
5k. Social Services	83	15	1.83
5l. Museums	84	0	
5m. Engineering, Accounting, Research & Related Services (incl RDT&E, ISE, etc.)	87	109	13.33
5n. Other Misc. Services	89	31	3.79
Sub-Total 5a. through 5n.:	70-89	466	56.97
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	44	5.38
6b. Justice, Public Order & Safety (incl police, firefighting and emergency mgmt)	92	72	8.8
6c. Public Finance	93	5	.61
6d. Environmental Quality and Housing Programs	95	17	2.08
Sub-Total 6a. through 6d.		138	16.87
TOTAL		818	100 %

Source of Data (1.f.) Classification By Industry Data): HRO Bangor Database. Direct inputs from CALLAB, NAESU, ROICC. 31 May 94 Strength Report.

g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by civil service employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	104	12.71
2. Professional Specialty	0	
2a. Engineers	15	1.83
2b. Architects and Surveyors	5	.61
2c. Computer, Mathematical & Operations Research	0	
2d. Life Scientists	4	.49
2e. Physical Scientists	0	
2f. Lawyers and Judges	0	
2g. Social Scientists & Urban Planners	0	
2h. Social & Recreation Workers	28	3.42
2i. Religious Workers	0	
2j. Teachers, Librarians & Counselors	20	2.44
2k. Health Diagnosing Practitioners (Doctors)	0	
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	20	2.44
2m. Communications	0	
2n. Visual Arts	5	.61
Sub-Total 2a. through 2n.:	97	11.84
3. Technicians and Related Support		
3a. Health Technologists and Technicians	18	2.2
3b. Other Technologists	145	17.75
Sub-Total 3a. and 3b.:	163	19.95
4. Administrative Support & Clerical	285	34.84
5. Services		
5a. Protective Services (includes guards, firefighters, police)	67	8.19
5b. Food Preparation & Service	0	

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA
NAS Whidbey Island UIC 00620

Occupation	Number of Civilian Employees	Percent of Civilian Employees
5c. Dental/Medical Assistants/Aides	7	.86
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	14	1.71
Sub-Total 5a. through 5d.	88	10.76
6. Agricultural, Forestry & Fishing	0	
7. Mechanics, Installers and Repairers	67	8.19
8. Construction Trades	6	.73
9. Production Occupations	0	
10. Transportation & Material Moving	1	.12
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	7	.86
TOTAL	818	100 %

Source of Data (1.g.) Classification By Occupation Data): 30 June 94 Manpower List.
HRO Bangor Database.

Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate **appropriated fund civil service jobs** at the activity.

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category -

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self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.

4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.
6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilersetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Busdrivers; material moving equipment operators; rail transportation occupations; truckdrivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere).
Entry level jobs not requiring significant training.

h. Employment of Military Spouses. Complete the following table to provide estimated information concerning military spouses who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	62 %
2. Percentage of Military Spouses Who Work Outside of the Home:	51.88 %
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	

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3a. Employed "On-Base" - Appropriated Fund:	16.16 % *
3b. Employed "On-Base" - Non-Appropriated Fund:	8.03 %
3c. Employed "Off-Base" - Federal Employment:	1.41 %
3d. Employed "Off-Base" - Other Than Federal Employment	74.40 %

3e. Number of Dual Military Couples--188

* Includes 22 spouses working for contractors supported by appropriated fund and 188 dual military couples.

Source of Data (1.h.) Spouse Employment Data):
Strength Report as of 31 May 94
Survey of Base Activities
1994 CINCPACFLT Congressional testimony (PSD Database printout of 28 Dec 93)

2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

- A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.
- B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.
- C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

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a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A (Note 1)	B (Note 1)	B (Note 1)
Schools - Private	A	B	B
Public Transportation - Roadways	A	B	B
Public Transportation - Buses/Subways	A	A	B
Public Transportation - Rail	N/A	N/A	N/A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	A
Water Distribution	A	B	B
Energy Supply	A	A	A
Energy Distribution	A	B	B
Wastewater Collection	A	B	B
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreational Activities	A	B	B

Note 1: Assumes that the local community public schools include Oak Harbor, Coupeville, Anacortes, Mount Vernon, and Burlington.

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief

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narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Source of Data (2.a. 1) & 2) - Local Community Table): Oak Harbor City Engineer; Oak Harbor Police Chief; Whidbey General Hospital Administrator; Island Transit; NAS Whidbey Island Assistant Public Works Officer; NAS Whidbey Island Public Works Planning Director; NAS Whidbey Island Utilities Engineer; Contracting Officers Technical Representative for Water Distribution and Waste Water Collection and Treatment; Whidbey Island Association of Realtors

b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	B	B
Schools - Private	A	B	B
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	A	A	A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A

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Category	20% Increase	50% Increase	100% Increase
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Source of Data (2.b. 1) & 2) - Regional Table): City of Oak Harbor, Oak Harbor Police, Whidbey General Hospital Administrator, Island Transit, Puget Power

3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units:

- 5.9 percent vacancy - average vacancy factor
- 4.6 percent - Oak Harbor/No. Whidbey
- 6.2 percent - Skagit County
- 6.8 percent - Whatcom County

Units for Sale:

- 906 -- Within 25 miles driving distance
- 2002 -- Within 1 hour driving distance (approximately 50 miles)

Source of Data (3.a. Off-Base Housing):
NW MLS, Whidbey South Realtors Association, Skagit MLS, Bellingham MLS

b. **Education.**

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1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current	** Max. Capacity	Current	*** Max. Ratio	
Anacortes	Skagit	4	1	1	2635	75%	20.5:1	20.6:1	No
Bellingham	Whatcom	11	3	2	9600	80%	17.2:1	20.6:1	No
Burlington	Skagit	5	0	1	3135	80%	19:1	20.6:1	No
Coupeville	Island	1	1	1	953	80%	16.2:1	20.6:1	No
Mount Vernon	Skagit	5	1	1	5047	90%	17.1:1	20.6:1	No
Oak Harbor	Island	6	2	1	6243	75%	20.5:1	20.6:1	Yes
Sedro Woolley	Skagit	7	1	1	3446	80%	17.2:1	20.6:1	No

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

**Maximum capacity based on a multi-track, year-round education schedule.

***Maximum ratio based on state-mandated formula for basic education (not including categorical programs).

Source of Data (3.b.1) Education Table): Superintendent's Office, Oak Harbor School District

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment. **NONE**

Source of Data (3.b.2) On-Base Schools): N/A

3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

- Bellingham Technical College (Whatcom)**
- Chapman University (Island)**
- Embry-Riddle Aeronautical University (Island)**
- Northwest Indian College (Whatcom)**
- Skagit Valley College (Skagit and Island)**
- Western Washington University (Whatcom and Island)**
- Whatcom Community College (Whatcom)**

Source of Data (3.b.3) Colleges): Washington Education Directory, 1993-94
 The College Handbook 1993

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

Skagit Valley College	Bellingham Technical College
Office Tech	Business
Marine Tech	Health
Engineering Tech	Industry
Health Services	Horticulture
Graphic Arts	Technology

Source of Data (3.b.4) Vo-tech Training): Washington Education Directory, 1991-1992 Edition

c. Transportation.

1) Is the activity served by public transportation?

	<u>Yes</u>	<u>No</u>
Bus:	<u> X </u>	<u> </u>
Rail:	<u> </u>	<u> X </u>
Subway:	<u> </u>	<u> X </u>
Ferry:	<u> X </u>	<u> </u>

Source of Data (3.c.1) Transportation): Public Knowledge

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

- a) **Mount Vernon (22 miles)--Congressional approval has been given and money appropriated. Scheduled to start June or July 1995 with one stop daily northbound and one stop daily southbound at Mount Vernon.**
- b) **Everett, WA, for all trains to the east. 60 miles from NAS Whidbey Island.**
- c) **Seattle, WA, for all trains to the south. 90 miles from NAS Whidbey Island.**

Source of Data (3.c.2) Transportation):

Location: PHONCON between NAS Whidbey Island Planning Director and Burlington Northern Railroad Inc.

Distance: Washington Official Highway Map 1992

- 3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.
 - a) **Oak Harbor Air Park--located 5 Miles south of Oak Harbor, WA, and 8 miles from NAS Whidbey Island.**
 - b) **Seattle-Tacoma (SEATAC) Airport located 10 miles south of Seattle, WA, and 100 miles from NAS Whidbey Island.**

Source of Data (3.c.3) Transportation):

Location and Distance: Washington Official Highway Map (1992)

- 4) How many carriers are available at this airport?
 - a) **One commercial carrier as of 6 July 1994. Harbor Airlines, located at Oak Harbor Air Park is an Alaska Airlines associated "commuter airline" with connections to all major airlines at Seattle-Tacoma International Airport.**
 - b) **Twenty-five commercial carriers as of 6 July 1994 at SEATAC.**

Source of Data (3.c.4) Transportation):

a. Phone call to: Oak Harbor Air Park terminal

b. Phone call to: Port of Seattle Aviation Division, Aviation Communications/Public Information, Barbara Stewart, (206) 433-4645

- 5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

a. Interstate 5 is 25 miles east of NAS Whidbey Island.

Source of Data (3.c.5) Transportation):

Location and Distance: Washington Official Highway Map (1992)

- 6) Access to Base:

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- a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

Ault Field has 4 gates. Langley Gate is open 24 hours and the other 3 are open during peak hours.

Seaplane Base has 2 gates and are open 24 hours.

CNAP CHG 9407

The quality of the roads providing access to the naval air station is excellent. Three of the four gates access directly to major arterial roads. The fourth gate accesses a county collector road. The county collector road intersects a state highway within 0.3 miles. The air station road that accessed this fourth gate was only upgraded from a gravel to a paved road in January 1994. The county road department, upon becoming aware of the paving of the air station road leading to the fourth gate, has already obtained additional road right-of-way for the county collector road. Additionally, the county has authorized and funded the improvement of the collector road.

Substantial excess road capacity is available during peak periods. All accesses to the base are below their maximum capacities. Even with air station expansions of 20 percent, 50 percent, and 100 percent, the roads will remain below their maximum capacities. Two intersections near the air station would need traffic signals if station expansions occur. One signal is already funded jointly by the State and County for 1995.

- b) Do access roads transit residential neighborhoods?

NO

- c) Are there any easements that preclude expansion of the access road system?

NO

- d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

NO

Source of Data (3.c.6) Transportation):

Traffic Engineering Study, Military Traffic Management Command Report TE 85-6a-46,
Naval Air Station Whidbey Island, WA (June 1986);
Island County Transportation Plan (1994);
Six Year Road Plan (1994-2000)

- d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? **YES** Explain the nature of the agreement and identify the provider of the service.

The NAS Whidbey Fire Protection Division operates emergency responses to the local community in accordance with written mutual aid agreements directed by NAVFACINST 11320.22 and signed by the NAS Commanding Officer and officials of the City of Oak Harbor and Island County Fire Districts #2 and #5. These are reciprocal agreements involving all phases of aircraft, structural, and natural cover firefighting and include medical and hazardous materials responses.

Source of Data (3.d. Fire/Hazmat): J.M. Haider, NAS Whidbey Fire Chief

- e. **Police Protection.**

- 1) What is the level of legislative jurisdiction held by the installation?

Concurrent jurisdiction for all areas of NAS Whidbey Island

- 2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

Not applicable

- 3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

There is no written agreement at this time. However, a formal written agreement is under negotiation with local law enforcement agencies.

- 4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

There are informal verbal understandings with local law enforcement agencies

involving:

- a) **Local law enforcement agencies (Oak Harbor Police Department (OHPD), Island County Sheriff's Office (ICSO), and Washington State Patrol (WSP) are to respond to 911 calls placed by military members residing in family housing areas on board NAS Whidbey Island**
 - b) **The Washington State Patrol responds to major traffic accidents involving injuries on board NAS Whidbey Island.**
 - c) **Local law enforcement agencies provide support with regard to criminal activities on board NAS Whidbey involving non-military personnel.**
 - d) **OHPD and WSP provide cross-training to NAS Whidbey Island Security Department personnel.**
- 5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

Not applicable

<p>Source of Data (3.e. 1) - 5) - Police): Security Officer, NAS Whidbey Island/Legal Officer, NAS Whidbey Island/Chief of Police (Acting), City of Oak Harbor</p>

f. **Utilities.**

- 1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

NAS Whidbey Island has agreements with the local community for water and for sewage treatment.

Water Contract:

The Navy buys water from the City of Oak Harbor under Utility Service Contract N62474-71-C-3076 . Oak Harbor buys water from the City of Anacortes. The water is delivered from Fidalgo Island through two mains: a 24 inch main built jointly by the Navy and the City of Oak Harbor in 1971 and an older 10 inch main built by the Navy. Oak Harbor now owns and operates the mains.

Section I.1.b. of the service contract guarantees the Navy the first 4.5 million

gallons per day supplied through the 24 inch main. The contract requires the Navy to pay \$250 per month into a maintenance fund, which is not to exceed \$20,000. Navy water use for FY93 averaged 976,000 gallons per day. This is typical of past years and is 22% of our contract guaranteed pipeline capacity. The 24 inch pipeline capacity is 9 million gallons per day at 6 ft/sec delivery.

Sewage Contract:

The Navy has a vested share of the capacity of the Sea Plane Base sewage treatment plant under Utility Service Contract N62474-85-C-6905. The facility is on Navy property. Under this contract the City of Oak Harbor is responsible for operating and maintaining the facility. The Navy has granted the City a 50 year easement (N62474-87-RP00R-29) for this purpose. Contingent to these contracts was a jointly funded Navy and City of Oak Harbor project that expanded the Navy owned treatment plant to a capacity of 2.5 million gallons per day. The Navy's vested share of this is the original plant capacity of 885,000 gallons per day. The Navy is entitled to treatment of up to this amount without incurring any expense for any further capital expansion made necessary by City of Oak Harbor growth.

For twenty years from the utility service contract award, the Navy pays a flat rate of \$0.35 per thousand gallons of metered Navy sewage. Navy consumption for FY93 was 428,000 gallons per day, which is 48% of our vested capacity.

- 2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

The activity has not been subject to water rationing or interruption of delivery within the last five years.

- 3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

The activity is not subject to brown outs or rolling black outs and none have occurred within the last five years. Electricity generating capacity exceeds demand in the Northwest, and locally, on Whidbey Island, Puget Power and Light Company keeps 100% redundancy in main power line capacity. The four existing 20 MVA distribution substations in our local area are near capacity. However, the utility will add a fifth 20 MVA substation to its grid this fall. Construction is currently underway. This will provide 20 MVA of

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reserve substation capacity.

During a particularly bad winter storm in December 1990, which exceeded a 100 year event, the entire island and our activity experienced a two day power outage. The outage was caused by a massive blow down of trees over power lines. Since this event, Puget Power and Light has widened its right of ways and instituted a vigorous tree cutting program. We believe we are now protected against recurrence of such an outage. During the outage, activity electricity generators picked up critical operational loads, such as the Naval Facility, the Naval Hospital, the central heating plant, communications transmitting and receiving stations, and flight control and navigation operations. The outage highlighted an electricity generating deficit at the galley which has since been corrected by replacement of the old generator with a new 500 KVA generator.

<p>Source of Data (3.f. 1) - 3) Utilities): <u>3.f.1 - Water Sources:</u> Utility Service Contract N62474-71-C-3076; FY93 Water Bills from the City of Oak Harbor <u>3.f.1 - Sewer Sources:</u> Utility Service Contract N62474-85-C-6905; Easement N62474-87-RP00R-29; FY93 Sewage Bills from the City of Oak Harbor <u>3.f.2 - Utilities Engineer NAS Whidbey Island</u> <u>3.f.2 - PP&L Growth Management Plan;</u> Conversations between NAS Whidbey Utilities Engineer and Kit Maret, PP&L Customer Services Engineer</p>

4. Business Profile. List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. NAS Whidbey Island	Freedom	10,825
2. Intalco Aluminum Corporation	Aluminum Processor	1,300
3. St. Joseph's Hospital	Medical	1,100
4. Western Washington University	Education	1,100
5. Bellingham School District	Education	875
6. Georgia Pacific	Paper Products	839
7. Whatcom County	Local Government	625
8. Visiting Nurse Services	Health	623
9. City of Bellingham	Local Government	591

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Employer	Product/Service	No. of Employees
10. Oak Harbor School District	Education	590

Source of Data (4. Business Profile): Four county region business employee lists from Economic Development Councils

5. Other Socio-Economic Impacts. For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

In 1994, Oak Harbor lost approximately 125 employees as a result of the relocation of a portion of the activities of Alaska USA Federal Credit Union from Oak Harbor to Anchorage, Alaska.

b. Introduction of New Businesses/Technologies:

According to the Economic Development Council offices in Skagit and Whatcom Counties, those counties continue to be severely impacted by loss in timber related jobs as a result to the spotted owl controversy. However, in Skagit County in the last 14 months, nine new companies have located in the industrial facilities provided by the Port of Skagit County and retail continues to grow at a substantial pace. In So. Whatcom County, retail activities have subsided somewhat and employment has been reduced as a result of change in the exchange rate between the U.S. and the Canadian dollar.

c. Natural Disasters:

During the last 5 years, Skagit County has experienced one substantial flood that was rated in excess of a hundred-year flooding event. The resulting economic impact to the industrial farm base in Skagit County was offset by Federal dollars and Disaster Farm Credit. No impact.

d. Overall Economic Trends:

Per John Hitt, Executive Director, Island County Economic Development Council--

The statement made for the 1993 data collection round is essentially correct for 1994 as it relates to North Whidbey Island. Island County overall, however, has had a measurable pickup in commercial and residential activity with the most substantial increases on South Whidbey and Camano Island. These are areas

that are less impacted by NAS Whidbey.

The comments for Skagit and Whatcom Counties in 1993 still stand for 1994, according to the State of Washington economic information. The 1993 Data Call (d. Overall Economic Trends) reads as follows:

The major economic impact on Island County in the last 5 years has been the uncertainty of the future of NAS Whidbey Island. With over 70 percent of the population associated with the base, North Whidbey Island would be economically devastated. Since the 1991 Base Closure Commission, investment in business and residential development has been virtually stopped. A recent poll of the local banks indicated that capital loans are not available for businesses which have not been in operation for at least 2 years, and that real property is not desired as collateral for business loans. In short, there is already a significant impact on the growth and development of Island County as a result of the base closure process.

Skagit County is considered economically depressed and timber impacted. There is an active education and diversification program. (Spotted owl)

Whatcom County is timber impacted. (Spotted owl)

Source of Data (5. Other Socio/Econ):

Economic Development Councils of Island, Skagit and Whatcom Counties

6. **Other.** Identify any contributions of your activity to the local community not discussed elsewhere in this response.

Navy personnel (military and civilian) represent about 70 percent of the participation in every volunteer service/community interest activity in the local area. No defineable monetary value can be put on these contributions of time and energy, but without the participation and commitment given by Navy people, many of these worthy causes would be forced to cease operations:

Partners for Progress
Save our Kids
Whidbey Playhouse
Boy Scouts
Girl Scouts
Camp Fire Girls
Churches
Help House
Island Thrift
North Whidbey Little League
Oak Harbor Youth Soccer
Oak Harbor Youth Football

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Highway Beautification
Volunteer Fire Departments
Whidbey General Hospital Volunteers
Island County Historical Society
Oak Harbor Senior Center Volunteers
Oak Harbor Community Center Coordinating Committee
Oak Harbor Auxiliary Police Force
Island County Community Health Advisory Board
Oak Harbor Adult Day Care Center Volunteers
Island County Fair
Coupeville Arts and Crafts
Island County Sheriff Auxiliary Force
Down Town Development Council
Pony Club
4-H
Neutral Zone-Youth Activities
SAFE Program
Partnerships in Education -- Oak Harbor School District
Service Clubs -- participation and speakers
Holland Happening
City 4th of July activities
Veterans Organizations
Audobon Society
Beach Watchers
Penn Cove Water Festival -- Environmental Displays
Concerts on the Cove
Navy League
Sea Cadets

Source of Data (6. Other): Island County Commissioners

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NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. KELLY

NAME (Please type or print)

R. J. Kelly
Signature

Commander In Chief

Title

3 Aug 94

Date

U. S. Pacific Fleet

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)

ACTING

Title

J. B. Greene Jr.
Signature

16 AUG 1994

Date

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ECONOMIC COMMUNITY INFRASTRUCTURE
NAS Whidbey Island UIC 00620

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

NEXT ECHELON LEVEL

VADM Robert J. Spane, USN
NAME (Please type or print)


Signature

Commander
Title

19 July 1994
Date

Commander Naval Air Force, U.S. Pacific Fleet
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 CERTIFICATION

DATA CALL 65

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK
NAME


SIGNATURE

COMMANDING OFFICER
TITLE

13 July 1994
DATE

18

**DATA CALL 66
INSTALLATION RESOURCES**

Activity Information:

Activity Name:	Naval Legal Service Office Detachment Whidbey Island WA
UIC:	35502
Host Activity Name (if response is for a tenant activity):	Naval Air Station Whidbey Island WA
Host Activity UIC:	00620

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A – Base Operating Support Costs (Other Than DBOF Overhead).

This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table

**DATA CALL 66
INSTALLATION RESOURCES**

(following line 2j., as necessary, to identify any additional cost elements not currently shown).
Leave shaded areas of table blank.

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: Naval Legal Service Office Detachment Whibdey Island WA			UIC: 35502
Category	FY 1996 BOS Costs (\$000)		
	Non- Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities	8		8
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify) Oth Eng Supp/Comm	10.6		10.6
2k. Sub-total 2a. through 2j:	18.6		18.6
3. Grand Total (sum of 1c. and 2k.):	18.6		18.6

**DATA CALL 66
INSTALLATION RESOURCES**

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
O&M,N	18.6

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 2l., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

**DATA CALL 66
INSTALLATION RESOURCES**

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: Naval legal Service Office Detachment Whidbey Island WA		UIC: 35502	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>\$15K)	0	0	0
1b. Real Property Maintenance (<\$15K)	0	0	0
1c. Minor Construction (Expensed)	0	0	0
1d. Minor Construction (Capital Budget)	0	0	0
1c. Sub-total 1a. through 1d.	0	0	0
2. Other Base Operating Support Costs:			
2a. Command Office	0	0	0
2b. ADP Support	0	0	0
2c. Equipment Maintenance	0	0	0
2d. Civilian Personnel Services	0	0	0
2e. Accounting/Finance	0	0	0
2f. Utilities	0	0	0
2g. Environmental Compliance	0	0	0
2h. Police and Fire	0	0	0
2i. Safety	0	0	0
2j. Supply and Storage Operations	0	0	0
2k. Major Range Test Facility Base Costs	0	0	0
2l. Other (Specify)	0	0	0
2m. Sub-total 2a. through 2l:	0	0	0
3. Depreciation	0	0	0

**DATA CALL 66
INSTALLATION RESOURCES**

4. Grand Total (sum of 1c, 2m., and 3.) :	0	0	0
--	---	---	---

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: Naval Legal Service Office Detachment Whidbey Island WA	UIC: 35502
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	
Material and Supplies (including equipment):	
Industrial Fund Purchases (other DBOF purchases):	18.6
Transportation:	0.4
Other Purchases (Contract support, etc.):	2.3
Total:	21.3

**DATA CALL 66
INSTALLATION RESOURCES**

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: Naval Legal Service Office Detachment Whidbey Island WA	UIC: 35502
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	0
Facilities Support:	0
Mission Support:	0
Procurement:	0
Other:*	0
Total Workyears:	0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

**DATA CALL 66
INSTALLATION RESOURCES**

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

**DATA CALL 66
INSTALLATION RESOURCES**

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

C. M. Legrand, RADM, JAGC
NAME (Please type or print)

Commander, NAVLEGSVCCOM
Title

Naval Legal Service Command
Activity


Signature

18 JUL 94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

Mr. Robert W. Thornett
NAME (Please type or print)


Signature

Director
Title

8/2/94
Date

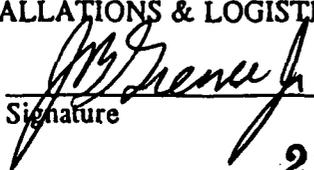
Field Support Activity
Activity

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

Date

22 AUG 1994

**RESPONSES TO QUESTIONS 1 AND 2 PROVIDED BY COMNAVAIRPAC.
RESPONSE TO QUESTION 3 PROVIDED BY INDIVIDUAL STATION
DATA INCLUDES ALL ADJUSTMENTS THROUGH 08 JULY 1994**

Activity Information:

Activity Name:	NAS WHIDBEY ISLAND, WA
UIC:	00620
Host Activity Name (if response is for a tenant activity):	
Host Activity UIC:	

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not

currently shown). Leave shaded areas of table blank.

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NAS WHIDBEY ISLAND, WA		UIC: 00620	
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	6896		6896
1b. Minor Construction	173		173
1c. Sub-total 1a. and 1b.	7069		7069
2. Other Base Operating Support Costs:			
2a. Utilities	2526		2526
2b. Transportation	5021		5021
2c. Environmental	1293	633	1926
2d. Facility Leases			
2e. Morale, Welfare & Recreation	1093	1435	2528
2f. Bachelor Quarters	2892	710	3602
2g. Child Care Centers	94	397	491
2h. Family Service Centers	164	288	452
2i. Administration		3285	3285
2j. Other (Specify) Retail Supply		4700	4700
Other Base Support		16294	16294
Physical Security		5215	5215
2k. Sub-total 2a. through 2j:	13083	32957	46040
3. Grand Total (sum of 1c. and 2k.):	20152	32957	53109

b. **Funding Source.** If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
OMN	36910
MPN	16199

c. **Table 1B - Base Operating Support Costs (DBOF Overhead).** This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 2l., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

COMNAVAIRPAC ACTIVITIES HAVE NO DBOF COSTS

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAS WHIDBEY ISLAND, WA		UIC: 00620	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>\$15K)			
1b. Real Property Maintenance (<\$15K)			
1c. Minor Construction (Expensed)			

DATA CALL 66
 INSTALLATION RESOURCES
 NAS Whidbey Island UIC 00620

1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: NAS WHIDBEY ISLAND, WA	UIC: 00620
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	275
Material and Supplies (including equipment):	4335
Industrial Fund Purchases (other DBOF purchases):	5
Transportation:	409
Other Purchases (Contract support, etc.):	24941
Total:	29965

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: NAS Whidbey Island	UIC: 00620
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	283
Facilities Support:	288
Mission Support:	81
Procurement:	0
Other:*	0
Total Workyears:	652

b. Potential Disposition of On-Base Contract Workyears. If the functions of your activity were relocated, what would be the disposition of the on-base contract workyears?

1) Est. of contract workyears to be transferred to the receiving site.

Contract Type	Est. Workyears
Construction:	100 (note 1)
Facilities Support:	UNK (note 2)
Mission Support:	61 (note 3)
Total Workyears:	161 (see notes)

Note 1: Estimate for receiving site to plan/execute MILCON and renovations.

Note 2: Totally dependant on receiving site facilities, unable to estimate.

Note 3: Estimate of fuels support and contracted food service/BQ workers.

2) Estimated number of workyears which would be eliminated:

Contract Type	Est. Workyears
Construction:	183 (note 1)
Facilities Support:	276 (note 1)
Mission Support:	16 (note 2)
Total Workyears:	475

Note 1: Assumes receiving site has sufficient expansion ability in contract.

Note 2: Assumes supervisory billets covered by receiving site.

3) Estimated number of contract workyears which would remain in place

Contract Type	Est. Workyears
Construction:	0
Facilities Support:	16 (note 1)
Mission Support:	0
Total Workyears:	16 (note 2)

Note 1: Contract personnel to provide caretaker duties for essential utilities and facilities (fuels system, boiler, etc.).

Note 2: Environmental compliance/remediation contract WYE's **not** included.

DATA CALL 66
 INSTALLATION RESOURCES
 NAS Whidbey Island UIC 00620

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
2	Mission Support: (2) Tugboat operators
3	Mission Support: (3) Commercial truck drivers

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	Not applicable

BRAC-95 CERTIFICATION DATA CALL SIXTY SIX

NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. KELLY

NAME (Please type or print)

RJ Kelly

Signature

Commander In Chief

Title

3 Aug 94

Date

U. S. Pacific Fleet

Activity

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

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

W. A. EARNER

NAME (Please type or print)

W Earner

Signature

Title

8/30/94

Date

BRAC-95 CERTIFICATION
DATA CALL 66
INSTALATION RESOURCES
NAS Whidbey Island UIC 00620

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

NEXT ECHELON LEVEL

VADM Robert J. Spane, USN
NAME (Please type or print)


Signature

Commander
Title

19 July 1994
Date

Commader Naval Air Force, U.S. Pacific Fleet
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

BRAC-95 CERTIFICATION
DATA CALL 66
INSTALATION RESOURCES
NAS Whidbey Island UIC 00620

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

CAPT R. G. Reynolds, USN
NAME (Please type or print)


Signature

Shore Activities Officer
Title

18 July 1994
Date

Division

Shore Activities
Department

Commander Naval Air Force, U.S. Pacific Fleet
Activity

BRAC-95 CERTIFICATION

DATA CALL 66

Question 3a, 3b, and 3c only

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK
NAME


SIGNATURE

COMMANDING OFFICER
TITLE

12 July 1994
DATE

**DATA CALL 66
INSTALLATION RESOURCES**

Activity Information:

Activity Name:	NAVCOMM DET Whidbey Island, WA
UIC:	N33219
Host Activity Name (if response is for a tenant activity):	Naval Air Station, Whidbey Island, WA
Host Activity UIC:	N00620

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

**DATA CALL 66
INSTALLATION RESOURCES**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NAVCOMM DET Whidbey Island, WA		UIC: N33219	
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities	42	0	42
2b. Transportation	2		2
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)	63	0	63
2k. Sub-total 2a. through 2j:	107	0	107
3. Grand Total (sum of 1c. and 2k.):	107	0	107

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INSTALLATION RESOURCES**

2j. (1) Custodial	1	0	1
(2) Emergency Services-Non Real Property	1	0	1
(3) Base Communications	14	0	14
(4) Station Ops	<u>47</u>	<u>0</u>	<u>47</u>
Total other	63	0	63

**DATA CALL 66
INSTALLATION RESOURCES**

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

<u>Appropriation</u>	<u>Amount (\$000)</u>
----------------------	-----------------------

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

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INSTALLATION RESOURCES**

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAVCOMM DET Whidbey Island, WA		UIC: N33219	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (> \$15K)			
1b. Real Property Maintenance (< \$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1e. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :	0	0	0

**DATA CALL 66
INSTALLATION RESOURCES**

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: NAVCOMM DET Whidbey Island, WA	UIC: N33219
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	
Material and Supplies (including equipment):	49
Industrial Fund Purchases (other DBOF purchases):	
Transportation:	
Other Purchases (Contract support, etc.):	58
Total:	107

**DATA CALL 66
INSTALLATION RESOURCES**

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: NAVCOMM DET Whidbey Island, WA	UIC: N33219
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	0

* Note: Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

**DATA CALL 66
INSTALLATION RESOURCES**

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

**DATA CALL 66
INSTALLATION RESOURCES**

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

INSTALLATION RESOURCES, DATA CALL 66 for COMNAVCOMTELCOM

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____
Title _____ Date _____
Activity _____

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

NEXT ECHELON LEVEL (if applicable)

(Please type or print) _____ Signature _____ Name _____
Title _____ Date _____
Activity _____

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

MAJOR CLAIMANT LEVEL

T. A. STARK _____ Signature T. A. Stark
Name (Please type or print) _____
Commander, _____ Date 25 Aug 1994
Title _____
Naval Computer and
Telecommunications Command
Activity _____

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

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

W. A. EARNER _____ Signature W. A. Earner
NAME (Please type or print) _____
Title _____ Date 9/6/94

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

**NAVAL AIR STATION, WHIDBEY ISLAND
DATACALL #33**

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

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ENVIRONMENTAL DATA CALL

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

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

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

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

Provide a list of the tenant activities with UIC's that are covered in this response.

TENANT ACTIVITY LIST:

- Tenants residing on main complex (shore commands)

Tenant Command Name	UIC
DPSRF	HZZ321
MWSS 471 DET C	M48043
MATSG	M67849
ROICC	NX1366
DRMO	NX1458
NADEP ALAMEDA DET	NX1957
NATSF DET	NX1959
NAVFAC WHIDBEY CANADI- AN DET	NX2305
NAVAIRES	N00621 N54004
FASOTRAGRUPACDET	N0345A
VR-61	N08988
VA-128	N09522 N30679
VP-69	N09989
VAQ-129	N09995 N30694
NAESU DET	N30333 N35330
NAVCRIMINVSERVRA	N31683
NAVCOMM DET	N33219
NAVLEGSVCOFF DET	N35502
RDENCLINIC	N39075
PERSUPP DET	N43138
FLTIMAGCENPAC	N45002
MATKWEPSCOLPAC	N46740
EODMU 17	N47150

DECA	N49110
NAVY CAMPUS	N49304
VAQ-309 (stands down 1st qtr FY95)	N53871
COMPATWING 10	N55165 N45521 N45522
EODMU 11	N55569
COMVAQWINGPAC	N55627
COMATKWINGPAC	N55628
NEX	N63355
Naval Pacific Meteorology & Oce- anography Detachment	N65907
NAMTRAGRU DET	N66058
NAMTRAGRU DET	N66059
NAVHOSP OAK HARBOR	N66097 N46856
NAVCALAB	N66609
CBU 417	N66925
CAAC	N68121
HRO FIELD OFFICE	N68436 (parent)
NAVFAC WHIDBEY	N68844 N46258
NAVAIRWARCEN TSD DET ORLANDO, FL	N68936 (parent)
NAVAIRWARCEN DET PT MUGU, CA	N63126 (parent)

- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC
VA-196	N09093
VAQ-138	N09199

VAQ-139	N09200
VA-52	N09283
VAQ-130	N09289
VAQ-131	N09364
VAQ-132	N09615
VA-165	N09616
VP-46	N09632
VP-40	N09674
VA-95	N09707
VQ-1 (Expected FY94)	N09930
VAQ-134	N09970
VAQ-135	N09971
VAQ-140	N53806
VAQ-141	N53807

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

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

SPECIES (plant or animal)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
Peregrine Falcon (<i>Falco peregrinus</i>)	endangered	Federal	none designated	not identified
Gray Whale (<i>Eschrichtius glaucus</i>)	endangered	Federal	none designated	not identified
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	threatened	Federal	none designated	not identified
Northern Sea Lion (<i>Eumetopias jubata</i>)	threatened	Federal	none designated	not identified
Golden Indian Paintbrush (<i>Castilleja levisecta</i>)	category 1	Federal	none designated	not identified
Swainson's Hawk (<i>Buteo swainsoni</i>)	category 1	Federal	none designated	not identified
Feurruginous Hawk (<i>Buteo regalis</i>)	category 1	Federal	none designated	not identified
Longbilled Curlew (<i>Numenius americanus</i>)	category 1	Federal	none designated	not identified
Western Yellow-billed Cuckoo (<i>Coccyzus americanus occidentalis</i>)	category 1	Federal	none designated	not identified
<i>Astragalus collinus var. laurentii</i>	category 1	Federal	none designated	not identified
Burrowing Owl (<i>Athene cunicularia</i>)	category 1	State	none designated	not identified
Washington Ground Squirrel (<i>Spermophilus washingtoni</i>)	category 1	State	none designated	not identified

Source Citation: NASWI Natural Resources Management Plan (1991) and the Outdoor Recreation Plan for NWSTF Boardman (1992).

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints?	NO
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby?	NO

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

- Peregrine Falcons have been observed in agricultural areas on the Seaplane Base.
- The Paintbrush site is located within a fenced enclosure comprising about one acre.
- Bald Eagles exist throughout the air station, with the primary foraging areas located along the coastal areas.

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species?	YES
--	-----

- Coordinated with U.S. Fish and Wildlife in relocating several targets associated with an existing archery range to reduce the potential for human intrusion on a nearby eagle's nest.

1e.

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

2. WETLANDS

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

2a.

Does your base possess federal jurisdictional wetlands?	YES
---	-----

Has a wetlands survey in accordance with established standards been conducted for your base?	YES
When was the survey conducted or when will it be conducted?	1990
What percent of the base has been surveyed?	99%
What is the total acreage of jurisdictional wetlands present on your base?	1,000 acre

Source Citation:NASWI Natural Resources Management Plan (1991)

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

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? NO

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	YES
--	-----

- At NWSTF Boardman, the seven mile segment of the Oregon Trail and the associated sites and features have been listed on the National Register of Historic Places.

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource?	NO
---	----

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	YES
---	-----

Ault Field: Although not confirmed, burial remains were apparently reburied under the air traffic control tower from their original location on the Seaplane Base during the construction of NAS Whidbey Island in 1942/43.

SITE NUMBER	LOCATION	COMMENTS
45IS29	west central part of Lake Hancock	shell midden
45IS42	east side of Seaplane Base	known burial site
45IS43	along Crescent Harbor, south of Enlisted Capehart Housing on Seaplane Base	unknown
45IS79	on Oak Harbor, west side of Seaplane Base	possible burial site
45IS80	on Oak Harbor, west side of Seaplane Base	shell midden
45IS81	on Oak Harbor, west side of Seaplane Base	known burial site
45IS82	on Crescent Harbor, west side of Seaplane Base	shell midden
45IS122	west central portion of Lake Hancock	lithic site
45IS123	west central portion of Lake Hancock	lithic site
45IS201	on Polnell Point, east side of Seaplane Base	shell midden

Source Citation: Washington Archeological Site Forms from draft Historic and Archaeological Resources Protection Plan dated 13 Jan 94.

4. ENVIRONMENTAL FACILITIES

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

4a.

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

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

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES
Facility/Type of Operation	Permitted Capacity	Ave Daily Throughput	Maximum Capacity	Permit Status	Comments

Recycling Transfer Station	not required	7 tons	14 ton/yr	N/A	Permit not required per Island County Health Dept.
----------------------------	--------------	--------	-----------	-----	--

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

- Purchase of horizontal baler is planned.

4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP) ?					YES
ID/Location of WWTP	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status	Level of Treatment/Year Built
Ault Field	1.0 MGD	0.427	0.625	Current	Stabilizat'n Pond/1975

List permit violations and discuss any projects to correct deficiencies.

- Exceeds TSS and BOD effluent NPDES discharge limits. FY-95 MILCON P-125 Wastewater Treatment Plant Upgrade.

Cite: P-125 PEP Study Phase III, NPDES Permit, Monthly Discharge Monitoring Reports.

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

- Seaplane Base WWTP is operated by City of Oak Harbor under Sewage Service Contract providing 50 year easement to operate. City holds NPDES permit No. WA-002056-7. Average discharge rate of Navy 0.5 MGD, discharge limit 0.85 MGD; in compliance with City contract and permit.

4f.

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

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system. NO

4h.

Does your base operate drinking Water Treatment Plants (WTP)?	YES
---	-----

ID/Location of WTP	Operating (GPD)		Method of Treatment	Maximum Capacity	Permit Status
	Permitted Capacity	Daily Rate			
Ault Field	4.5M	1.0-2.5	Chlor/Flori	3.15	"Yellow"

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

- "Yellow" permit status awaiting Water System Plan, no specific requirement date; Plan is under contract N44255-93-D-4042-9 for completion 15 Nov 94.

Cite: 1974 Water Contract N62474-71-C-3706-4, operating logs, monthly invoices, PWCM-3(JJ), May95 WA DOH Permit.

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

4j.

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

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	YES
---	-----

- Ault Field parking apron stormwater runoff NPDES permit No. WA-0003468-003A. Allowable oil/grease limit 10 ppm based on 30-day average, 15 ppm/daily max.

4l.

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

4m.

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

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

- Ault Field WWTP Upgrade: FY-95 Project P-125 will increase capacity from 0.625 to 0.850 MGD.
- Recycle Transfer Station Capacity is 6,000 tons per year.
- Seaplane Base WWTP expandable from 0.5 MGD to 0.85 MGD, in compliance with City contract and permit.

40. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? NO

- Capacity of these facilities are adequate for present and foreseeable needs.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCA) in which the base is located?
ISLAND COUNTY

Is the installation or any of its OLFs or non-contiguous base properties located in different AQCA? **YES.** List site, location and name of AQCA.

- BOARDMAN BOMBING RANGE, Oregon, Morrow County
- RSBU SPOKANE, Washington, Spokane County

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

Site: NAS WHIDBEY ISLAND AQCA: ISLAND COUNTY

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO	X				
Ozone	X				
PM-10	X				
SO ₂	X				
NO ₂	X				
Pb	X				

Site: BOARDMAN BOMBING RANGE, OR AQCA: MORROW COUNTY

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO	X				
Ozone	X				
PM-10	X				
SO ₂	X				
NO ₂	X				
Pb	X				

Site: RSBU SPOKANE, WASHINGTON AQCA: SPOKANE COUNTY

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO		<i>Moderate *</i>		1995	
Ozone	X				
PM-10		<i>Moderate *</i>		1994	
SO ₂	X				
NO ₂	X				
Pb	X				

¹ Based on national standard for Non-Attainment areas or SIP for Maintenance areas.

² Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY97 budget.

Change
465-
CPF
JUN 94

* *Non-attainment is for the AQCA district. RBSU boardman is not a significant contributor to the non-attainment status. No projects currently programmed for correction. Would not affect status. EPA will modify attainment status as of target attainment year indicated.*

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

CHG BY CNAP 9405

Emission Sources (Tons/Year)					
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	14.52	58.13	753.68	17.85	844.18
NOx	6.1	3.87	169.58	17.14	196.69
VOC	2.6	6.47	See Note 1	Note 2	9.07
PM10	2.6	0.05	See Note 3	3.54	6.19

Source Document: Emission Factors - Draft Environmental Impact Statement for Management of Air Operations at NASWI, Northwest Air Pollution Authority (NWAPA), Washington State Department of Ecology

Note 1: VOC data is not available. Since VOC is a subset of total hydrocarbon (THC), the THC value of **56.53** tons is provided for your information.

Note 2: VOC data not available. THC value of 0.90 tons is provided for your information.

Note 3: PM10 - The City of Oak Harbor, located at NAS Whidbey Island, is the largest community on Whidbey Island and the largest source of transportation related pollutant. Total suspended particulate (TSP) levels conducted by the local air pollution agency, NWAPA, over the years measured far below standard. Because of this low concentration of TSP (of which particulate matter less than 10 microns in diameter (PM10) is a fraction), it is unlikely that PM10 levels violate ambient standards.

CALCULATIONS:

1. Permitted Stationary.

a) Jet Engine Test Cell

Emission Factors:

PM10 - 15lb/1000 gallons

NOx - 31lb/1000 gallons

VOC - 15lb/1000 gallons

CO - 77lb/1000 gallons

Total gallons of fuel burned - 344,700

1. Permitted Stationary.

a) Jet Engine Test Cell

$$\text{CO: } 344,700 \times \frac{77}{1000} \times \frac{1}{2000} = 13.27 \text{ tons}$$

$$\text{NOx: } 344,700 \times \frac{31}{1000} \times \frac{1}{2000} = 5.34 \text{ tons}$$

$$\text{VOC: } 344,700 \times \frac{15}{1000} \times \frac{1}{2000} = 2.59 \text{ tons}$$

$$\text{PM10: } 344,700 \times \frac{15}{1000} \times \frac{1}{2000} = 2.59 \text{ tons}$$

b) Fire School

Emission Factors:

TSP - 400lb/1000 gallons

NOx - 7.2lb/1000 gallons

CO - 100lb/1000 gallons

Total gallons of fuel burned - 21,500

$$\text{CO: } 21,500 \times \frac{100}{1000} \times \frac{1}{2000} = 1.07 \text{ tons}$$

$$\text{NOx: } 21,500 \times \frac{7.2}{1000} \times \frac{1}{2000} = 0.08 \text{ tons}$$

$$\text{TSP: } 21,500 \times \frac{400}{1000} \times \frac{1}{2000} = 4.30 \text{ tons}$$

c) Boilers: Calculations were provided by and are available from Northwest Air Pollution Authority (NWAPA), 302 Pine St. #207, Mount Vernon, WA 98273-3852

d) Total CO: $13.27 + 1.07 + 0.18 = 14.52$ tons

NOx: $5.34 + 0.08 + 0.7 = 6.1$ tons

VOC: $2.59 + 0.007 = 2.6$ tons

PM10: $2.59 + 0.03 = 2.6$ tons

2. Personal Automobiles.

Emission Factors:

VOC - 3.98g/m

CO - 35.75g/m

NOx - 2.38g/m

PM10 - 0.031g/m

Vehicle entry per year: 1,478,250 miles

NOx - 0.0009T/operation
 THC - 0.0003T/operation

Number of Operations: 188,420

CO: $188,420 \times 0.004 = 753.68$ tons
 NOx: $188,420 \times 0.0009 = 169.58$ tons
 THC: $188,420 \times 0.0003 = 56.53$ tons

4. Other Mobile.

Emission Factors:

NOx - 0.360lb/gallon
 CO - 0.3748lb/gallon
 THC - 0.0189lb/gallon
 PM10 - 0.0745lb/gallon

Gallons fuel: 95,239

NOx: $0.3600 \times 95,239 \times \frac{1}{2000} = 17.14$ tons

CO: $0.3748 \times 95,239 \times \frac{1}{2000} = 17.85$ tons

THC: $0.0189 \times 95,239 \times \frac{1}{2000} = 0.90$ tons

PM10: $0.0745 \times 95,239 \times \frac{1}{2000} = 3.54$ tons

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

CHG BY CNAP 9405

Pollutant	Emissions Sources (Tons/Year)				Total
	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	
CO	14.85	59.73	549.18	12.50	636.26
NOx	25.95	4.08	123.57	12.00	165.60
VOC	2.12	6.23	See note 1	See note 2	8.35
PM10	2.19	0.06	See note 3	2.48	4.73

Source Document: Emission Factors - Draft Environmental Impact Statement for

Management of Air Operations at NASWI, Northwest Air Pollution Authority (NWAPA),
Washington State Department of Ecology

Note 1: VOC data is not available. Since VOC is a subset of total hydrocarbon (THC), the THC value of **41.19** tons is provided for your information.

Note 2: VOC data not available. THC value is **0.63** tons.

Note 3: PM10 - The City of Oak Harbor, located at NAS Whidbey Island, is the largest community on Whidbey island and the largest source of transportation related pollutant. Total suspended particulate (TSP) levels conducted by the local air pollution agency, NWAPA, over the years measured far below standard. Because of this low concentration of TSP (of which PM10 is a fraction), it is unlikely that PM10 levels violate ambient standards.

CALCULATIONS:

1. Permitted Stationary.

a) Jet Engine Test Cell

Emission Factors:

PM10 - 15lb/1000 gallons

NOx - 31lb/1000 gallons

VOC - 15lb/1000 gallons

CO - 77lb/1000 gallons

Total gallons of fuel burned - 223,728

$$\text{CO: } 223,728 \times \frac{77}{1000} \times \frac{1}{2000} = 8.61 \text{ tons}$$

$$\text{NOx: } 223,728 \times \frac{31}{1000} \times \frac{1}{2000} = 3.47 \text{ tons}$$

$$\text{VOC: } 223,728 \times \frac{15}{1000} \times \frac{1}{2000} = 1.68 \text{ tons}$$

$$\text{PM10: } 223,728 \times \frac{15}{1000} \times \frac{1}{2000} = 1.68 \text{ tons}$$

b) Fire School

Emission Factors:

TSP - 400lb/1000 gallons

NOx - 7.2lb/1000 gallons

CO - 100lb/1000 gallons

Total gallons of fuel burned - 12,500

$$\text{CO: } 12,500 \times \frac{100}{1000} \times \frac{1}{2000} = 0.63 \text{ tons}$$

$$\text{NOx: } 12,500 \times \frac{7.2}{1000} \times \frac{1}{2000} = 0.05 \text{ tons}$$

$$\text{TSP: } 12,500 \times \frac{400}{1000} \times \frac{1}{2000} = 2.50 \text{ tons}$$

c) Boilers: Calculations were provided by and are available from Northwest Air Pollution Authority (NWAPA), 302 Pine St. #207, Mount Vernon, WA 98273-3852.

d) Totals CO: $8.61 + 0.63 + 5.61 = 14.85$ tons
NOx: $3.47 + 0.05 + 22.43 = 25.95$ tons
VOC: $1.68 + 0.44 = 2.12$ tons
PM10: $1.68 + 0.51 = 2.19$ tons

2. Personal Automobiles.

Emission Factors:

VOC - 3.98g/m
CO - 35.75g/m
NOx - 2.38g/m
PM10 - 0.031g/m

Vehicle entry per year: 1,642,500 miles

VOC: $3.45 \times 1,642,500 \times \frac{1}{1000} \times 2.2 \times \frac{1}{2000} = 6.23$ tons
CO: $33.06 \times 1,642,500 \times \frac{1}{1000} \times 2.2 \times \frac{1}{2000} = 59.73$ tons
NOx: $2.26 \times 1,642,500 \times \frac{1}{1000} \times 2.2 \times \frac{1}{2000} = 4.08$ tons
PM10: $0.031 \times 1,642,500 \times \frac{1}{1000} \times 2.2 \times \frac{1}{2000} = 0.06$ tons

3. Aircraft Emissions.

Emission Factors:

CO - 0.004T/operation
NOx - 0.0009T/operation
THC - 0.0003T/operation

Number of Operations: 137,297

CO: $137,297 \times 0.004 = 549.18$ tons
NOx: $137,297 \times 0.0009 = 123.57$ tons
THC: $137,297 \times 0.0003 = 41.19$ tons

4. Other Mobile.

Emission Factors:

NOx - 0.360lb/gallon
CO - 0.3748lb/gallon
THC - 0.0189lb/gallon
PM10 - 0.0745lb/gallon

Gallons fuel: 66,695

$$\text{NOx: } 0.3600 \times 66,695 \times \frac{1}{2000} = 12.0 \text{ tons}$$

$$\text{CO: } 0.3748 \times 66,695 \times \frac{1}{2000} = 12.50 \text{ tons}$$

$$\text{THC: } 0.0189 \times 66,695 \times \frac{1}{2000} = 0.63 \text{ tons}$$

$$\text{PM10: } 0.0745 \times 66,695 \times \frac{1}{2000} = 2.48 \text{ tons}$$

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

DECREASE: 34,024 HRS

CO: 0.068 tons/year

NO_x: 0.015 tons/year

VOC: Data not available (see 5d)

PM10: Data not available (THC value of 0.051 tons/year is provided for your information)

Seven of the total A6 and EA6 squadrons reported in 5d are scheduled for decommissioning FY1994 through FY1997. There are 6 P3 squadrons coming in. Since there is no data available to calculate air emissions for P3s, emission factors for the A6/EA6B squadrons were used.

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

5g. Have any base operations/mission/functions (i.e.: training, R&D, ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct. NO

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? NO If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs? NO

6. ENVIRONMENTAL COMPLIANCE

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

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(result of 04 October BSAT Inquiry)

18 R

Question

5(e). Provide calculations for answer you provided.

Answer

Calculations:

a) A6/EA6B

HRS (19, A6/EA6B): 137,297

To be decommissioned (1995-2001): 07

Total HRS A6/EA6B (each year from 1995-2001):

$$137,297 - \frac{7}{19} \times 137,297 = 86,713 \text{ HRS}$$

b) P3 (P3 data extracted from PATWING10 Operations Information)

HRS: 2760 (flight hrs) x 6 (P3s coming in 1995-2001) = 16,560 HRS

c) Total HRS A6/EA6B + P3

$$86,713 + 16,560 = 103,273 \text{ HRS}$$

d) DECREASE: 137,297 - 103,273 = 34,024 HRS

$$\text{CO: } 0.004 \times 34,024 = 0.068 \text{ tons/year}$$

$$\text{NOx: } 0.0009 \times 34,024 = 0.015 \text{ tons/year}$$

$$\text{THC or PM10: } 0.003 \times 34,024 = 0.051 \text{ tons/year}$$

R

19. a. R (28 Nov 94)

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(result of 04 October BSAT Inquiry)

R

Question

5(f). Provide the names of the critical air quality regions.

Answer

National Parks:

- Olympic National Park (@40 miles)
- N. Cascades National Park (@80 miles)
- Mt. Rainier National Park (@93 miles)

R

Non-Attainment Areas:

- PM10 -
 - Olympia (@86 miles)
 - Tacoma (@73 miles)
 - Kent (@73 miles)

- CO -
 - Tacoma, Seattle (@40 miles)
 - Bellevue (@80 miles)
 - Everett (@26 miles) and surrounding metropolitan vicinities

- Ozone -
 - King County (@30 miles)
 - Pierce County (@66 miles)
 - Snohomish County (@5 miles)

19. b. R (28 NOV 94)

NAS Whidbey Island UIC 00620
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Question

6(a). Confirm no compliance costs from FY98 to FY01.

Answer

Compliance costs in FY-98 to FY-01 are expected as a result of emerging requirements due to future new or reauthorized legislation, or revisions to existing regulations, but specific requirements and their associated costs have not been identified.

19.c.R (28 NOV 94)

Program	Survey Completed?	Costs in \$K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	Note 1	494	0	250	2500	0	0
Hazardous Waste	YES	467	1057	23	0	0	
Safe Drinking Water Act	YES	231	0	0	0	0	0
PCBs	YES	25	250	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	Note 1						
Lead Based Paint	NO						
Radon	YES	0	0	0	0	0	0
Clean Water Act	YES	957	700	600	0	0	0
Solid Waste	Note 1	109	0	0	0	0	0
Oil Pollution Act	YES	90	0	0	0	0	0
USTs	YES	30	0	0	0	0	0
Other							
Total		2403	2007	873	2500		

Note 1. Survey in progress.

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

<u>PROJECT</u>	<u>COST (\$K)</u>	<u>START (FY)</u>	<u>COMPL (FY)</u>
1. VOC EMISSIONS INVENTORIES	200	94	95
2. AIR POLLUTANTS EMISSIONS INVENTORY	294	94	95
3. PROCURE HW ACC BUILDINGS	119	94	97
4. PROCURE SPILL RESP EQUIP	130	94	95
5. UPGRADE HW TANKS	310	94	95
6. UPGRADE HW ACC AREAS	550	94	95
7. HAZMAT REUT FACILITY	254	94	96
8. WASTE STREAM DETERMIN	214	94	95
9. POLLUTION PREVENT PLAN	100	94	95

10. WATER DISTRIBUTION PLAN	231	94	95
11. PCB EQUIP REPLACEMENT	275	94	96
12. ELIMINATE ILLICIT DISCHAR	575	94	96
13. CORRECT SPCC DEFICIENCIES	592	94	95
14. TOXICITY REDUCT. IMPROVE.	230	94	96
15. SOLID WASTE MGT PLAN	109	94	95
16. FUEL FACILITY OPERATIONS DESIGN STDS. & OPS MANUAL	90	94	96
17. UST ASSESSMENTS	30	94	

6b. Does your base have structures containing asbestos? YES What % of your base has been surveyed for asbestos? 10% Are additional surveys planned? YES What is the estimated cost to remediate asbestos (\$K) UNK. Are asbestos survey costs based on encapsulation, removal or a combination of both?

- \$1.5M budgeted for asbestos survey/inventory currently in progress. Remediation costs will be determined following analysis of survey results.

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

Funding Source	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN	1129	710	793	1201	1079	1121	2100	2000
HA								
PA								
Other (specify)								
TOTAL	1129	710	793	1201	1079	1121	2100	2000

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base. NO

7. INSTALLATION RESTORATION

7a.

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

7b. Provide the following information about your Installation Restoration (IR) program.

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #33 Change
(result of 04 October BSAT Inquiry)

Question

6(b). Provide estimate of asbestos remediation costs.

Answer

Estimated costs for a **combination of encapsulation and removal is \$750K**. This cost estimate is calculated through a proportional comparison to the costs for asbestos abatement at Naval Station Puget Sound.

21. a. R (28 NOV 94)

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #33 Change
(result of 04 October BSAT Inquiry)

R

Question

7. Provide an estimated date for DERA completion (entire program)

Answer

As of September 1994, the NPL Site listed for the Seaplane Base has been remediated and is proceeding into the delisting process. The NPL Site for Ault Field is anticipated to be remediated by the end of FY96. There are several landfill areas within the Ault Field NPL site which require longterm monitoring. The Area 6 landfill which has a groundwater pump and treat system is expected to be on line for 15 to 20 years.

21. b. R (28 NOV 94)

Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
NPL SITE AULT FIELD						
Operable Unit One	Record of Decision Signed: Dec 93				\$1.0M/Jan 96	
Area 5	CERCLA	No	No	No		Long Term Monitoring
Area 6	CERCLA	Yes	No	No		Pump/Treat Design Cap
Operable Unit Two	Record of Decision to be Signed: May 94				\$1.0M/Feb 95	
Area 2	CERCLA	No	No	No		Long Term Monitoring
Area 3	CERCLA	No	No	No		Long Term Monitoring
Area 4	CERCLA	No	No	No		RD
Area 14	CERCLA	No	No	No		RD
Area 29	CERCLA	No	No	No		RD
Operable Unit Three	Record of Decision to be Signed: Jan 95				\$8.0M/Nov 95	
Area 16	CERCLA	No	No	No		RD
Area 31	CERCLA	No	No	No		RD
Operable Unit Five	Record of Decision to be Signed: Aug 96				\$1.0M/Aug 97	
Area 1	CERCLA	No	No	No		RI
Area 53	CERCLA	No	No	No		RI
NPL SITE SEAPLANE BASE						
Operable Unit Four	Record of Decision Signed: Dec 93				\$0.5M/Nov 94	
Area 39	CERCLA	No	No	No		RD

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
Area 41	CERCLA	No	No	No		RD
Area 44	CERCLA	No	No	No		RD
Area 48	CERCLA	No	No	No		RD
Area 49	CERCLA	No	No	No		RD
HAZARDOUS WASTE EVALUATION STUDY						
Area 7	CERCLA	No	No	No	N/A	No Action
Area 8	CERCLA	No	No	No	N/A	No Action
Area 9	CERCLA	No	No	No	N/A	No Action
Area 10	CERCLA	No	No	No	N/A	No Action
Area 11	CERCLA	No	No	No	\$0.6M/Jan 94	RA
Area 13	CERCLA	Yes	No	No	\$0.6M/Jan 94	RA
Area 20	CERCLA	No	No	NO	\$0.6M/Jan 94	RA
Area 35	CERCLA	No	No	No	\$0.6M/Jan 94	RA
Area 36	CERCLA	No	No	No	\$0.6M/Jan 94	RA
Area 45	CERCLA	No	No	No	\$0.6M/Jan 94	UST RA
Area 15	CERCLA	No	No	No	\$0.6M/Jan 94	UST RA
Area 17	CERCLA	NO	No	No	N/A	No Action
Area 18	CERCLA	NO	No	No	N/A	No Action
Area 19	CERCLA	No	No	No	N/A	No Action
Area 22	CERCLA	No	No	No	N/A	No Action
Area 23	CERCLA	No	No	No	N/A	No Action
Area 24	CERCLA	No	No	No	N/A	No Action
Area 25	CERCLA	No	No	No	N/A	No Action
Area 27	CERCLA	No	No	No	N/A	No Action
Area 28	CERCLA	No	No	No	N/A	No Action
Area 32	CERCLA	No	No	No	N/A	No Action
Area 34	CERCLA	No	No	No	N/A	No Action

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
Area 40	CERCLA	No	No	No	N/A	No Action
Area 53	CERCLA	No	No	No	N/A	No Action

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

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

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

7d.

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

State scope and expected length of pump and treat operation.

Area 6: Seven extraction wells installed, pump and treat facility being constructed to include stripping tower. Treated water to be reinjected into aquifer. Pump and treat to be operated for 15 years.

7e.

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

7f. Does your base operate any conforming storage facilities for handling hazardous materials? NO

7g. Does your base operate any conforming storage facilities for handling hazardous waste? NO

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

- Two abandoned 500-gallon UST's in Area 45 of Seaplane Base. Scheduled for removal FY94.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	NO
--	----

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations? NO

- Deed restrictions have been implemented on several IRP sites (Areas 2, 3, 5, 6, 49). This has had no effect on operations or proposed future development plans.

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b above. Include capacity, restrictions and permit conditions. NONE

8. LAND / AIR / WATER USE

8a. List the acreage of each real estate component controlled or managed by your base

Parcel Descriptor	Acres	Location
Ault Field	4337.19	North Whidbey Island
Seaplane Base	2772.46	North Whidbey Island
OLF Coupeville	664	Central Whidbey Island
Lake Hancock	373.44	South Whidbey Island
NWSTF Boardman	47432.07	North Central Oregon
ALF Kitsap	.23	Kitsap County, WA

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

AULT FIELD

LAND USE CATEGORY	ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)	2015
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands: 570
	All Others: 25
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL	1727
Total Undeveloped land considered to be without development constraints	1727
Total Off-base lands held for easements/lease for specific purposes	26.96

LAND USE CATEGORY	ACRES	
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	536
	HERF	2
	HERP	3
	HERO	None
	AICUZ	1727
	Airfield Safety Criteria	703
	Other	None

SEAPLANE BASE

LAND USE CATEGORY	ACRES	
Total Developed: (administration, operational, housing, recreational, training, etc.)	1045	
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands: 430	
	All Others: 35	
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL	1262.46	
Total Undeveloped land considered to be without development constraints	1262.46	
Total Off-base lands held for easements/lease for specific purposes	13.02	
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	1145
	HERF	None
	HERP	None
	HERO	None
	AICUZ	300
	Airfield Safety Criteria	None
	Other	None

OLF COUPEVILLE

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		48
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: None
		All Others: None
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		616
Total Undeveloped land considered to be without development constraints		616
Total Off-base lands held for easements/lease for specific purposes		0
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	None
	HERF	None
	HERP	None
	HERO	None
	AICUZ	664
	Airfield Safety Criteria	446
	Other	None

NWSTF BOARDMAN

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		2625
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: 2
		All Others: 5000
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		39,805.07
Total Undeveloped land considered to be without development constraints		39,805.07

Total Off-base lands held for easements/lease for specific purposes		15,438.68
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	None
	HERF	None
	HERP	None
	HERO	None
	AICUZ	None
	Airfield Safety Criteria	None
	Other	None

LAKE HANCOCK

LAND USE CATEGORY	ACRES	
Total Developed: (administration, operational, housing, recreational, training, etc.)	1.22	
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands: 210	
	All Others: 160.44	
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL	1.78	
Total Undeveloped land considered to be without development constraints	1.78	
Total Off-base lands held for easements/lease for specific purposes	None	
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	None
	HERF	None
	HERP	None
	HERO	None
	AICUZ	None
	Airfield Safety Criteria	None
	Other	None

ALF KITSAP

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		.23
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: None
		All Others: None
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		None
Total Undeveloped land considered to be without development constraints		None
Total Off-base lands held for easements/lease for specific purposes		None
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	None
	HERF	None
	HERP	None
	HERO	None
	AICUZ	None
	Airfield Safety Criteria	None
	Other	None

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes.

- Ault Field 1000 acres
- Seaplane Base 1 acre
- OLF Coupeville 100 acres
- NWSTF Boardman 2560 acres
- ALF Kitsap 0 acres

8d. What is the date of your last AICUZ update? 30 October 1986 Are any waivers of airfield safety criteria in effect on your base? Yes Summarize the conditions of the waivers below.

NAS Airfield Waivers

WI-1: End zone criteria, and runway and taxiway lighting, 22 June 1960.

WI-5: For relocation of OLS 15 feet vice 10 feet from edge of runway, 14 May 1962.

WI-7: Waiver to cover conditions of surrounding terrain northeast and southeast of NAS Whidbey Island which extended above the 150-foot inner horizontal surface, as required reference (b) (NAS Whidbey Island letter AOS: as Ser 218 of 26 January 1971). Waiver No WI-7 is hereby assigned to reference (d) (BUAER letter AER-SE-4 NOy 30542 SER 26305 of 13 August 1951) which approved the obstruction conditions as delineated by reference (e) (DPWO 13 NAVDIST letter NOy 26305 Ser 32159 of 3 July 1951).

WI-9: To permit the installation of the AN/SPN-42T3 radar shelter (24 feet 8 inches by 25 feet 4 inches) of the Automatic Carrier Landing System (ACLS) to be located 467.5 feet northeast of the centerline of Runway 13-31 and 425.5 feet northwest of the centerline of Runway 6-24. The height of the building will be 9.5 feet above ground with two 23-foot 7-inch antennas.

WI-10:P To permit the installation of the following AN/TRN-28 equipment:

- . Azimuth transmitter, 1,488.5 feet outboard from Runway 31's end on the centerline of Runway 13-31 extended with a maximum elevation of 167.89 feet.
- . Azimuth RF monitor, 1,431.5 feet outboard from Runway 31's end on the centerline of Runway 13-31 extended with a maximum elevation of 167.57 feet.
- . Emergency generator, 1,488.5 feet from Runway 31's end and 233 feet west of Runway 13-31's centerline with a maximum elevation of 162.54 feet.
- . Elevation transmitter, 623.1 feet inboard Runway 31's end and 245.46 feet east of the centerline of Runway 13-31 with a maximum elevation of 149.50 feet.
- . Elevation RF monitor, 849.6 feet inboard Runway 13's end and 243.62 feet east of the centerline of Runway 13-31 with a maximum elevation of 160.06 feet.

WI-11: To permit GCA unit to remain located on a rotating turntable 361.5 feet south of runway 6-24 centerline and 325.5 feet southwest of Runway 13-31 and to the south of the intersection of the runways. The concrete base pad is elevated approximately 1.5 feet above runway elevation. The maximum elevation of the antenna is 153.55 feet (47.17 feet MSL).

WI-12(T): To permit LSO shelters on the primary surface between 450 feet and 575 feet from the threshold of each runway and no closer than 150 feet from the centerline, waived until 30 Jun 97.

OLF Coupeville Waivers

C-1: (a) To permit end zones for Runways 14 and 32 to remain narrower than 1,500 feet required by criteria and to be crossed at outer corners by roads; (b) To permit clear zones for Runways 14 and 32 to remain approximately 1,300 feet wide in lieu of the trapezoidal areas required by criteria; and (c) To permit the runway length to remain 5,400 feet in lieu of 8,550 feet length required.

C-2:(T): This waiver has been canceled 23 May 1986, ltr Commander, Naval Air Systems Command.

C-3 (a) To permit the approach surfaces for Runway 14-32 to be 25:1 vice the 50:1 required. (Tree cutting rights should be pursued on non-Navy property to achieve the required 50:1 approach surfaces). (b) To permit two 7 foot high LSO shelters, each located 450 feet inboard the threshold ends of Runway 14-32. One is 109 feet east, the other 109 feet west of the Runway 14-32 centerline (c) To permit a 32 foot high control tower(including 8 foot high roof mounted whip antennas) located 2,140 feet inboard the threshold end of Runway 14 and 585 feet east of the Runway 14-32 centerline.

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

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
1685/ISLAND CTY/R	3	Residential*	Compatible
250/ISLAND CTY/R	3	Residential	Incompatible
2535/ISLAND CTY/R	2	Residential	Compatible
240/ISLAND CTY/R	2	Residential	Incompatible
50/OAK HARBOR	2	Residential	Incompatible
90/COUPEVILLE	3	Residential	Compatible
5/COUPEVILLE	3	Residential	Incompatible
225/COUPEVILLE	2	Residential	Compatible
150/COUPEVILLE	2	Residential	Incompatible
4915/ISLAND CTY/RR	3	Rural**	Compatible
350/ISLAND CTY/RR	3	Rural	Incompatible
6472/ISLAND CTY/RR	2	Rural	Compatible
463/ISLAND CTY/RR	2	Rural	Incompatible
860/ISLAND CTY/AG	3	Agriculture	Compatible
2180/ISLAND CTY/AG	2	Agriculture	Compatible
305/ISLAND CTY/FM	3	Forest Mgt	Compatible
1715/ISLAND CTY/FM	2	Forest Mgt	Compatible
315/ISLAND CTY/NR	3	Non-Res.	Compatible

30/ISLAND CTY/NR	3	Non-Res.	Incompatible
200/ISLAND CTY/NR	2	Non-Res.	Compatible
350/OAK HARBOR	2	Comm/Ind	Compatible

* "Residential" - Approximately 1/3 to 2/5 of subdivided residentially zoned land in Noise Zone 2 and 3 in Island County is actually developed.

** "Rural" - A small percentage (around 20% to 30%) of the rural land in Noise Zones 2 and 3 is developed. Rural Residential (RR) zones allow 1 Dwelling unit per 5 acres. Thus, only a small portion (generally 1 Acre or less) of each developed plot is "incompatible." Therefore, the numbers shown are based upon 30% existing Rural development within Noise Zone 2 and 3, and the area of incompatible use is 1 acre out of each 5 acre plot.

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

Navigational Channels/ Berthing Areas	Location / Description	Maintenance Dredging Requirement			
		Frequency	Volume (MCY)	Current Project Depth	Cost (\$M)
Fuel Pier	Seaplane Base	Every 25 Years	.03*	12 ft (MLLW)	\$.27*
Finger Pier	Seaplane Base	Every 25 Years		30 ft (MLLW)	

* Both fuel and finger piers dredged in 1988 for first time since construction in 1942.

8g. Summarize planned projects through FY 1997 requiring new channel or berthing area dredged depths, include location, volume and depth. NONE

8h.

Are there available designated dredge disposal areas for maintenance dredging material?	No
Are there available designated dredge disposal areas for new dredge material?	No
Are the dredged materials considered contaminated?	No

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

- Development projects within 200 feet of coastal consistency determination require communication with local government and, for some projects, the Washington State Department of Ecology. Actual constraints have been minimal to non-existent.

8j. Describe any non-point source pollution problems affecting water quality ,e.g.: coastal erosion. None identified.

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	YES
---	-----

- The air station does cooperate with the Washington State Department of Fish and Wildlife in which designated release sites have been established for pheasants. This agreement does not restrict current or future operations or activities.

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

9. WRAPUP

9a. Are there existing or potential environmental showstoppers that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions? NO

9b. Are there any other environmental permits required for base operations, include any relating to industrial operations. NO

9c. Describe any other environmental or encroachment restrictions on base property not covered in the previous 8 sections. NONE

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

- The Coastal Barrier Resources Act proposes inclusion of additional tracts of coastal property into coastal barrier system. Proposed tracts are located at Ault Field, the Seaplane Base, and Lake Hancock. These tracts are already identified as wetlands and are not available for development. This does not constrain base operations or development plans in any way.

BRAC-95 CERTIFICATION DATA CALL THIRTY THREE

NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

J. R. FITZGERALD

NAME (Please type or print)

Commander In Chief (Acting)

Title

Signature 

Date

1 JUL 94

U. S. Pacific Fleet

Activity

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

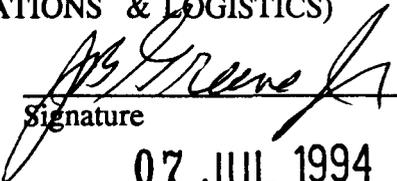
DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.

NAME (Please type or print)

ACTING

Title

Signature 

Date

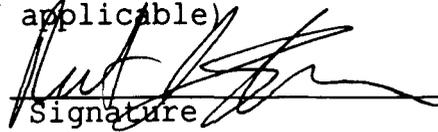
07 JUL 1994

**Data Call 33 - Environmental Data Call
Naval Air Station Whidbey Island**

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

NEXT ECHELON LEVEL (if applicable)

VADM Robert J. Spane, USN
NAME (Please type or print) _____


Signature _____

Commander _____
Title _____

2 June 1994 _____
Date _____

COMNAVAIRPAC _____
Activity _____

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

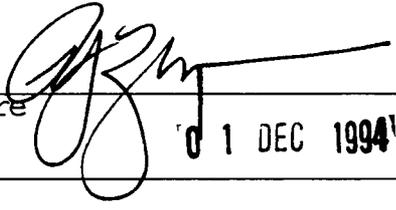
R

BRAC-95 CERTIFICATION
DATA CALL THIRTY THREE
NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME


Signature
01 DEC 1994
Date

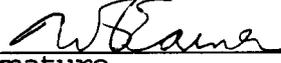
Commander In Chief
Title

U. S. Pacific Fleet
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
12/14/94
Date

Title

R

BRAC-95 CERTIFICATION

CLARIFICATION
OF DATA CALL 33 (Questions 5e, 5f, 6a, 6b, 7)

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK
NAME


SIGNATURE

COMMANDING OFFICER
TITLE

13 October 1994
DATE

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title



Signature



Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

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

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity


Signature
12/9/94
Date

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

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

W. A. EARNER

NAME (Please type or print)

Title


Signature
12/17/94
Date

**DATA CALL 64
CONSTRUCTION COST AVOIDANCES**

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

Installation Name:		WHIDBEY IS WA NAS		
Unit Identification Code (UIC):		N00620		
Major Claimant:		PACFLT		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1995	124	FIRE FIGHTING TRAINING FACILITY *	MCON	258
1995	125	WASTEWATER TREATMENT PLNT UPGRADE	MCON	2,400
1995	126	INDUSTRIAL WASTE PRE-TREATMENT FACILITY	MCON	1,400
		Sub-Total - 1995		4,058
1996	600T	GSE SHOP	BRAC	3,660
1996	603T	ACFT PARKING APRON ALTERATIONS	BRAC	4,500
1996	605T	FLIGHT SIMULATOR BUILDING ADD'N	BRAC	4,090
1996	608T	HANGAR 6 REHAB	BRAC	4,690
1996	612T	ENGINE MAINTENANCE SHOP	BRAC	4,300
1996	615T	SONOBUOY STORAGE	BRAC	2,200
		Sub-Total - 1996		23,440
1997	132	BACHELOR ENLISTED QUARTERS	MCON	4,500
		Sub-Total - 1997		4,500
1998	100	OPERATIONAL TRAINER FAC	MCON	1,150
		Sub-Total - 1998		1,150
2000	108	EXPLOSIVE ORD DISPOSAL FAC	MCON	9,600

(Revised 9 Dec 94)

(* - Cost Avoidance is less than project programmed amount)

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity



Signature



Date

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

MAJOR CLAIMANT LEVEL

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

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity



Signature
12/9/94

Date

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

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

W. A. EARNER

NAME (Please type or print)

Title



Signature
12/11/94

Date

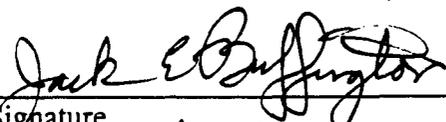
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

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

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity


Signature
7/13/94
Date

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

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

W. A. EARNER

NAME (Please type or print)

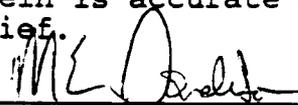
Title


Signature
7/18/94
Date

BRAC-95 CERTIFICATION

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

MARK E. DONALDSON
NAME (Please type or print)


Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

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

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,
2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,
3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

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

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

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

Projects with projected CWE amount greater than \$15M.

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

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

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

Installation Name:		WHIDBEY IS WA NAS		
Unit Identification Code (UIC):		N00620	#18	
Major Claimant:		PACFLT		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1995	124	FIRE FIGHTING TRAINING FACILITY	MCON	663
1995	125	WASTEWATER TREATMENT PLNT UPGRADE	MCON	1,100
1995	126	INDUSTRIAL WASTE PRE-TREATMENT FACILITY	MCON	1,331
1995	603T	ACFT PARKING APRON ALTERATIONS	BRAC	4,400
1995	604T	TACTICAL SUPPORT CENTER	BRAC	906
1995	605T	FLIGHT SIMULATOR BUILDING ADD'N	BRAC	3,970
1995	608T	HANGAR 6 REHAB	BRAC	4,550
1995	612T	ENGINE MAINTENANCE SHOP	BRAC	4,200
		Sub-Total - 1995		21,120
1996	600T	GSE SHOP	BRAC	3,660
1996	615T	SONOBUOY STORAGE	BRAC	2,200
1996	616T	HEADQUARTERS BUILDING	BRAC	3,690
		Sub-Total - 1996		9,550
1998	100	OPERATIONAL TRAINER FAC	MCON	1,150
		Sub-Total - 1998		1,150
1999	055	BARGE FACILITY	MCON	4,100
1999	132	BACHELOR ENLISTED QUARTERS	MCON	4,500

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

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

Installation Name:		WHIDBEY IS WA NAS		
Unit Identification Code (UIC):		N00620	#18	
Major Claimant:		PACFLT		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
		Sub-Total - 1999		8,600
2000	108	EXPLOSIVE ORD DISPOSAL FAC	MCON	9,600
		Sub-Total - 2000		9,600
2001	049	FLAMMABLE STOREHOUSE	MCON	4,400
2001	111	RATC TOWER REPL	MCON	6,000
2001	115	SEC BUILDING	MCON	3,300
2001	146	FLIGHTLINE SEC FENCE	MCON	1,200
		Sub-Total - 2001		14,900
		Grand Total		64,920

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

MAJOR CLAIMANT LEVEL

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

Jack E Buffington
Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

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

W. A. EARNER

NAME (Please type or print)

W A Earner
Signature

Title

7/18/94
Date

BRAC-95 CERTIFICATION

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

MARK E. DONALDSON
NAME (Please type or print)


Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

**BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE**

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

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,
2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,
3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

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

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

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

Projects with projected CWE amount greater than \$15M.

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

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #38 Change
(result of 04 October BSAT Inquiry)

18

Question

17(i). Confirm no capacity lost when airfield switches to the crosswind runway.

Answer

No capacity is lost. As indicated in question 17(h), each runway (7, 13, 25, 31), is a fully capable instrument runway with TACAN, PAR and ACLS capability. Each of the runways is 200' X 8000' with similar taxiway access. While some other air stations have a crosswind runway that is a less capable, secondary runway, at NAS Whidbey each is considered a primary runway - usage dictated by wind and the runway use program.

38.a.R (28 NOV 94)

R

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #38 Change
(result of 04 October BSAT Inquiry)

Question

17)j). Provide the best estimate for the percent of time the crosswind runway is used.

Answer

Runway usage from Wyle Research Report WR 94-13, Aircraft Noise Study for NAS Whidbey Island, May 1994 is as follows:

Operation Type	Runway	Day % (0700-2200)	Night % (2200-0700)
Departure	7	16.52	24.15
	13	31.13	7.72
	25	46.55	66.84
	31	5.80	1.30
Arrival (TACAN)	7	26.62	22.43
	13	33.03	15.10
	25	33.66	59.71
	31	6.69	2.77
Arrival (GCA)	7	26.62	22.43
	13	33.03	15.10
	25	33.66	59.71
	31	6.69	2.77
Arrival (Overhead Break)	7	14.98	32.75
	13	22.53	9.18
	25	54.14	58.06
	31	8.35	0.00
Daylight FCLP (prior to SS)	7	24.29	58.82
	13	23.91	5.91
	25	43.60	35.28
	31	8.20	0.00
Darkness FCLP (after SS)	7	44.25	23.00
	13	22.21	11.99
	25	27.85	64.74
	31	5.68	0.27
Touch and Go	7	18.97	31.43
	13	19.88	9.08
	25	53.44	59.45
	31	7.71	0.04
GCA Box	7	27.79	15.69
	13	30.99	13.71
	25	36.78	70.61
	31	4.44	0.00
Launch to OLF Coupeville	7	8.50	23.94
	13	32.00	12.09
	25	58.01	63.97
	31	1.49	0.00

38.b.R (28 NOV 94)

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #38 Change
(result of 04 October BSAT Inquiry)

R

Question

22. Question asks: (1) Describe any administrative support facility limitation, and (2) Describe the potential for expansion of the services that the administrative support facilities provide. Provide a complete answer to these questions.

R

Answer

(1) There are no specific administrative support limitations. (2) As the naval air hub of the Pacific Northwest, in close proximity to Homeport Everett and Naval Base Bremerton, NAS Whidbey Island has unlimited growth potential. Unhindered by space constraints and equipped with state-of-the-art data processing equipment, NAS Whidbey is prepared to handle increased administrative support requirements.

44.a.R (28 NOV 94)

R

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #38 Change
(result of 04 October BSAT Inquiry)

Question

33(a). Provide the best estimate for the percent of all sorties cancelled due to weather.

Answer

COMPATWING TEN reports no sorties canceled due to weather. COMATKWINGPAC reports less than 1% of all sorties canceled due to weather. COMVAQWINGPAC reports 3.87% of Fleet Replacement Squadron (student) sorties canceled due to weather. Fleet squadrons do not keep actual data on sorties lost due to weather, but because fleet pilots do not require student pilot weather conditions, the percentage loss of sorties would be lower for fleet squadrons. **Best estimate is 1.2% overall.**

58. a. R (28 Nov 94)

R

NAS Whidbey Island UIC 00620
BRAC-95 Data Call #38 Change
(result of 04 October BSAT Inquiry)

Question

44(a). Confirm the average wait at the child care center is 364, 264, 728, and 1092 for 0-6 mos., 6-12 mos., 12-24 mos., and 24mos-5 yrs, respectively.

Answer

Those numbers were accurate at the time of the data response. The current average wait at the child care center is:

0-6 mos.	364 days
6-12 mos.	364 days
12-24 mos	548 days
24 mos-5 yrs	730 days

76. a. R (28 NOV 94)

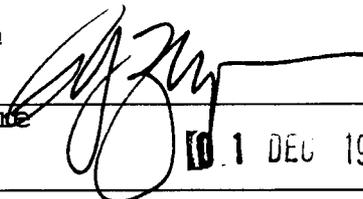
R

BRAC-95 CERTIFICATION
DATA CALL THIRTY EIGHT
NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME

Signature 
Date 10.1 DEC 1994

Commander In Chief
Title

U. S. Pacific Fleet
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 
Date 12/14/94

Title _____

R

BRAC-95 CERTIFICATION

CLARIFICATION
OF DATA CALL 38 (Questions 17i, 17j, 33a, 44a, 22)

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK
NAME


SIGNATURE

COMMANDING OFFICER
TITLE

13 October 1994
DATE

R

BRAC-95 CERTIFICATION

DATA CALL 38

Change 1

NAS Whidbey Island UIC 00246

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

NEXT ECHELON LEVEL

VADM Robert J. Spane, USN
NAME (Please type or print)


Signature

Commander
Title

28 October 1994
Date

Commander Naval Air Force, U.S. Pacific Fleet
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

**MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION: NAS WHIDBEY ISLAND (UIC
N00620)**

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

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

Data for Military Value Analysis

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Mission Requirements

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

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission
S-3	QUARTERLY; 4-6 aircraft; Unit level maritime turnaround training/torpex, use of Admiralty Bay Mining Range and Canadian Nanoose Torpedo Range.
P-3	WEEKLY; 1-4 aircraft; ASWEX with Bangor-based units in off-shore warning areas, use of Admiralty Bay Mining Range and Canadian Nanoose Torpedo Range.
SH-3/SH-60	SEMI-ANNUALLY; 4 aircraft; MK-50 torp trials, use of Admiralty Bay Mining Range, CVW beach det for PACNORWEST-homeported CVN.
MH-53	ANNUALLY; 3-6 aircraft; AMCM training detachment, use of Crescent Harbor, Dungeness Bay and Dabob Bay areas.
C-2	SEMI-ANNUALLY; 2-4 aircraft; CVBG COD det for PACNORWEST ops.
C-9	DAILY; 3-5 aircraft; CVW unit movements, NAVAIRES unit movements.
C-12	WEEKLY; 3-4 aircraft; aircraft maintenance personnel/equipment movements. VIP movements.
Various CVW aircraft	QUARTERLY; 4-8 aircraft; CVW beach det for PACNORWEST ops.
Various aggressor and support aircraft F-15, A-4, F/A-18, KC-135, CF/A-18	BI-MONTHLY, 2 aircraft; in support of MAWSPAC MAARP training. Close proximity of COMOX CFB (CF/A-18) 142ND Fighter Group, Portland (ANG F-15); 114TH Fighter Squadron, Klamath Falls (ANG F-16 fighter training site); 92ND Refueling Wing, Fairchild AFB (KC-135) enables frequent link up in Whidbey controlled airspace without transient hosting.
C-5/C-141	SEMI-ANNUALLY; 1-3 aircraft. PATRON unit mvmts and deployments.

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

Table 2.1 Training Management

Managed Training Assets	Management Role
RANGES/OLF	
NWSTF Boardman Target Complex	Resource manager/scheduling authority
EOD Demolition Training Range	Resource manager/scheduling authority
Seaplane Base Survival Training Area	Resource manager/scheduling authority
OLF Coupeville	Resource manager/scheduling authority
RBSU Spokane	Resource manager/scheduling authority
Admiralty Bay Mining Range	Resource manager/scheduling authority
Darrington EW Training Area	Resource manager/scheduling authority. Includes ground equip at the Seaplane Base and airspace which is reserved through FAA letter of agreement
AIRSPACE/TRAINING ROUTES	
W-237A High/Low	Scheduling authority/using agency
W-273B High/Low	Scheduling authority/using agency
W-460A	Scheduling authority/using agency
W-460B	Scheduling authority/using agency
R-5701	Scheduling authority/using agency
R-5706	Scheduling authority/using agency
R-6701	Scheduling authority/using agency
BOARDMAN MOA	Scheduling authority/using agency
CHINOOK A MOA	Scheduling authority/using agency

Managed Training Assets	Management Role
CHINOOK B MOA	Scheduling authority/using agency
OKANOGAN A MOA	Scheduling authority/using agency
OKANOGAN B MOA	Scheduling authority/using agency
OKANOGAN C MOA	Scheduling authority/using agency
OLYMPIC A MOA	Scheduling authority/using agency
OLYMPIC B MOA	Scheduling authority/using agency
ROOSEVELT A MOA	Scheduling authority/using agency
ROOSEVELT B MOA	Scheduling authority/using agency
AR-626	Scheduling authority/originating activity
VR-1350	Scheduling authority/originating activity
VR-1351	Scheduling authority/originating activity
VR-1352	Scheduling authority/originating activity
VR-1353	Scheduling authority/originating activity
VR-1354	Scheduling authority/originating activity
VR-1355	Scheduling authority/originating activity
IR-340	Scheduling authority/originating activity
IR-341	Scheduling authority/originating activity
IR-342	Scheduling authority/originating activity
IR-343	Scheduling authority/originating activity
IR-344	Scheduling authority/originating activity
IR-346	Scheduling authority/originating activity
IR-348	Scheduling authority/originating activity

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

Table 2.2 Other Installations

Installation	Agency	Reason for Consideration
NAS North Island	FACSFAC San Diego	Performs range/airspace scheduling functions in SOCAL OPAREA. Equipped with SUA surveillance and control hardware.
NAS Fallon	Range Dept/ Desert Control	Performs as target range resource manager/scheduler in Nevada. Could provide remote sched/resource management functions.

General Military Support

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

CHG BY CNAP

- The air station supports one of the Navy's 6 Fleet Area Control and Surveillance Facilities (FACSFAC) to manage use of PACNORWEST off-shore/inland Special Use Airspace operating areas through coordination of scheduling and control of airborne and surface military platforms operating within, and transiting to and from, operating areas.

- The air station's air traffic control facility operates a terminal radar approach control facility which is a part of the nation's National Airspace System (NAS). The approach control is responsible for over 2,100 square miles of terminal/enroute airspace and 18 satellite civilian airports. As part of an interagency agreement between DOD and DOT associated with the radar facility architecture of the NAS modernization plan, Navy Whidbey Approach Control will be 1 of only 8 U.S. Navy CONUS approach controls remaining when the modernization plan is complete.

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

- The mission of NAS Whidbey Island Air Traffic Control Facility is expected to remain the same.

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

- FACSFAC Whidbey Island functions could potentially be assumed by FACSFAC San Diego or the FACSFAC-like facility at NAS Fallon. Engineering studies would be

required to determine cost analysis. If the air station was closed, FAA would experience hardship in assuming approach control responsibilities for 18 airfields. Type/location of FAA radars in Puget Sound area would not allow equivalent level of service currently provided by NAS Whidbey Approach Control.

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

- NAS Whidbey Island is assigned a supportive role in the Logistics Support and Mobilization Plan. CINCPACFLT OPLAN 5001 details.

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

- Commander, Patrol Wing Ten and subordinate maritime patrol units (who have recently arrived) are assigned operational requirements as CTG 12.1. In addition, the planned homeport change of Fleet Air Reconnaissance Squadron One (VQ-1) and Patrol Squadron Special Project Unit Two (VPU-2) to NAS Whidbey Island should increase this mission requirement. The squadrons' primary missions are anti-air warfare (AAW); anti-surface warfare (ASUW); command, control and communications (CCC); electronic warfare; intelligence; and strike warfare. As subordinate units to Commander, Patrol and Reconnaissance Force Seventh Fleet, their tasking will in all likelihood include a mobilization requirement.

- Receipt of EODMU-9 as a result of BRAC93 will bring the Whidbey EODMU complement to 3. Mobilization tasking will most likely increase.

4.c. List all other installations (DoD and Non-DoD) that could potentially support this mission. NONE

CHG BY CNAP

- Regional non-DOD facilities are already pushing design capacity. Several efforts are underway to provide expanded facilities to accommodate their present workload.

- DOD facilities at McChord AFB, in all likelihood, have a similar requirement in the LSMP to support ground combat units from Fort Lewis, as well as any additional supply support movements, limiting capability to assume NAS Whidbey's tasking.

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

a. Naval Facility (NAVFAC), Whidbey Island - Integrated Undersea Surveillance System (IUSS); Surveillance Towed Array Sensor System (SURTASS) processing and receiving capabilities in conjunction with ocean surveillance ships. PACFLT's only co-manned (US/Canada) NAVFAC.

b. Radar Bomb Scoring Unit, Spokane - provides electronic scoring services using a modified Nike-Hercules tracking radar and state-of-the-art digital computers which comprise the AN/TSQ-151 XN-1 no-drop bomb scoring system.

c. Naval Pacific Meteorology and Oceanography Detachment (NAVPACMETOCDET), Whidbey Island - Tactical Meteorology and Oceanography (TACMETOC) services, Strike Briefs, Electro-Optical Tactical Decision Aid (EOTDA), Acoustic Sensor Range Prediction (ASRAP), Integrated Refractive Effects Prediction System (IREPS), WSR-88 Doppler Radar and PC GRAFAX computer weather chart receiving system, SMQ-11 satellite receiving system, and Tactical Environmental Support System (TESS).

d. Helicopter Services - military search and rescue (SAR); MK-50 Torpedo Test and Evaluation Program in support of Naval Undersea Warfare Engineering Station (NUWES), Keyport, WA at the Nanoose, Canada Operations Area/Torpedo Range; Puget Sound personnel/cargo transfers - NAS Whidbey Island, NAVSTA Everett, PSNS Bremerton, NUWES Keyport, SUBASE Bangor, and ships underway.

e. Warning Areas - aircraft in support of Northwest Air Defense Sector (NWADS) simulated penetration air defense exercises; OPAREA management services in support of COMSUBTRAGRU PACNORWEST/CTG 14.9; OPAREA management services in support of Coast Guard District Thirteen counter-narcotic, alien interdiction, and fishing patrol missions; OPAREA management/aircraft/ helo services for surface units completing availability/overhaul at PSNS, Bremerton, i.e., logistics, aircraft tracking events, CIWS tracking events, etc.

f. Explosive Ordnance Disposal (EOD) Mobile Units - two assigned. Provide detachments to support battle groups homeported in Puget Sound area, JCS, and fleet exercises in EASTPAC and WESTPAC, and other tasking in COMNAVBASE Seattle area of responsibility. One unit has responsibility for USNR EOD training. USN unit provides support to various R & D projects involving explosives and to the U.S. Secret Service for the protection of officials/dignitaries.

g. Electronic Combat Warfare Threat Simulator (15E34A) - In addition to its primary function of aircraft electronic warfare training support, this trainer conducts training services for surface units as well.

h. Air Intercept Control (AIC) Proficiency - aircraft services for PSNS Bremerton-based units. Anticipate providing the same service for NAVSTA Everett-based units as well.

i. Mine Countermeasure (MCM) Training - Crescent Harbor Training Area for MH-53E aircraft detachments. Basing site for use of Dabob Bay operating area (managed by SUBASE Bangor) by MH-53E aircraft detachments.

j. U.S. Army Reserve - Crescent Harbor Training Area for CH-47/UH-1H external lift/load and night vision device (NVD) training.

k. Construction Battalion (SEABEES) - conduct construction operations and training, disaster recovery, and contingency operations. Organized and prepared for rapid mobilization and deployment as a Fleet Hospital Public Works Support Unit.

l. Training Systems Support Activity (TSSA) - national center for support of all A6E & EA6B flight crew training devices for NAS Whidbey Island, NAS Oceana, and MCAS Cherry Point.

m. Firefighting Training - not only for Whidbey-based units (i.e., VA and VAQ squadrons, Sea Operational Detachments (SEAOPDET)) but also for all aircraft carrier/surface units in Puget Sound region.

n. Drug Interdiction - in support of Air National Guard's 105th Air Control Squadron (ACS) and 152nd Reconnaissance Group (RG) and CPW-10 P-3 aircraft used in support of both drug and illegal alien interdiction.

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

a. Expansion of Patrol Wing Ten through assignment of four additional maritime patrol squadrons and corresponding construction of full-capability Tactical Support Center (TSC).

b. Assignment of Fleet Air Reconnaissance Squadron One (VQ-1) to NAS Whidbey Island from NAS Agana, Guam.

c. Assignment of Patrol Squadron Special Project Unit Two (VPU-2) to NAS Whidbey Island from NAS Barbers Point, HI.

d. Logistics support base (AIRHEAD) to support PACNORWEST homeported CVBG's at NAVSTA Everett and/or PSNS Bremerton.

e. Regional Repair Center (RPC) as part of consolidated Regional Maintenance Concept (RMC). CNO msg 282136Z MAR 94.

f. Shore-basing site for HS/HSL detachments assigned to NAVSTA Everett-based ships.

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

Table 7.1 Ground Combat or Special Operations Units

Operational Unit	Training function / Facilities Used
MWSS 471 Det C	Mobilization training/ Ault Field Bldg 2739, 2355
4th FSSG Det G	Mobilization training/ Ault Field Bldg 2739, 2355
MATSG	Mobilization training/ Ault Field Bldg 2739, 2355

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

Table 7.2 Other Units

Operational Unit	Training Function / Facilities Used
Seattle Area USNR	Shipboard/Aircraft Fire Fighting School
Seattle Area USNR	NBC Warfare Protection Classes
Bremerton-based Aviation-capable ships	Shipboard/Aircraft Fire Fighting School
CV Battle Group	Training exercises/Off-shore training areas
COMPATWINGSPAC DET	Exercise support (level of support (Hangar space, GSE, ATC, Tactical Support Center yet to be established)

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

Table 7.3 Joint Units

Ground Unit	Training Function / Facilities Used
U.S. Army 14th Military Intelligence Battalion, Long Range Scouting Co.	Intelligence gathering exercises/Seaplane Base Survival Training Area, Crescent Harbor Training Area, OLF Coupeville, Ault Field
U.S. Army, 1st Battalion/52nd Air Defense Artillery	I-Hawk Joint Training/Seaplane Base

NW Air Defense Sector	Exercise FELIX SPADE to test USAF Air Defense Launch Response/Off-Shore Warning Areas
U.S. Army	Electronic Warfare Training/15E34 EW Trainer
114th Fighter Squadron, Oregon ANG	Exercise, training support/Olympic A/B MOAs, W-237A/B
354th Fighter Squadron, USAF	Exercise, training support/Olympic, Okanogan, Roosevelt MOAs; VR and IR routes; Boardman Target Complex
142nd Fighter Group, Oregon ANG	Exercise, training support/Olympic MOAs and W-237A/B
366th Wing, USAF	Exercise, training support/Okanogan and Roosevelt MOAs
124th Fighter Group, Idaho ANG	Exercise, training support/Okanogan and Roosevelt MOAs
Martime Command Pacific (MARPAF) Canadian Military	Exercise, training support/Off-shore warning, operating areas
CGAS Astoria, Oregon	Counter-narcotic, alien interdiction, fishing patrols/Off-shore warning areas
JMSDF DET	MultiNational Exercise support--hangar space, GSE, ATC, Tactical Support Center.

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

Table 8.1 Forces Supported

Forces	Location / Distance	Type of Support	Frequency
Pacific Fleet battle groups	Southern Calif. Fleet Operating Area/1200 NM	Active/Reserve VP squadron support of Fleet/battle group exercises	Monthly
West Coast Reserve Aviation Units	Southern Calif. Fleet Operating Area/1200 NM	Reserve VP squadron coordinated operations with all West Cost Reserve aviation units to train Reserve aircrews for Fleet/battle group	Quarterly

Forces	Location / Distance	Type of Support	Frequency
All Navy	As tasked by Commander Fleet Logistic Support wing	Reserve VR squadron logistic support of evolutions worldwide	Daily
West Coast carrier battle groups	Southern Calif. Fleet Operating Area/1200 NM	Reserve VAQ squadron Fleet Tactical Readiness Group electronic simulation and jamming for carrier battle group work-up cycles ¹	Quarterly
Naval hospitals and ships	Various locations throughout the U.S./World	Reserve augmentation of medical staffs	Annually
Commander Patrol Wings Pacific	NAS Whidbey Island/0 NM NAS Barbers Point/3000 NM	Reserve augmentation of Tactical Support Center watchstanders and brief/debriefing officers. Used to train Reserve and active duty VP aircrews.	Whidbey Island/ Monthly Barbers Point/ Annually
7th Fleet battle staff	USS Independence (homeported in Japan)/500 NM	Reserve augmentation of battle staff during Fleet exercises.	Annually
CINCPAC	Hawaii/3000 NM	Reserve augmenmtation of joint intelligence staff during Fleet exercises	Annually
U. S. Coast Guard	NORPAC	VP support of open-ocean SAR	Daily, Ready Alert status
U.S. Army	So. Cal/ 3 hrs	VP support of RECON/Surveillance	Quarterly
USMC	So. Cal/ 3 hrs	VP support of RECON/ Surveillance	Quarterly
U.S. Navy	NORPAC	VP support of targeting for A-6 Wing	Quarterly
U.S. Air Force	NORPAC	VP support of Coastal Defense	Semi Annually

¹Support terminates when VAQ-309 is decommissioned in December, 1994.

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

a. The air station maintains 4 SAR helicopters primarily to provide SAR service for local naval air operations and secondarily to assist in the national SAR plan. The air station's

fire department participates in a mutual aid agreement with several local civilian firefighting agencies (City of Oak Harbor, Island County Fire Districts #2 and #5, and City of Coupeville). This includes earthquake response in conjunction with the regional emergency management agencies.

b. The Admiral Nimitz Hall (Bldg 382) is the naval air station's emergency feeding station. It is equipped with an emergency power generator and can feed 3,200 personnel per meal. NAS Whidbey can provide bedding/berthing for 20,000 personnel. In conjunction with Red Cross, more bedding facilities can be provided.

c. Our volunteer resource is 2,000 personnel. In the past we have aided Skagit County after the flooding of Skagit River and will continue to do so.

d. NAS Whidbey personnel support all local blood banks/drives via Red Cross, VFW, and all local community agencies.

e. Under a declared disaster and according to DOD Directive 3025.1, Military Support to Civil Authorities, NAS Whidbey may provide resources (e.g., equipment, shelters, personnel, etc.) to aid the civilian community in all aspects of a major disaster.

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

a. The weather detachment provides direct support to COMNAVBASE Seattle by issuing warning and forecasts for the inland waters of western Washington and the Columbia River from Portland, Oregon to its mouth. The detachment is a member of Defense Initial Response Team for nuclear accidents, and coordinator for NAWAS (National Warning System) circuit data for civil emergencies.

b. Support to COMSUBGRU NINE is provided by a tailored "blue water" forecast transmitted to units at sea.

c. Puget Sound Naval Shipyard, Bremerton-based ships are supported by a twice-daily 24-hour marine forecast including coastal waters out to 100 miles.

d. NWSTF Boardman is supported by a range forecast issued via the COMEDS circuit for access by all military users.

e. Commander, Coast Guard Group, Port Angeles is supported by marine forecasts and warnings.

f. NAVFAC Whidbey is supported with a weekly meteorological and oceanographic brief.

g. Naval Undersea Warfare Engineering Station (NUWES) Keyport, Washington, is provided a daily forecast for the Pacific Coast, Nanoose Range, Jervis Inlet, and Dabob Bay.

h. Naval Radio Station (T), Jim Creek is provided wind and snow forecasts/warnings as conditions warrant.

i. Climatological information is provided to NOAA, Sand Point, Washington, as well as University of Washington.

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

a. The air station has worked hand-in-hand with a variety of U.S. and Canadian agencies regarding counter-narcotic/drug interdiction operations. Suspected air/marine smuggling aircraft and vessels have been monitored from NAS Whidbey Island radar air traffic control facility for interdiction activity in both Canada and the U.S. Customs aircraft have been staged from NAS Whidbey Island for this purpose. Okanogan/ Roosevelt MOA's have been scheduled for U.S. Customs use to monitor U.S./Canadian border air traffic. Agencies supported in these operations include: U.S. Custom C3I (West), Customs Air Branch (San Diego), U.S. Coast Guard, Washington Army and Air National Guard, Civil Air Patrol, NWADS and 142nd Fighter Group, Canadian Customs, and Royal Canadian Mounted Police (RCMP).

b. The air station provides small arms range use for 10 western Washington law enforcement agencies, as well as NOAA and Washington State Department of Wildlife, and radar and aerosol subject restraint (ASR) training to 4 law enforcement agencies and Washington State Parks and Recreation Department in support of medical evacuations (MEDEVAC) and Search and Rescue (SAR) operations.

c. OLF Coupeville is periodically used by local law enforcement/fire protection agencies for emergency vehicle operation training.

d. NAVFAC Whidbey provides data to Woods Hole Oceanographic Institute, where scientists track whale migration and conduct species identification.

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

Table 10.1 Support Operations

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
P-3 Orion	29	3
H-3 Sea King	4	57 MEDEVAC's 10 SAR's
C-12 King Air	3	0

NOTE: With 2 additional tenant P-3 squadrons, VP-40 and VP-46, in conjunction with the reserve squadron, VP-69, we anticipate increased tasking. Open ocean long-range SAR missions are foreseeable during FY 1994 and beyond.

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

Table 10.2 Supporting Equipment

Equip/Facility/Pers	Function
ASR-8/NAS ATCF/67	Provides air surveillance coverage within and beyond NAS Whidbey's delegated approach cntl airspace.
NAVFAC Whidbey with associated equip and pers	Ocean/area surveillance
FYK-17 FACTS/FACSFAC/67	Provides air surveillance of off-shore warning areas and adjacent inland training areas through data sharing of FAA enroute/long range radars. Provides back-up radar capability for approach control.

11. Are any new civilian or other non-DoD missions planned for this air station? NO

Facilities

Air Space and Flight Training Areas

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

Airspace Designator: VR-1350

- a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) . . . MTR
- b.Dimensions (nmi. x nmi. x ft of altitude) . . . 265NM X 8NM X 200' AGL TO 1500' AGL
- c.Distance from main airfield 24NM
- d.Time en route from main airfield 5 MIN
- e.Controlling agency N/A
- f. Scheduling agency NAS WHIDBEY ISLAND
- g.Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR/VFR
- h.Is the airspace under radar coverage? PARTIAL
- 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 1135
 - By Navy/USMC 1087
 - By other services (including reserves and national guard) 48
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n.Number of available hours in FY 1993 8760
- o.Number of scheduled hours in FY 1993 757
 - By Navy/USMC 735
 - By other services (including reserves and national guard) 32
- p.Number of hours used 757
 - By Navy/USM 735
 - By other services (including reserves and national guard) 32
- q.Types of training permitted HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
- r.Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: VR-1351

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
 b.Dimensions (nmi. x nmi. x ft of altitude) 377NM X 8NM X 200' AGL TO 1500' AGL
 c.Distance from main airfield 24NM
 d.Time en route from main airfield 5 MIN
 e.Controlling agency N/A
 f.Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR/VFR
 h.Is the airspace under radar coverage? PARTIAL
 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 907
 - By Navy/USMC 903
 - By other services (including reserves and national guard) 4
 m. Percent of sorties cancelled due to weather. UNKNOWN
 n.Number of available hours in FY 1993 8760
 o.Number of scheduled hours in FY 1993 907
 - By Navy/USMC 903
 - By other services (including reserves and national guard) 4
 p.Number of hours used 907
 - By Navy/USMC 903
 - By other services (including reserves and national guard) 4
 q.Types of training permitted HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
 r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: VR-1352

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
 b.Dimensions (nmi. x nmi. x ft of altitude) 366NM X 8NM X 200' AGL TO 1500' AGL
 c.Distance from main airfield 240NM
 d.Time en route from main airfield 40 MIN
 e.Controlling agency N/A
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 1 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR/VFR
 h.Is the airspace under radar coverage? PARTIAL
 i.Is the airspace under communications coverage? PARTIAL
 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	360
- By Navy/USMC	321
- By other services (including reserves and national guard)	39
m. Percent of sorties cancelled due to weather.	UNKNOWN
n. Number of available hours in FY 1993	8760
o. Number of scheduled hours in FY 1993	360
- By Navy/USMC	221
- By other services (including reserves and national guard)	39
p. Number of hours used	360
- By Navy/USMC	221
- By other services (including reserves and national guard)	39
q. Types of training permitted	HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: VR-1353

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)	MTR
b. Dimensions (nmi. x nmi. x ft of altitude)	289NM X 8NM X 200' AGL TO 1500' AGL
c. Distance from main airfield	50NM (FROM NAS FALLON)
d. Time en route from main airfield	10 MIN
e. Controlling agency	N/A
f. Scheduling agency	NAS WHIDBEY ISLAND
g. Are canned/stereo airways needed to access air space?	NO
- If so, how many?	N/A
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	N/A
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	230
- By Navy/USMC	197
- By other services (including reserves and national guard)	33
m. Percent of sorties cancelled due to weather.	UNKNOWN
n. Number of available hours in FY 1993	8760
o. Number of scheduled hours in FY 1993	192
- By Navy/USMC	164
- By other services (including reserves and national guard)	28
p. Number of hours used	192
- By Navy/USMC	164
- By other services (including reserves and national guard)	28
q. Types of training permitted	HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: VR-1354

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
 b.Dimensions (nmi. x nmi. x ft of altitude) . . . 131NM X 8NM X 200' AGL TO 1500' AGL
 c.Distance from main airfield 197NM
 d.Time en route from main airfield 30 MIN
 e.Controlling agency N/A
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 1 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? VFR
 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 121
 - By Navy/USMC 121
 - By other services (including reserves and national guard) 0
 m. Percent of sorties cancelled due to weather. UNKNOWN
 n.Number of available hours in FY 1993 4944
 o.Number of scheduled hours in FY 1993 40
 - By Navy/USN 40
 - By other services (including reserves and national guard) 0
 p.Number of hours used 40
 - By Navy/USMC 40
 - By other services (including reserves and national guard) 0
 q. Types of training permitted HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
 r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: VR-1355

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
 b.Dimensions (nmi. x nmi. x ft of altitude) . . . 233NM X 8NM X 200' AGL TO 1500' AGL.
 c.Distance from main airfield 187NM
 d.Time en route from main airfield 30 MIN
 e.Controlling agency N/A
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? VFR
 h.Is the airspace under radar coverage? PARTIAL
 i.Is the airspace under communications coverage? PARTIAL
 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 2317
 - By Navy/USMC 2317
 - By other services (including reserves and national guard) 0
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n.Number of available hours in FY 1993 8760
- o.Number of scheduled hours in FY 1993 1159
 - By Navy/USMC 1159
 - By other services (including reserves and national guard) 0
- p.Number of hours used 1159
 - By Navy/USMC 1159
 - By other services (including reserves and national guard) 0
- q. Types of training permitted HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: IR-340

- a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b.Dimensions (nmi. x nmi. x ft of altitude) 8NM X 391NM X 500' AGL TO 13,000' MSL
- c.Distance from main airfield 200NM
- d.Time en route from main airfield 30 MIN
- e.Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND
- g.Are canned/stereo airways needed to access air space? NO. However stereo routes
are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
- 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 10
- k.Number of high altitude airways (above 18,000 ft) that bisect airspace 0
- l.Number of sorties flown in FY 1993 97
 - By Navy/USMC 94
 - By other services (including reserves and national guard) 3
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n.Number of available hours in FY 1993 8760
- o.Number of scheduled hours in FY 1993 81
 - By Navy/USMC 78
 - By other services (including reserves and national guard) 3
- p.Number of hours used 81
 - By Navy/USMC 78
 - By other services (including reserves and national guard) 3
- q. Types of training permitted ALL WEATHER, HIGH SPEED,
LOW LEVEL TERRAIN FOLLOWING
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: IR-341

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
 b.Dimensions (nmi. x nmi. x ft of altitude) . . . 8NM X 284NM X 500' AGL TO 9000' MSL
 c.Distance from main airfield 137NM
 d.Time en route from main airfield 22 MIN
 e.Controlling agency FAA, SEATTLE ARTCC
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
 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 8
 k.Number of high altitude airways (above 18,000 ft) that bisect airspace 0
 l.Number of sorties flown in FY 1993 44
 - By Navy/USMC 44
 - By other services (including reserves and national guard) 0
 m. Percent of sorties cancelled due to weather. UNKNOWN
 n.Number of available hours in FY 1993 4944
 o.Number of scheduled hours in FY 1993 37
 - By Navy/USMC 37
 - By other services (including reserves and national guard) 0
 p.Number of hours used 37
 - By Navy/USMC 37
 - By other services (including reserves and national guard) 0
 q.Types of training permitted ALL WEATHER, HIGH SPEED,
 LOW LEVEL TERRAIN FOLLOWING
 r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: IR-342

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
 b.Dimensions (nmi. x nmi. x ft of altitude) . . . 8NM X 337NM X 500' AGL TO 8500' MSL
 c.Distance from main airfield 250NM
 d.Time en route from main airfield 44 MIN
 e.Controlling agency FAA, SEATTLE ARTCC
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
 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	2
k.Number of high altitude airways (above 18,000 ft) that bisect airspace	0
l.Number of sorties flown in FY 1993	271
- By Navy/USMC	271
- By other services (including reserves and national guard)	0
m. Percent of sorties cancelled due to weather.	UNKNOWN
n.Number of available hours in FY 1993	8760
o.Number of scheduled hours in FY 1993	226
- By Navy/USMC	226
- By other services (including reserves and national guard)	0
p.Number of hours used	226
- By Navy/USMC	226
- By other services (including reserves and national guard)	0
q.Types of training permitted	ALL WEATHER, HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: IR-343

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)	MTR
b.Dimensions (nmi. x nmi. x ft of altitude)	473NM X 8NM X 500' AGL TO 9000' MSL
c.Distance from main airfield	137NM
d.Time en route from main airfield	22 MIN
e.Controlling agency	FAA, SEATTLE ARTCC
f. Scheduling agency	NAS WHIDBEY ISLAND
g.Are canned/stereo airways needed to access air space?	NO. However stereo routes are available for aircrew/filing convenience.
- If so, how many?	2 STEREO
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	IFR
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	14
k.Number of high altitude airways (above 18,000 ft) that bisect airspace	NONE
l.Number of sorties flown in FY 1993	32
- By Navy/USMC	32
- By other services (including reserves and national guard)	0
m. Percent of sorties cancelled due to weather.	UNKNOWN
n.Number of available hours in FY 1993	8760
o.Number of scheduled hours in FY 1993	37
- By Navy/USMC	37
- By other services (including reserves and national guard)	0
p.Number of hours used	37
- By Navy/USMC	37
- By other services (including reserves and national guard)	0

- q.Types of training permitted ALL WEATHER, HIGH SPEED,
LOW LEVEL TERRAIN FOLLOWING
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: IR-344

- a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b.Dimensions (nmi. x nmi. x ft of altitude) 323NM X 8 NM X 200' AGL TO 12000' MSL
- c.Distance from main airfield 115NM
- d.Time en route from main airfield 18 MIN
- e.Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND
- g.Are canned/stereo airways needed to access air space? NO. However stereo routes
are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
- 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 6
- k.Number of high altitude airways (above 18,000 ft) that bisect airspace 0
- l.Number of sorties flown in FY 1993 817
 - By Navy/USMC 808
 - By other services (including reserves and national guard) 9
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n.Number of available hours in FY 1993 8760
- o.Number of scheduled hours in FY 1993 681
 - By Navy/USMC 673
 - By other services (including reserves and national guard) 8
- p.Number of hours used 681
 - By Navy/USMC 673
 - By other services (including reserves and national guard) 8
- q.Types of training permitted ALL WEATHER, HIGH SPEED,
LOW LEVEL TERRAIN FOLLOWING
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: IR-346

- a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b.Dimensions (nmi. x nmi. x ft of altitude) 340NM X 8NM X 200' AGL TO 15000' MSL
- c.Distance from main airfield 235NM
- d.Time en route from main airfield 38 MIN
- e.Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND
- g.Are canned/stereo airways needed to access air space? NO. However stereo routes
are available for aircrew/filing convenience.

- If so, how many?	2 STEREO
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	IFR
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.	6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace	0
l. Number of sorties flown in FY 1993	327
- By Navy/USMC	322
- By other services (including reserves and national guard)	5
m. Percent of sorties cancelled due to weather	UNKNOWN
n. Number of available hours in FY 1993	8760
o. Number of scheduled hours in FY 1993	273
- By Navy/USMC	268
- By other services (including reserves and national guard)	5
p. Number of hours used	273
- By Navy/USMC	268
- By other services (including reserves and national guard)	5
q. Types of training permitted	ALL WEATHER HIGH SPEED, LOW LEVEL TERRAIN FOLLOWING
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: IR-348

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)	MTR
b. Dimensions (nmi. x nmi. x ft of altitude)	311NM X 8NM X 500' AGL TO 13000' MSL
c. Distance from main airfield	24NM
d. Time en route from main airfield	5 MIN
e. Controlling agency	FAA, SEATTLE ARTCC
f. Scheduling agency	NAS WHIDBEY ISLAND
g. Are canned/stereo airways needed to access air space?	NO. However stereo routes are available for aircrew/filing convenience.
- If so, how many?	2 STEREO
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	IFR
h. Is the airspace under radar coverage?	PARTIAL
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	114
- By Navy/USMC	114
- By other services (including reserves and national guard)	0
m. Percent of sorties cancelled due to weather.	UNKNOWN
n. Number of available hours in FY 1993	8760
o. Number of scheduled hours in FY 1993	95
- By Navy/USMC	95
- By other services (including reserves and national guard)	0

- p. Number of hours used 95
 - By Navy/USMC 95
 - By other services (including reserves and national guard) 0
- q. Types of training permitted ALL WEATHER, HIGH SPEED,
LOW LEVEL TERRAIN FOLLOWING
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: OLYMPIC A

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA
- b. Dimensions (nmi. x nmi. x ft of altitude) 33NM X 31NM X 12000'
- c. Distance from main airfield 84NM
- d. Time en route from main airfield 15 MIN
- e. Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND
- g. Are canned/stereo airways needed to access air space? NO. However stereo routes
are available for aircrew/filing convenience.
 - If so, how many? 6 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
- 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 2
- l. Number of sorties flown in FY 1993 2292
 - By Navy/USMC 1717
 - By other services (including reserves and national guard) 575
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n. Number of available hours in FY 1993 8760
- o. Number of scheduled hours in FY 1993 1436
 - By Navy/USMC 1113
 - By other services (including reserves and national guard) 323
- p. Number of hours used 1343
 - By Navy/USMC 1068
 - By other services (including reserves and national guard) 275
- q. Types of training permitted COMBAT TACTICS, AEROBATICS,
INTERCEPTS, INSTRUMENT TRAINING, AERIAL REFUELING AND
FORMATION FLYING.
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: OLYMPIC B

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA
 b.Dimensions (nmi. x nmi. x ft of altitude) 28NM X 29NM X 12000'
 c.Distance from main airfield 67NM
 d.Time en route from main airfield 15 MIN
 e.Controlling agency FAA, SEATTLE ARTCC
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 6 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
 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 2
 l.Number of sorties flown in FY 1993 2292
 - By Navy/USMC 1717
 - By other services (including reserves and national guard) 575
 m.Percent of sorties cancelled due to weather. UNKNOWN
 n.Number of available hours in FY 1993 8760
 o.Number of scheduled hours in FY 1993 1436
 - By Navy/USMC 1113
 - By other services (including reserves and national guard) 323
 p.Number of hours used 1343
 - By Navy/USMC 1068
 - By other services (including reserves and national guard) 275
 q.Types of training permitted COMBAT TACTICS, AEROBATICS, INTERCEPTS,
 INSTRUMENT TRAINING, AERIAL REFUELING AND FORMATION FLYING.
 r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: OKANOGAN MOA (A/B/C)

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA
 b.Dimensions (nmi. x nmi. x ft of altitude) 51NM X 55NM X 300' AGL TO 18000' MSL
 c.Distance from main airfield 95NM
 d.Time en route from main airfield 15 MIN
 e.Controlling agency FAA, SEATTLE ARTCC
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 6 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
 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	2
l.Number of sorties flown in FY 1993	1926
- By Navy/USMC	1272
- By other services (including reserves and national guard)	654
m. Percent of sorties cancelled due to weather.	UNKNOWN
n.Number of available hours in FY 1993	8760
o.Number of scheduled hours in FY 1993	1115
- By Navy/USMC	798
- By other services (including reserves and national guard)	317
p.Number of hours used	1115
- By Navy/USMC	815
- By other services (including reserves and national guard)	300
q.Types of training permitted	COMBAT TACTICS, AEROBATICS, INTERCEPTS, INSTRUMENT TRAINING, AERIAL REFUELING AND FORMATION FLYING.
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: ROOSEVELT A/B MOA

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)	MOA
b.Dimensions (nmi. x nmi. x ft of altitude)	85NM X 49NM X 300' AGL TO 18000' MSL
c.Distance from main airfield	155NM
d.Time en route from main airfield	25 MIN
e.Controlling agency	FAA, SEATTLE ARTCC
f. Scheduling agency	NAS WHIDBEY ISLAND
g.Are canned/stereo airways needed to access air space?	NO. However stereo routes are available for aircrew/filing convenience.
- If so, how many?	4 STEREO
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	IFR
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	1
l.Number of sorties flown in FY 1993	1186
- By Navy/USMC	791
- By other services (including reserves and national guard)	395
m. Percent of sorties cancelled due to weather.	UNKNOWN
n.Number of available hours in FY 1993	8760
o.Number of scheduled hours in FY 1993	660
- By Navy/USMC	399
- By other services (including reserves and national guard)	261
p.Number of hours used	622
- By Navy/USMC	365
- By other services (including reserves and national guard)	257

- q. Types of training permitted COMBAT TACTICS, AEROBATICS, INTERCEPTS,
INSTRUMENT TRAINING, AERIAL REFUELING AND FORMATION FLYING.
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: BOARDMAN COMPLEX, R-5701/5706/MOA

- a. Type of airspace RESTRICTED AREA
- b. Dimensions (nmi. x nmi. x ft of altitude) 34NM X 14NM X SURF TO 20,000'
- c. Distance from main airfield 197NM
- d. Time en route from main airfield 30 MIN
- e. Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND
- g. Are canned/stereo airways needed to access air space? NO. However stereo routes
are available for aircrew/filing convenience.
 - If so, how many? 6 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? 5 IFR, 1 VFR
- 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 1
- l. Number of sorties flown in FY 1993 2964
 - By Navy/USMC 2343
 - By other services (including reserves and national guard) 621
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n. Number of available hours in FY 1993 3689
- o. Number of scheduled hours in FY 1993 1691
 - By Navy/USMC 1460
 - By other services (including reserves and national guard) 231
- p. Number of hours used 1406
 - By Navy/USMC 1181
 - By other services (including reserves and national guard) 225
- q. Types of training permitted AIR TO GROUND BOMBING AND GUNNERY
USING MULTIPLE TARGETS
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: W-237A HIGH AND LOW

- a. Type of airspace WARNING AREA
- b. Dimensions (nmi. x nmi. x ft of altitude) 41NM X 50NM SURFACE TO 50,000'
- c. Distance from main airfield 87NM
- d. Time en route from main airfield 15 MIN
- e. Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND

- g. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 4 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
- 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 783
 - By Navy/USMC 155
 - By other services (including reserves and national guard) 628
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n. Number of available hours in FY 1993 8760
- o. Number of scheduled hours in FY 1993 1984
 - By Navy/USMC 875
 - By other services (including reserves and national guard) 1109
- p. Number of hours used 1928
 - By Navy/USMC 843
 - By other services (including reserves and national guard) 1085
- q. Types of training permitted AIR TO AIR FIRING, AIR TO SURFACE FIRING, BOMBING, COMBAT INTERCEPTS, TANKING, TACTICS, INSTRUMENT TRAINING, AEROBATICS, FORMATION FLYING AND ASW TRAINING EXERCISES
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: W-237 B HIGH AND LOW

- a. Type of airspace WARNING AREA
- b. Dimensions (nmi. x nmi. x ft of altitude) 31NM X 43NM X SURFACE TO 50,000'
- c. Distance from main airfield 85NM
- d. Time en route from main airfield 15 MIN
- e. Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency NAS WHIDBEY ISLAND
- g. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 4 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
- 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 783
 - By Navy/USMC 155
 - By other services (including reserves and national guard) 628
- m. Percent of sorties cancelled due to weather. UNKNOWN

n.	Number of available hours in FY 1993	8760
o.	Number of scheduled hours in FY 1993	1984
	- By Navy/USMC	875
	- By other services (including reserves and national guard)	1109
p.	Number of hours used	1928
	- By Navy/USMC	843
	- By other services (including reserves and national guard)	1085
q.	Types of training permitted	AIR TO AIR FIRING, AIR TO SURFACE FIRING, BOMBING, COMBAT INTERCEPTS, TANKING, TACTICS, INSTRUMENT TRAINING, AEROBATICS, FORMATION FLIGHTS AND ASW TRAINING EXERCISES
r.	Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: W-460A

a.	Type of airspace	WARNING AREA
b.	Dimensions (nmi. x nmi. x ft of altitude)	55NM X 74NM X SURF TO 50,000'
c.	Distance from main airfield	210NM
d.	Time en route from main airfield	35 MIN
e.	Controlling agency	FAA, OAKLAND ARTCC
f.	Scheduling agency	NAS WHIDBEY ISLAND
g.	Are canned/stereo airways needed to access air space?	NO
	- If so, how many?	N/A
	- If so, what types (i.e., IMC, VMC, or altitude reservation)?	N/A
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	362
	- By Navy/USMC	57
	- By other services (including reserves and national guard)	305
m.	Percent of sorties cancelled due to weather.	UNKNOWN
n.	Number of available hours in FY 1993	8760
o.	Number of scheduled hours in FY 1993	1385
	- By Navy/USMC	375
	- By other services (including reserves and national guard)	1010
p.	Number of hours used	1376
	- By Navy/USMC	366
	- By other services (including reserves and national guard)	1010
q.	Types of training permitted	AIR TO AIR FIRING, AIR TO SURFACE FIRING, BOMBING, COMBAT INTERCEPTS, TANKING, TACTICS, INSTRUMENT TRAINING, AEROBATICS, FORMATION FLIGHTS AND ASW TRAINING EXERCISES.
r.	Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: W-460B

a.Type of airspace WARNING AREA
 b.Dimensions (nmi. x nmi. x ft of altitude) 51NM X 74NM X SURF TO 50,000'
 c.Distance from main airfield 135NM
 d.Time en route from main airfield 25 MIN
 e.Controlling agency FAA, SEATTLE ARTCC
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? N/A
 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 362
 - By Navy/USMC 57
 - By other services (including reserves and national guard) 305
 m. Percent of sorties cancelled due to weather. UNKNOWN
 n.Number of available hours in FY 1993 8760
 o.Number of scheduled hours in FY 1993 1385
 - By Navy/USMC 375
 - By other services (including reserves and national guard) 1010
 p.Number of hours used 1376
 - By Navy/USMC 366
 - By other services (including reserves and national guard) 1010
 q.Types of training permitted AIR TO AIR FIRING, AIR TO SURFACE FIRING,
 BOMBING, COMBAT INTERCEPTS, TANKING, TACTICS, INSTRUMENT
 TRAINING, AEROBATICS, FORMATION FLIGHTS AND ASW TRAINING
 EXERCISES.
 r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: AR-626

a.Type of airspace REFUELING TRACK
 b.Dimensions (nmi. x nmi. x ft of altitude) 142NM X 25NM X 25,000' TO 27,000'
 c.Distance from main airfield 113NM
 d.Time en route from main airfield 20 MIN
 e.Controlling agency FAA, SEATTLE ARTCC
 f. Scheduling agency NAS WHIDBEY ISLAND
 g.Are canned/stereo airways needed to access air space? NO. However stereo routes
 are available for aircrew/filing convenience.
 - If so, how many? 4 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
 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	109
- By Navy/USMC	0
- By other services (including reserves and national guard)	109
m. Percent of sorties cancelled due to weather.	UNKNOWN
n. Number of available hours in FY 1993	8760
o. Number of scheduled hours in FY 1993	133
- By Navy/USMC	0
- By other services (including reserves and national guard)	133
p. Number of hours used	127
- By Navy/USMC	0
- By other services (including reserves and national guard)	127
q. Types of training permitted	AERIAL REFUELING
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: DARRINGTON TRAINING AREA

a. Type of airspace	LOCAL, BY LETTER OF AGREEMENT WITH FAA
b. Dimensions (nmi. x nmi. x ft of altitude)	75NM X 31NM X 10,000'
c. Distance from main airfield	13NM
d. Time en route from main airfield	2 MIN
e. Controlling agency	FAA, SEATTLE ARTCC
f. Scheduling agency	FAA, SEATTLE ARTCC
g. Are canned/stereo airways needed to access air space?	NO. However stereo routes are available for aircrew/filing convenience.
- If so, how many?	4
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	IFR
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	2
l. Number of sorties flown in FY 1993	
THE DARRINGTON AREA IS NOT SUA BUT IS ESTABLISHED BY LETTER OF AGREEMENT WITH SEATTLE ARTCC. IT CAN ONLY BE USED IN BY WHIDBEY BASED A6, EA6B, AND P3 AIRCRAFT. ENTRY IS CONTROLLED BY SEATTLE ARTCC. STATISTICS ARE NOT MAINTAINED.	
- By Navy/USMC	UNKNOWN
- By other services (including reserves and national guard)	0
m. Percent of sorties cancelled due to weather.	UNKNOWN
n. Number of available hours in FY 1993	8760
o. Number of scheduled hours in FY 1993	UNKNOWN
- By Navy/USMC	UNKNOWN
- By other services (including reserves and national guard)	0

- p.Number of hours used UNKNOWN
 - By Navy/USMC UNKNOWN
 - By other services (including reserves and national guard) 0
- q.Types of training permitted ELECTRONIC COUNTERMEASURES
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: NORTH TRAINING AREA

- a.Type of airspace LOCAL, BY LETTER OF AGREEMENT WITH FAA
- b.Dimensions (nmi. x nmi. x ft of altitude) 35NM X 65NM X 18000'
- c.Distance from main airfield 93NM
- d.Time en route from main airfield 20 MIN
- e.Controlling agency FAA, SEATTLE ARTCC
- f. Scheduling agency FAA, SEATTLE ARTCC
- g.Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? N/A
- 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 1
- l.Number of sorties flown in FY 1993
 THIS AREA WAS RECENTLY MADE AVAILABLE FOR P-3 USE BY LETTER OF AGREEMENT WITH SEATTLE ARTCC. NO SORTIES FLOWN IN FY93.
 - By Navy/USMC 0
 - By other services (including reserves and national guard) 0
- m. Percent of sorties cancelled due to weather. 0
- n.Number of available hours in FY 1993 0
- o.Number of scheduled hours in FY 1993 0
 - By Navy/USMC 0
 - By other services (including reserves and national guard) 0
- p.Number of hours used 0
 - By Navy/USMC 0
 - By other services (including reserves and national guard) 0
- q.Types of training permitted P-3 PILOT PROFICIENCY
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: ADMIRALTY INLET (R6701)

- a.Type of airspace RESTRICTED
- b.Dimensions (nmi. x nmi. x ft of altitude) 5NM X 4NM X 5000'
- c.Distance from main airfield 13NM
- d.Time en route from main airfield 5 MIN
- e.Controlling agency NAS WHIDBEY ISLAND
- f. Scheduling agency NAS WHIDBEY ISLAND

- g. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR/VFR
- 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 352
 - By Navy/USMC 352
 - By other services (including reserves and national guard) 0
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n. Number of available hours in FY 1993 4519
- o. Number of scheduled hours in FY 1993 477
 - By Navy/USMC 477
 - By other services (including reserves and national guard) 0
- p. Number of hours used 421
 - By Navy/USMC 421
 - By other services (including reserves and national guard) 0
- q. Types of training permitted PRACTICE BOMBING AND AERIAL MINING
- r. Is the training within this airspace affected by environmental issues? If so, how? NO

Airspace Designator: CHINOOK A

- a. Type of airspace MOA
- b. Dimensions (nmi. x nmi. x ft of altitude) 3NM X 9NM X 4700'
- c. Distance from main airfield 13NM
- d. Time en route from main airfield 5 MIN
- e. Controlling agency NAS WHIDBEY ISLAND
- f. Scheduling agency NAS WHIDBEY ISLAND
- g. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR/VFR
- 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 352
 - By Navy/USMC 352
 - By other services (including reserves and national guard) 0
- m. Percent of sorties cancelled due to weather. UNKNOWN
- n. Number of available hours in FY 1993 4519

o. Number of scheduled hours in FY 1993	477
- By Navy/USMC	477
- By other services (including reserves and national guard)	0
p. Number of hours used	421
- By Navy/USMC	421
- By other services (including reserves and national guard)	0
q. Types of training permitted	MANEUVERING FOR R6701
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

Airspace Designator: CHINOOK B

a. Type of airspace	MOA
b. Dimensions (nmi. x nmi. x ft of altitude)	3NM X 17NM X 4700'
c. Distance from main airfield	13NM
d. Time en route from main airfield	5 MIN
e. Controlling agency	NAS WHIDBEY ISLAND
f. Scheduling agency	NAS WHIDBEY ISLAND
g. Are canned/stereo airways needed to access air space?	NO. However stereo routes are available for aircrew/filing convenience.
- If so, how many?	2 STEREO
- If so, what types (i.e., IMC, VMC, or altitude reservation)?	IFR/VFR
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	1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace	NONE
l. Number of sorties flown in FY 1993	352
- By Navy/USMC	352
- By other services (including reserves and national guard)	0
m. Percent of sorties cancelled due to weather.	UNKNOWN
n. Number of available hours in FY 1993	4519
o. Number of scheduled hours in FY 1993	477
- By Navy/USMC	477
- By other services (including reserves and national guard)	0
p. Number of hours used	421
- By Navy/USMC	421
- By other services (including reserves and national guard)	0
q. Types of training permitted	MANEUVERING FOR R6701
r. Is the training within this airspace affected by environmental issues? If so, how?	NO

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

Range Name: ADMIRALTY INLET (R-6701/ CHINOOK A/B MOA)

- a. Location (city/county and state) OAK HARBOR, WA
- b. Distance from main airfield 13NM
- c. Time en route from main airfield 5 MIN
- d. Controlling agency NAS WHIDBEY ISLAND APPROACH CONTROL
- e. Scheduling agency NAS WHIDBEY ISLAND
- f. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
- g. Is the airspace under radar coverage? YES
- h. Is the airspace under communications coverage? YES
- i. Number of low level airways that bisect airspace 1 IN CHINOOK B
- j. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- k. Number of sorties flown in FY 1993 352
 - By Navy/USMC 352
 - By other services (including reserves and national guard) 0
- l. Percent of sorties cancelled due to weather. UNKNOWN
- m. Number of available hours in FY 1993 4519
- n. Number of scheduled hours in FY 1993 477
 - By Navy/USMC 477
 - By other services (including reserves and national guard) 0
- o. Number of hours used 421
 - By Navy/USMC 421
 - By other services (including reserves and national guard) 0
- p. Types of training permitted PRACTICE BOMBING AND PRACTICE AERIAL MINING
- q. Is the training within this airspace impeded by environmental issues? NO

Range Name: BOARDMAN COMPLEX (R-5701/5706/MOA)

- a. Location (city/county and state) BOARDMAN, OR
- b. Distance from main airfield 197NM
- c. Time en route from main airfield 30 MIN
- d. Controlling agency FAA, SEATTLE ARTCC
- e. Scheduling agency NAS WHIDBEY ISLAND
- f. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 6 STEREO
 - If so, what types? 5 IFR and 1 VFR
- g. Is the airspace under radar coverage? YES
- h. Is the airspace under communications coverage? YES
- i. Number of low level airways (below 18,000 ft) that bisect airspace NONE
- j. Number of high altitude airways (above 18,000 ft) that bisect airspace 1

k.	Number of sorties flown in FY 1993	2964
	- By Navy/USMC	2343
	- By other services (including reserves and national guard)	621
l.	Percent of sorties cancelled due to weather.	UNKNOWN
m.	Number of available hours in FY 1993	3689
n.	Number of scheduled hours in FY 1993	1691
	- By NavyUSMC	1460
	- By other services (including reserves and national guard)	231
o.	Number of hours used	1406
	- By Navy/USMC	1181
	- By other services (including reserves and national guard)	225
p.	Types of training permitted	AIR TO GROUND BOMBING AND AIR TO GROUND GUNNERY UTILIZING MULTIPLE TARGETS
q.	Is the training within this airspace impeded by environmental issues?	NO

Range Name: RADAR BOMB SCORING UNIT (RBSU) SPOKANE

a.	Location (city/county and state)	SPOKANE, WA.
b.	Distance from main airfield	210NM
c.	Time en route from main airfield	35 MIN
d.	Controlling agency	FAA, SEATTLE ARTCC/SPOKANE ATCT
e.	Scheduling agency	NAS WHIDBEY ISLAND
f.	Are canned/stereo airways needed to access air space?	NO. However stereo routes are available for aircrew/filing convenience.
	- If so, how many?	4 STEREO
	- If so, what types (i.e., IFR, VFR, or altitude reservation)?	IFR
g.	Is the airspace under radar coverage?	YES
h.	Is the airspace under communications coverage?	YES
i.	Number of low level airways (below 18,000 ft) that bisect airspace	4
j.	Number of high altitude airways (above 18,000 ft) that bisect airspace	NONE
k.	Number of sorties flown in FY 1993	455
	- By Navy/USMC	394
	- By other services (including reserves and national guard)	61
l.	Percent of sorties cancelled due to weather.	UNKNOWN
m.	Number of available hours in FY 1993	2143
n.	Number of scheduled hours in FY 1993	440
	- By NavyUSMC	378
	- By other services (including reserves and national guard)	62
o.	Number of hours used	375
	- By Navy/USMC	313
	- By other services (including reserves and national guard)	62
p.	Types of training permitted	NO DROP BOMBING (RADAR SCORING)
q.	Is the training within this airspace impeded by environmental issues?	NO

Range Name: DARRINGTON EW TRAINING AREA

- a. Location (city/county and state) OAK HARBOR, WA.
- b. Distance from main airfield 3 NM
- c. Time en route from main airfield 2 MIN
- d. Controlling agency FAA, SEATTLE ARTCC
- e. Scheduling agency FAA, SEATTLE ARTCC
- f. Are canned/stereo airways needed to access air space? NO. However stereo routes are available for aircrew/filing convenience.
 - If so, how many? 4 STEREO
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
- g. Is the airspace under radar coverage? YES
- h. Is the airspace under communications coverage? YES
- i. Number of low level airways (below 18,000 ft) that bisect airspace NONE
- j. Number of high altitude airways (above 18,000 ft) that bisect airspace 2
- k. Number of sorties flown in FY 1993

THE DARRINGTON AREA IS NOT SUA BUT IS ESTABLISHED BY LETTER OF AGREEMENT WITH SEATTLE ARTCC. IT CAN ONLY BE USED BY WHIDBEY-BASED A6, EA6B, AND P3 AIRCRAFT. ENTRY IS CONTROLLED BY SEATTLE ARTCC. STATISTICS ARE NOT MAINTAINED.

- By Navy/USMC UNKNOWN
- By other services (including reserves and national guard) 0
- l. Percent of sorties cancelled due to weather. UNKNOWN
- m. Number of available hours in FY 1993 8760
- n. Number of scheduled hours in FY 1993 UNKNOWN
 - By Navy/USMC UNKNOWN
 - By other services (including reserves and national guard) 0
- o. Number of hours used UNKNOWN
 - By Navy/USMC UNKNOWN
 - By other services (including reserves and national guard) 0
- p. Types of training permitted ELECTRONICS COUNTERMEASURES
- q. Is the training within this airspace impeded by environmental issues? NO

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

Air Encroachment

- The base altitude of selected segments of 4 Military Training Routes (MTR) is increased 100 feet during summer months to accommodate aerial applicator (crop dusting) activities.

Land Encroachment - NONE

R

BRAC-95 Data Call #38 Addendum

Activity: NAS Whidbey Is.

UIC: 00620

13a. Is there a target within a restricted area within a 200 nautical mile radius of your air station where your aircraft can drop live Mk-80 Series GP bombs for training purposes? For each range provide the following data:

Range Name: (R-6714 A/B/C/D) YAKIMA WA.

- a. Location (city/county and state) YAKIMA, WA
- b. Distance from main airfield 132NM
- c. Time en route from main airfield 18 MIN
- d. Controlling agency FAA, SEATTLE ARTCC
- e. Scheduling agency COMMANDING GENERAL, FORT LEWIS, WA
- f. Are canned/stereo airways needed to access air space? YES
 - If so, how many? 2 STEREO
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
- g. Is the airspace under radar coverage? YES
- h. Is the airspace under communications coverage? YES
- i. Number of low level airways (below 18,000 ft) that bisect airspace 1
- j. Number of high altitude airways (above 18,000 ft) that bisect airspace 1
- k. Number of sorties flown in FY 1993 7304
 - By Navy/USMC UNKNOWN*
 - By other services (including reserves and national guard) UNKNOWN*
- l. Percent of sorties cancelled due to weather. UNKNOWN*
- m. Number of available hours in FY 1993 8760
- n. Number of scheduled hours in FY 1993 5348.5
 - By Navy/USMC UNKNOWN*
 - By other services (including reserves and national guard) UNKNOWN*
- o. Number of hours used 5348.5
 - By Navy/USMC UNKNOWN*
 - By other services (including reserves and national guard) UNKNOWN*
- p. Types of training permitted LIVE BOMBING
STRAIGHT HIGH EXPLOSIVE ORDNANCE, GP SERIES UP TO AND INCLUDING MK-84, AIR TO GROUND GUNNERY AND ROCKETRY, LASER DESIGNATION AVAILABLE FOR LASER-GUIDED BOMB OPERATIONS, CLOSE AIR SUPPORT USING FWD AIR/ GROUND CONTROLLER.
- q. Is the training within this airspace impeded by environmental issues? NO

*Scheduling agency does not maintain these records.

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? YES Explain the nature and magnitude of any shortfalls. NONE

CHG BY CNAP

- SUA/airspace for special use is sufficient to satisfy all unit based training requirements as defined by the joint TYCOM Squadron Training and Readiness Matrices (COMNAVAIRPACINST 3500.67B/COMNAVAIRPACINST 3500.63B).

- NAS Whidbey Island has a wide array of special use airspace, ranges, and facilities for tactical training. NAS Whidbey Island has 19 operating areas, totaling approximately 48,000 square miles; 13 military training routes, totaling over 5,000 miles; and unique electronic warfare, mining, and radar bombing ranges; all controlled by the local base commander.

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables: NOT APPLICABLE No special use airspace shortfalls cause deployments or detachments to other domestic locations.

Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

Airfield Name: NAS Whidbey Island (Ault Field)

- a. Location: Oak Harbor, WA
- 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? No
- e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? N/A
- e. Does the airfield have full-length parallel taxiways? No
- f. Does the airfield have high speed taxiways? Yes
- g. Does the airfield have a crosswind runway? Yes
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity? No.
Both runways are considered fully capable instrument runways.
- i. How much capacity is lost? N/A
- j. What percent of the time do conditions force the crosswind runway to be used? N/A
- k. Is the airfield equipped to support IFR flight operations? Yes
- l. Is the airfield owned by the navy or leased? Owned
- m. Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). Each runway is equipped with 2 E-28 bi-directional arresting gears to facilitate tailhook equipped aircraft.
- n. Does the air station perimeter road completely encircle the airfield? No

- o. Is the air station perimeter road 100% paved? NO. If not estimate the percentage paved. 25%
- p. Does the perimeter fence completely enclose the operational areas of the air station? NO. If not, explain why. Funding constraints preclude construction. Permanent exception granted 21 Dec 84.
- q. Is lack of fencing a security discrepancy? Yes
- r. Other remarks. None

Airfield Name: Coupeville NOLF

- a. Location: Coupeville, WA
- b. Distance from main field: 9.8 miles SSE
- 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
- e. Does the airfield have full-length parallel taxiways? No
- f. Does the airfield have high speed taxiways? No
- g. Does the airfield have a crosswind runway? No
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity? N/A
- i. How much capacity is lost? N/A
- j. What percent of the time do conditions force the crosswind runway to be used? N/A
- k. Is the airfield equipped to support IFR flight operations? No
- l. Is the airfield owned by the navy or leased? Owned
- m. Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). Runway is equipped with midfield E-5 uni-directional arresting gear for tailhook-equipped aircraft.
- n. Does the air station perimeter road completely encircle the airfield? No
- o. Is the air station perimeter road 100% paved? N/A If not estimate the percentage paved.
- p. Does the perimeter fence completely enclose the operational areas of the air station? NO If not, explain why. Funding not available.
- q. Is lack of fencing a security discrepancy? Yes
- r. Other remarks. OLF primarily for field carrier landing practice and has adequate support facilities for that purpose. Rural location provides excellent nighttime FCLP opportunity.

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? YES Attach a copy of the latest FLIP chart annotated with any updates.

Facilities**Base Infrastructure and Investment**

19. List the project number, description, funding year, and value of the **capital improvements at your base completed (beneficial occupancy) during 1988 to 1994**. Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value (\$M)
P-035	A/C PARKING APRON (HANGAR 10)	1987	3.251
P-090	COVERED WATER RESERVOIR	1987	0.821
P-060	FLIGHT SIMULATOR BUILDING ADDITION	1987	1.116
P-099	AIRCREW TRAINING BUILDING	1988	0.999
P-070	AIRCRAFT MAINTENANCE HANGAR	1988	6.184
P-062	FLIGHT SIMULATOR BUILDING	1988	4.300
P-071	AIRCRAFT PARKING APRON	1989	2.313
P-025	ADMIN/TRAINING BUILDING (MCNR)	1989	4.851
P-056	COMMISSARY (NAVRESSO)	1989	4.663
P-052	EM CLUB ADDITION	1989	1.736
P-061	LOCATION EXCHANGE, AULT FIELD	1990	1.959
P-006	HOSPITAL CLINIC ADDITION	1988	14.564
P-103	SANITARY WASTEWATER SEWER SYS UPGRADE	1990	0.708
P-007	AVIATION PHYSIOLOGY TRAINING BLDG	1991	1.955
P-030	POWER IMPROVEMENT	1991	1.583
P-032*	AIMD FACILITY	1989	8.840
C6-77	OIL SPILL BOOM BLDG	1987	0.103
RCM1-85	FUEL PIER SENTRY HOUSE	1987	0.010
C12-86	SMOKE DETECTORS, BEQ, BLDG 373	1989	0.023
C13-86	SMOKE DETECTORS, BEQ, BLDG 374	1989	0.024

Project Number	Description	Fund Year	Value (\$M)
C14-86	SMOKE DETECTORS, BEQ, BLDG 375	1989	0.024
C3-87	COMMISSIONED OFFICERS MESS ADDITION	1990	0.096
C1-85	FUEL TANK CLEANING PAD	1990	0.089
C5-85	DRUM HAZ WASTE STORAGE FACILITY	1991	0.158
CM4-85	BULK HAZ WASTE STORAGE FACILITY	1991	0.106**
C17-86	SMOKE DETECTORS, BEQ BLDG 378	1991	0.034
C19-86	SMOKE DETECTORS, BEQ BLDG 380	1991	0.064
C23-86	SMOKE DETECTORS, BOQ BLDG 2527	1991	0.047
C7-89	VERTICAL LADDER IMPROVEMENTS	1991	0.045
C6-86	EMERGENCY LIGHTING, VARIOUS BUILDINGS	1991	0.150
C15-85	INSTALL DEADMAN CONTROLS, FUEL LOADING PLATFORMS	1992	0.120
C3-84	MODIFY NORTH AIRCRAFT WASHRACK	1992	0.113
C3-90	MODIFY SOUTH AIRCRAFT WASHRACK	1992	0.104
C4-92	CONSTRUCT TEMPORARY LANDFARM SITE	1992	0.136
C4-83	CONSTRUCT INDOOR PLAYING COURTS	1993	0.197
C26-89	CHILD DEVELOPMENT CENTER ADDITION	1993	0.278
C15-79	SOFTBALL FACILITY	1991	0.145
C16-79	FOOTBALL FACILITY	1991	0.149
S-14-93	SELF HELP CENTER	1993	0.2

* Projected construction completion date is 30 JUN 94

** denotes "capital improvement" portion for the project.

20.a. List the project number, description, funding year, and value of the **non-BRAC related capital improvements** planned for years 1995 through 1997.

Table 20.1 Planned Capital improvements

Project Number	Description	Fund Year	Value (\$M)
P-130	ELECTRICAL ENERGY SYSTEM (ECIP)	1994	0.720
P-124	FIREFIGHTING TRAINING FACILITY (ENV)	1995	1.400
P-125	UPGRADE WASTEWATER TREATMENT PLANT (ENV)	1995	1.400
P-126	INDUSTRIAL WASTEWATER PRETREATMENT PLANT (ENV)	1995	2.400
P-097	AIRCRAFT DIRECT REFUELING FACILITY	1997	6.400
P-100	ELECTRONIC COMBAT TRAINER, PACIFIC BEACH	1998	1.050
H-317	106 FAMILY HOUSING UNITS (E1-E3 2 BEDROOM)	1994	10.000
CR20-93	UPGRADE HAZ WASTE STORAGE/TRANSFER FACILITY	1995	0.103*
C7-92	PROVIDE PAINT SPRAY BOOTH, BLDG 995B	1995	0.072
C18-79	DUMP STATION AND SHOWERS, CLIFFSIDE PARK	1995	0.150
RC14-92	REPAIRS AND IMPROVEMENTS, BARRACKS 1	1995	0.280*
RC13-92	REPAIRS AND IMPROVEMENTS, BARRACKS 2	1995	0.289*
C34-92	ALTER/EXPAND WEIGHT ROOM, BLDG 117	1996	0.150
C19-79	RECREATION PAVILION CLIFFSIDE PARK	1996	0.200
C38-92	ALTER/EXPAND OUTDOOR REC CENTER	1996	0.250
RC15-92	REPAIRS AND IMPROVEMENTS, BARRACKS 8	1996	0.161*
RC12-92	REPAIRS AND IMPROVEMENTS, BARRACKS 3	1996	0.268*
RC11-92	REPAIRS AND IMPROVEMENTS, BARRACKS 4	1996	0.268*
RC16-92	REPAIRS AND IMPROVEMENTS, BARRACKS 11	1997	0.275*
RC9-92	REPAIRS AND IMPROVEMENTS, BARRACKS 6	1997	0.175*
RC10-92	REPAIRS AND IMPROVEMENTS, BARRACKS 5	1997	0.175*

* Denotes "capital improvement" portion of the project.

20.b. List the project number, description, funding year, and value of the BRAC related capital improvements planned/programmed for 1995 through 1999.

Table 20.2 Planned Capital improvements

Project Number	Description	Fund Year	Value (\$M)
P-604	TACTICAL SUPPORT CENTER	1994	5.220
P-603	ACFT PARKING APRON ALTERATIONS	1996	4.400
P-605	FLIGHT SIMULATOR BLDG ADDITION	1996	4.350
P-607	BEQ (E5-E6, 75 PERSON)	1996	7.100
P-608	HANGAR CONVERSION	1996	4.600
P-612	ENGINE MAINTENANCE SHOP ADDITION	1996	4.200
P-616	PATWING HQ	1996	5.300
P-600	GSE FACILITY	1997	3.340
P-615	SONOBUOY STORAGE	1997	2.200
E19-93	INSTALL P-3 TACTICS TRAINER	1995	0.411
E16-93	INSTALL P-3 MAINTENANCE TRAINING DEVICE	1995	0.455
C13-93	ALTER ENGINE MAINTENANCE SHOP, P-3 SUPPORT	1995	0.135
EC14-93	INSTALL P-3 TEST EQUIPMENT	1995	0.468
C17-93	CONSTRUCT ENGINE STORAGE FACILITY	1995	0.255
C21-93	CONSTRUCT SONOBUOY READY ISSUE BUILDING	1955	0.300
C7093	CONSTRUCT EOD PARKING LOT	1995	0.102
C8-93	CONSTRUCT EOD OPERATIONS DET BUILDING	1995	0.299
RC9-93	REPAIR AND IMPROVE EOD OPERATIONS BUILDING	1995	0.195*
C2-94	CONSTRUCT VEHICLE COMPOUND	1995	0.250
C3-94	ALTER BUILDING 20 HIGH BAY AREA	1995	0.068
C10-94	CONSTRUCT EOD MAINTENANCE BUILDING	1995	0.294

* Denotes "capital improvement" portion of project.

Personnel Support Facilities

21. Administrative Spaces

21.a. In the following table, indicate the available space (SF), individual workstation (PN), and condition for each facility designated or used for administrative purposes.

Table 21.1 Administrative Support Spaces

Building Type	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Administrative office	610-10	70,433	322	56,006	355	0		126,439	577
ADP installations	610-20	3,272	18	13,540	26	0		16,812	44
Legal services	610-40	7,004	14			0		7,004	14
Admin storage	610-77	26,130	NA		NA	0	NA	26,130	NA
Underground administrative office	620-10	0		0		0		0	
Underground ADP installation	620-20	0		0		0		0	
Underground admin storage	620-77	0	NA	0	NA	0	NA	0	NA
Other	620-7X	0		0		0		0	

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep? NOT APPLICABLE

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

- NAS Whidbey Island currently has an extensive Local Area Network (LAN) established with almost 900 connections to provide state-of-the-art administrative support for both the host and tenant commands. The major limitation (besides fiscal constraints) is that there currently exists no Navy-wide standardized software to handle communication,

information management, and administrative support. Potential for expansion is significant. Our Information Resource Management department has the capability to implement an even more extensive operation, providing financial and standardization constraints are removed.

- The NAS Whidbey Island Career Information Center is coming on-line as this data call is answered. Limitations identified involve the lack of adequate billets to provide full administrative support to the host and tenant demands in the rapidly changing manpower management arena. Expansion potential for full service management support dependent upon this command receiving billets/budget increase to provide the services.

23.a. List all specialized training facilities/simulators that are located at or near the air station.

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Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
14B44B P3C Weapons System Trainer	To train Reserve VP aircrews in the tactical employment of the P3C aircraft. The 14B44B trainer is a unique training asset that was developed locally in conjunction with VP-69's transition from the P3B to the P3C aircraft. Single site.
Boardman TGD Complex	Scored range providing AMTI/ALAST/GMPLEX TGT etc.
Spokane RBSU	Major complex bombing facility--single site
2F156A	A-6E SWIP simulator
2F122	Night carrier landing trainer
Part Task Trainer	Computer Based SWIP trainer assigned to each SQDN
Computer Based TRNR	DOS based NATOPS training
15E34A	Electronic Warfare Simulator designed to train EA-6B aircrew inflight. This Electromagnetic Jamming Training device is the only one in existence. Relocation would necessitate an in-depth interference study of the spectrum density in other regions.
FSQ-T22	Follow-on/addition to 15E34A to be installed at Pacific Beach in FY-96. The prototype device is currently under test at Cannon AFB, Clovis, NM.
2F119/2F143	One day/one night front seat EA-6B flight simulator. Used for emergency/flight procedure training. One 2F143 is also located at MCAS Cherry Point.

Type	Purpose and Availability Elsewhere
15E22C	Two back seat EA-6B weapon system trainers for tactics/system operator training. These simulators can be linked to the 2F143 in order to conduct integrated mission training. One 15E22C is also located at MCAS Cherry Point.
Maint Trainers	NAMTRADET Whidbey has numerous maintenance training devices used to train maint pers/aircrew on the inner workings of various EA-6B systems such as landing gear, hydraulics, fuel etc. These devices are only located at Whidbey.
DARTS	Acoustic Operator Training / NAS Barber Pt., NAS Jacksonville, NAS Brunswick
ASTAP	Acoustic Operator Training / Barbers, JAX, Brunswick
ATT	Computer-based Acoustic Operator Training / Barbers, JAX. Brunswick
AMEWT	Computer-based Acoustic/Non-Acoustic Training / Barbers, JAX, Brunswick
ISARTS	Non-Acoustic Training / Barbers, JAX, Brunswick
ULQ-16 LEWTS	Non-Acoustic Training / Barbers, JAX, Brunswick
15E34A (DOLLY)	Non-Acoustic Training

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
2F87 P3C Weapons System Trainer	To train Reserve VP aircrews in the tactical employment of the P3C aircraft. The 2F87 is more capable than the 14B44B in that it better integrates the pilot position into the tactical problem	Moffett Field, CA
Tactical Aircrew Combat Training System (TACTS)	AirWing Training exercises	NAS Fallon, NV
Complex EW range	Electronic Warfare Training	NAS Fallon, NV
P-3 2F140	Weapons System Trainer	Moffett Field, CA
P-3 2F87F	Motion-based Pilot Simulator	Moffett Field, CA
P-3 14B40	Non-Acoustic Simulator	Moffett Field, CA
P-3 14B53	Acoustic Simulator	Moffett Field, CA

- The Moffett Field 2F87 is currently used by both VP-65 (Pt. Mugu, CA) and VP-69 (Whidbey Island, WA). Both these Reserve VP squadrons are currently flying older model (non-Update III) P3C aircraft.

- The only facility not located at NAS Whidbey that would be useful in EA-6B flight training is an integrated electronic warfare range. This range allows aircrew to train against multiple non-collocated threat radars and receive feedback on the effectiveness of tactics/ECM equipment. The lack of such a range is not a serious problem due to the presence of one at NAS Fallon, which is only 600 NM to the south. Whidbey based Prowler squadrons routinely fly to Fallon, work the EW range and land for gas. They then take off from Fallon, work the range again, and return to Whidbey.

24.a. Is there is a NADEP located at the air station? NO

- There is a NADEP Alameda field team assigned to the air station. In addition, there are some depot-level tasks currently assigned to the AIMD.

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission? NOT BY FORMAL AGREEMENT

- The field team does not provide any direct support to AIMD, but does provide occasional nondestructive inspection and airframe fabrication assistance to AIMD and tenant aviation activities.

25.a. What ship maintenance facilities are located at the air station? NONE

- However, AIMD provides deck edge power certification services to aviation ships in Pacific Northwest geographical area.

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis? NONE

- No ships are homeported at the air station.

Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? YES If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

- Whidbey Island has a major role in the establishment of the Northwest Regional Maintenance Center. Serve as the only aviation community member of the Executive Steering Committee. Participate on 5 Process Action Team teams chartered to study interoperability issues.

- No DOD industrial activities are within a 25 mile range of this activity.

Special Military Facilities

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

Table 27.1 Special Military Facilities

Type of Facility	Operational Mission of Facility
15E34A EW Trainer	EW warfare
TSC/MOCC	Maritime patrol/ASW
Nanoose Range	ASW/TORPEX
Admiralty Bay Range	Air-to-surface bombing/mining WISS scoring
NWSTF Boardman	Air-to-surface bombing WISS scoring Strafe target Acoustic scoring
RBSU Spokane	Complex target area No-Drop Bomb Scoring (NDBS)
NAVFAC	Integrated undersea surveillance/ASW
Yakima Training Center	Gunnery range, live firing/close air support

Non-DON Facility Support Arrangements

28. List all inter-service arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Table 28.1 Non-DON Support

Activity Name / Military Service	Description of Activity Role and Degree of Support
13th Coast Guard Dist / U.S. COAST GUARD	Provide search and rescue support for the Seattle maritime section for SAR missions. SAR response for the SH-3H is 150 nautical miles (NM) from NAS Whidbey Island with 1.5 hours on station, or a 200 NM radius with no time on station. NASWI provides aircraft, flight crew and administrative support.

Activity Name / Military Service	Description of Activity Role and Degree of Support
Defense Investigative Service, Pacific Region (D53SE) / DEFENSE INVESTIGATIVE SERVICE	Conduct background investigations of all military and civilian personnel assigned to NASWI. These investigations include interviews of military supervisors and co-workers and the review of military records to determine the suitability of an individual in handling of or having access to classified DOD material and information. NASWI provides services, supplies, utilities, facilities, communication and administrative support.
Defense Reutilization Marketing Office / DEFENSE LOGISTIC AGENCY	Receive all excess/surplus material such as desks, chairs, aircraft parts, and tool boxes from military installations. After sorting the usable from the unusable, try to reutilize the material or items back into the supply system at no cost to the receiver. Hold public auctions. NASWI provides services, supplies, utilities, facilities, communication and administrative support.
Defense Commissary Agency Whidbey Island / DEFENSE COMMISSARY AGENCY	Furnish high quality merchandise, at the best possible prices, with professional and courteous service. NASWI provides services, supplies, utilities, facilities, communication and administrative support.
Madigan Army Medical Center / HEALTH SERVICES COMMAND	Perform food inspection on all subsistence items procured for use or resale in Navy Galleys, and stored in subsistence storage warehouses. Provide complete medical/surgical care for government owned animals. Perform sanitary inspection of commercial establishments supplying food to NASWI. Perform laboratory examination/sampling of food products. Provide zoonotic disease control of privately owned pets on an attending basis. NASWI provides services, supplies, utilities, communication and administrative support.
366 Tactical Fighter Wing (LGX) Mountain Home AFB / TACTICAL AIR	Utilize the Boardman Range Facility. NASWI provides scoring assistance for dropped practice ordnance, administrative and logistics support.

29. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

Table 29.1 Other Agencies

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
First Interstate Bank of Washington Memorandum of Agreement #34	Provide base support services for branch office at NASWI.
Washington State Department of Social and Health Services N00620-92153-041	Coordinated management of child abuse and neglect cases involving military personnel and their dependents. Provide security for Child Protective Service personnel conducting interviews, investigations, and conducting case management at NASWI. Provide medical history information.
Boeing Military Airplanes N00620-88285-044	Provide base support services for Boeing to rewing A-6 aircraft with composite wing. Per Boeing POC, possibly keeping office open thru FY-95.
Boardman, Oregon; City of Oak Harbor, WA; Fire District 2, Oak Harbor, WA; and Fire District 5, Island County, WA MOU #49	Mutual fire fighting assistance agreements.
Chapman College N00620-91182-056	Provide base support services for educational programs at NASWI.
Embry-Riddle Aeronautical University N00620-91090-057	Provide base support services for educational programs at NASWI.
Skagit Valley College MOU #58	Provide base support services for educational programs at NASWI.
Skagit County Community Action Agency N00620-93001-060	Provide facilities & support services for the Federal Supplemental Food Program for Women, Infants, and children at NASWI.
Seattle Air Route Traffic Control Center-NAS Whidbey Island Radar Air Traffic Control Facility	Terminal Area Control
Seattle Air Route Traffic Control Center-NAS Whidbey Island Radar Air Traffic Control Facility	Traffic flow management procedures

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Seattle Terminal Radar Approach Control-NAS Whidbey Island Radar Air Traffic Control Facility	Coordination and control procedures
Vancouver Area Control Centre-NAS Whidbey Island Radar Air Traffic Control Facility	Radar Air Traffic Control Facility coordination procedures
Seattle Air Route Traffic Control Center-NAS Whidbey Island	Procedures & coordination for SUA and ATCAA
Seattle Air Route Traffic Control Center-NAS Whidbey Island	Darrington area
Seattle Air Route Traffic Control Center-Commander, Medium Attack Tactical Electronic Warfare Wing, U.S. Pacific Fleet	Procedures and coordination for use of the Boardman complex.
Seattle Air Route Traffic Control Center-NAS Whidbey Island	Procedures for CMVWP ACFT scheduling IR340, 341, 342, 343, 344, 346, and 348
CGAS Port Angeles-NASWI Approach	Special VFR helicopter operations
NAS Whidbey Island Radar Air Traffic Control Facility-West Isle Air	ARSA exclusion area
Seattle Air Route Traffic Control Center-NAS Whidbey Island	Restricted areas R5701, R5706, & R6707
Seattle Air Route Traffic Control Center-NAS Whidbey Island	Warning areas W237A High/Low, W237B High/Low & W460B
Oakland Air Route Traffic Control Center-NAS Whidbey Island	Warning area W460A
Spokane Air Traffic Control Tower-Seattle Air Route Traffic Control Center-NAS Whidbey Island-Commander, Attack Wing, U.S. Pacific Fleet	Spokane Radar Bomb scoring operations
NASWI-Mr. E. H. Youderian	Joint use Coupeville airspace
Seattle Air Route Traffic Control Center-NAS Whidbey Island-Farmers Air Service	Joint use of restricted area R5701

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Seattle Air Route Traffic Control Center-NAS Whidbey Island-West Flight Services, Inc.	Joint use of restricted area R5701
Seattle Air Route Traffic Control Center-NAS Whidbey Island-J.R. Simplot Company	Joint use of restricted area R5701
USDA-NASWI	Interagency aviation operations agreements for Okanogan B & C and Roosevelt B MOA's
USAF NW air Defense Sector-NASWI	Loan, maintenance, and logistics support of radios
FAA NW Mountain Region-FACSFAC Whidbey (MOA)	Radar data sharing
NASWI-Harbor Airlines (MOA)	Use of NAS Whidbey Island

LOCATION

Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

- The vast majority of aircraft sorties from this air station are training missions. Off-shore warning areas in which operational missions would be conducted are 85 to 210 nautical miles from the air station. Transit time to the Washington coastal area is approximately 20 minutes. U.S. Customs aircraft temporarily based at NAS Whidbey Island have conducted operational missions throughout Puget Sound as well as Okanogan/Roosevelt MOA areas. Transit time varies based on aircraft type but is approximately 30 minutes.

a. **TACTICAL AVIATION SQUADRONS (VA,VAQ):** Operational missions are conducted world-wide from the decks of Aircraft Carriers. Routine operational areas include: Iraq, Kuwait, Sea of Japan, Straits of Hormuz, every major sea lane of communication, every ocean and sea. Distance from air station varies from 12 NM to in excess of 20,000 NM. Depending upon which carrier a squadron is attached to, transit to the carrier may be a very short flight to Everett WA, or two long (3 hour) flights to Mayport, FL.

b. **MARITIME PATROL SQUADRONS (VP):** Both active and reserve VP squadrons routinely conduct maritime patrol operations off the West Coast of the United States. Depending upon mission requirement, transit time can be a matter of minutes or a few

hours. Time in the operating area averages four to six hours. Operational deployments are also conducted to the Western Pacific, Indian Ocean, and Arabian Gulf.

c. **LOGISTIC SUPPORT (C-9, UC-12):** As components scheduled by the Naval Air Logistics Office (NALO), these aircraft conduct logistics flights throughout the United States and all over the world. As such, they are located in their operational mission areas at all times.

d. **SAR ASSETS:** Navy SH-3Hs stationed at NAS Whidbey Island have search and rescue (SAR) and medical evacuation (MEDEVAC) missions that are conducted from onboard the station, to the cold waters of Puget Sound, to over 150 miles away in the heart of the Cascade or Olympic mountains.

30.b. Does the location of the air station permit any specialized training with other operational units (i.e. Battle Groups or Joint forces)? YES If so, provide details.

- NAS Whidbey Island is the only CONUS Naval Air Station north of San Francisco, CA. NAS Whidbey's close proximity to the naval stations at Bremerton, Bangor Sub Base, Keyport, and Everett Homeport make it strategically important as the naval air head for the Pacific Northwest. Attributes include its strategic location at the eastern end of Juan de Fuca Strait, ideal flying weather (92% of VFR flight conditions at the field), and its open, uncrowded, operating airspace.

a. **MEDIUM ATTACK:** NAS Whidbey's location allows A-6 operations in support of NORPAC exercises and training in transit interdiction missions both in the local area with DOD forces as well as international exercises with Canadian forces.

1. Joint close air support training is conducted at Boardman NWSTF and Yakima Training Center with Army, Navy, and Marine personnel.

2. Proximity to NAS Fallon, Nellis AFB, Mountain Home AFB, and Hill AFB ranges are conducive to joint exercises conducted with Navy and USAF units.

b. **ELECTRONIC WARFARE:** The unique location of NAS Whidbey allows EA-6B Prowler squadrons to conduct specialized training with numerous other units, including the following:

1. Ft Lewis based Air Defence Artillery Units - Prowlers routinely conduct joint training with USA Patriot/Hawk missile batteries located at both Ft Lewis, WA and in the field at the Yakima Training Center. Both are less than twenty minute flights from Whidbey.

2. Canadian Armed Forces - Prowlers routinely conduct joint training with Canadian Naval and Air Forces located in the Puget Sound, Comox CFB, Moose Jaw CFB, and Cold Lake CFB. All are within one hour flight time of Whidbey.

3. NORAD/ADF Forces - Prowlers routinely participate in exercises with NORAD/Air Defence Forces located at McChord AFB, Klamath Falls ANGB, and Portland Intl airport. All are located within one hour of Whidbey.

4. USN Surface Ships - Prowlers routinely provide ECM training/services to USN ships operating off the WA/OR coast. The WA coast is only twenty-five minutes flight time from Whidbey.

c. **MARITIME PATROL:** Operations with SSBN's from Sub Base Bangor facilitated by close proximity. For both active and reserve P-3 squadrons, ability to work with CVBG when operation conducted in the northern warning areas will be improved when CVN's homeported in Everett.

d. **SAR ASSETS:** Operations with Coast Guard Group, Port Angeles, WA, is enhanced by close proximity.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

a. **TACTICAL AVIATION:** Carrier qualifications detachments are normally required due to scheduling constraints. Some carrier quals are conducted from NAS Whidbey, but most are conducted in the SOCAL OPAREAS for the convenience of SOCAL-based squadrons and ships. Additional Air Wing coordinated strike training detachments are conducted at NAS Fallon as part of the CVBG workup cycle. All tactical squadrons deploy to aircraft carriers to conduct integrated airwing/ship/battle group workup periods.

b. **MARITIME PATROL:** Like tactical aviation, CVBG coordinated training can be conducted in the northern warning areas, but are most often based out of the SOCAL OPAREAs. Work with SSN's are similarly conducted in the SOCAL areas, unless SSN services are available during a northern excursion. Simulator training must be conducted at WST's at Moffett (NASA Ames) until those facilities are relocated to NAS Whidbey.

Proximity to other support facilities

31.a. List all primary airfields in the local flying area that are available for training and emergency uses.

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
Ault Field	Pilot training / pilot currency	N/A
Bellingham	Pilot training / pilot currency	30 NM
Hoquiam	Pilot training / pilot currency	110 NM
Port Angeles	Pilot training / pilot currency	35 NM
Tri Cities/Pasco	Pilot training / pilot currency	190 NM
Fairchild AFB	Pilot training / pilot currency / divert	210 NM
Portland Intl, OR	Pilot training / pilot currency / divert	165 NM
E. Oregon at Pendleton	Pilot training / divert	225 NM
Moses Lake (Grant Co.)	Pilot training / pilot currency / divert	150 NM
Yakima	Pilot training / pilot currency / divert	135 NM
Comox CFB, BC	Pilot training / pilot currency / divert	100 NM
McChord AFB	Pilot training / pilot currency / divert	60 NM
Paine Field (Snohomish Co.)	Divert field only	50 NM

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission? NONE NOT ALREADY LISTED

Table 31.2 Other Military Facilities

Military Facility Name	Actual / Proposed Use	Distance
NONE		

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission? NONE

Location

Proximity to Major Transportation Nodes

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

Table 32.1 Transportation Nodes

Facility	Mobilization Role	Location
Supply	* Ships and receives equipment materials by all transportation modes	NAS Whidbey Island
Air Terminal	** Airlifts of squadron personnel and equipment	NAS Whidbey Island
Air Operations	*** Airlifts of squadrons personnel and equipment	NAS Whidbey Island
Harbor Airlines	Air travel, military personnel	Oak Harbor Airpark
Seattle-Tacoma Airport	Air travel, military personnel	Seattle, WA
Paine Field	Air travel, military personnel	Seattle, WA
McChord AFB	Airlifts of equipment	Tacoma, WA

- * United Parcel Service (UPS)
 Federal Express (FEDEX)
 Burlington Northern Air Freight
 Consolidated Freightways
 Ranger Transport
 Schneider Specialized
 Peninsula Truck Lines
 Yellow Freight Lines
 Quick Trans (thru FY94)
 Air Mobility Command (AMC) formerly Military Airlift Command (MAC)
 and other shippers assigned by Military Traffic Management Command
- ** VR-61....C-9 aircraft
- *** NAS.....C-12 aircraft, H-3 Helicopter

Features and Capabilities - Weather

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: Ault Field (NAS Whidbey Island)

Month	% of Hours ¹ VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled ² Due to Weather
Jan.	89.0	11.0	1.8	UNKNOWN
Feb.	92.3	7.7	1.4	
Mar.	95.8	4.2	0.9	
Apr.	97.3	2.7	0.5	
May	96.5	3.5	0.8	
June	95.7	4.3	0.8	
July	92.7	7.3	2.1	
Aug.	90.7	9.3	3.0	
Sept.	89.4	10.6	4.4	
Oct.	86.9	13.1	4.5	
Nov.	89.9	10.1	2.9	
Dec.	89.6	10.4	1.9	
Ann. Avg.	92.1	7.9	2.0	NEGLIGIBLE

Note: No observation station is located at OLF Coupeville. Due to close proximity to Ault Field, OLF Coupeville weather statistics are comparable.

¹Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

²Only include lost sorties (do not include sorties delayed or rescheduled).

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Day	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Operating Schedule	24 HRS						

33.c. Do local weather conditions have a regular impact on maintenance schedules?
NO If so, describe how the air station accommodates these conditions.

CHG BY CNAP

- Temperature extremes are modified by prevailing westerly winds from the Pacific. However, the winds seldom attain a high velocity. The average annual temperature is 49.9 Degrees (ranging from 60.9 Degrees in the summer to 38.3 Degrees in the winter). The average annual precipitation is 17.73 inches due to a rain shadow caused by the Olympic Mountains.

33.d. Do the normal weather conditions at the most frequently used training areas pose a significant problem for scheduling training sorties? NO If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year? NO

CHG BY CNAP

- Training routes intermittently fall below VMC during the winter months. This, however, enhances the training environment by providing realistic all-weather flying on the established instrument routes (IR). Weather does not pose a chronic problem for scheduling training sorties. Alternate training areas or relocation due to adverse weather are not problems encountered at NAS Whidbey Island.

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station? YES

CHG BY CNAP 9406

Washington provides some of the best all-weather training opportunities in the world. In addition, a safe landing field under VMC is virtually always within flying distance. **PACNORWEST airspace, geography, weather, and challenging terrain fulfill aircrew proficiency training requirements by mandating the full use of the weapon system sensor complement on every flight.**

Encroachment

34.a. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? NO Attach a copy of any applicable sections of the air station AICUZ plan and note any recent modifications.

CHG BY CNAP 9406

Current estimates of population growth and development do not pose problems for existing or planned AICUZ "restrictions." Current environmental constraints also do not pose problems for existing or planned AICUZ "restrictions." Existing AICUZ recommendations that have been adopted by the local City (Oak Harbor) and county (Island County) governments include Noise Disclosure Ordinances and Noise Level Reduction (NLR) building codes that require new homes to be built so that they are compatible in Noise Zone 2. Both the City of Oak Harbor and Island County adopted such ordinances in 1992 and 1993. After the NAS Whidbey Island answer to same question in BRAC 1993 DATA CALL NUMBER 4, the Island County Planning Commission has incorporated plans for land use intensity limitations in high sound level areas and in Accident Potential Zones (APZ's) in the Draft Island County Comprehensive Plan (enclosure (1)). If this draft plan element is adopted by the Island County Board of Commissioners (which is expected to be the recommendation of the Planning Commission), then AICUZ related recommendations in this draft element should positively affect future population distribution or development in Island County. The City of Oak Harbor's current Comprehensive Plan (1978) states:

"The City should consider the Navy's Air Installation[s] Compatible Use Zones in making land use decisions ...,"

and adherence to that policy, and other related policies, by the City Planning Commission and City Council has been demonstrated many times.

The current AICUZ Study (a 1986 Update to the original 1977 study) is still the only official "AICUZ" document, but has been rendered obsolete by interim trial flight operations modifications as a result of the 1993 Draft Environmental Impact Statement (DEIS) for the Management of Air Operations at NAS Whidbey Island. Although noise contour maps and Accident Potential Zone designations that may be pertinent to future AICUZ documents were updated in the DEIS, the DEIS is not in and of itself an AICUZ Study. Therefore, enclosures (2), (3), (4), and (5) are photocopies of noise contours and Accident Potential Zones for Ault Field and OLF Coupeville, respectively, excerpted from the DEIS. These contours and APZ's represent the DEIS preferred alternative, with mitigation, and are not expected to change significantly at this time. Because the DEIS is not yet a Final EIS, and if, in the process of becoming a Final EIS the assumptions, or mitigation measures, or scope of the DEIS change, then these contours and APZ's could change as well.

34.b. Are there any known plans for a significant increase of commercial airline traffic in your area? NO If so, describe.

35.a. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table. NO

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

Table 35.2 Required Changes

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

36.a. Is the existing AICUZ study encoded in local zoning ordinances? YES

In 1992 the **City of Oak Harbor** adopted an "Airport Environs Overlay Zone," a "Noise Attenuation Standards" building code, and an "Airport and Aircraft Operations Noise Disclosure Ordinance." Oak Harbor's residential zoning is compatible with AICUZ recommendations because of the "Noise Attenuation Standards" building code. Oak Harbor created a new zone called "Public Facilities" as a direct result of AICUZ recommendations. That zone generally allows only compatible uses within higher noise areas near the air station. The Oak Harbor Planning Department has suggested that the City create a second "Light Industrial/Commercial/Office" zone to use as base zoning as the city's industrial/commercial areas move northward toward the air station. The concept was to develop a zone specifically for areas impacted with noise and accident potential and to make that zone compatible with AICUZ recommendations. That zone is still in the conceptual stages.

In 1992, **Island County** adopted an "Airport and Aircraft Operations Noise Disclosure Ordinance" which requires real estate sellers and renters to notify potential buyers and renters of the potential for aircraft noise. In 1993 they adopted a Noise Level Reduction building code that requires additional sound attenuation in residences and commercial/office buildings built in Noise Zone 2. Those structures will be compatible with AICUZ noise attenuation recommendations. Current Island County "zoning" ordinances are written in such a manner that the development that could occur within the "AICUZ" influence area could be compatible or incompatible depending upon specifically what that development was. The new Draft Island County Comprehensive Plan "AIRPORTS AND AVIATION IMPACTS" element will substantially negate the existing potential for allowing incompatible development in the near future.

The **Town of Coupeville** has adopted no such ordinances or plans regarding AICUZ recommendations. This may not be a significant problem in that about half the Town is not

impacted by Noise Zones and the population growth projections are for 473 additional residents (320 housing units) by 2010. There is available undeveloped residentially zoned land in the Town that is outside current AICUZ noise zones. Some, if not all, the additional residential development in Coupeville for the next 15 to 20 years could be built where it would be considered compatible.

36.b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

The **City of Oak Harbor** already has identified an "Aviation Environs Overlay Zone," has previously not allowed residential development above 65 dB Ldn, has adopted a noise attenuation building code that is stricter than AICUZ recommendations (thus any residential building allowed between 65 dB Ldn and 75 dB Ldn in the future would be compatible with AICUZ recommendations), has adopted (and proposed additional) specific zone designations that are designed to fit AICUZ recommendations, has adopted an aircraft noise disclosure ordinance, and has backed up their policies and ordinances with actions. Because of the noise attenuation building code there is almost no chance of structural development in Oak Harbor that is incompatible with existing operations. There is some chance for non-structural development (particularly parks and recreation activities) that could be incompatible, but this potential is significantly negated by the City's adoption of a new "Public Facilities" (PF) zone in which new parks would be placed. The PF zone was formulated in conjunction with AICUZ recommendations. The other potential incompatibility yet to be taken care of is that of land use intensities (be it residential, commercial, industrial, or whatever) in Accident Potential Zones (APZ's). There are currently no APZ's that fall within the jurisdiction of Oak Harbor, but as their commercial/light industrial areas grow north toward the air station APZ's will become significant to them. Therefore, the Oak Harbor Planning Department has approached the air station with a conceptual proposal of a new light-industrial/commercial/office type of zone that would be developed with APZ's and AICUZ land use intensity limitations included. Discussions of such a zone are ongoing.

Island County adopted the first local aircraft noise disclosure ordinance in 1992, and then backed that up with a noise attenuation building code ordinance in 1993. Island County's existing zoning ordinances currently allow for residential density (3.5 DU/acre to 1 DU/2.5 acres), rural residential (1 DU/5 acres), agriculture and forest management (1 DU/20 acres) and "Non-Residential" (anything from hotels and churches to open pit gravel mines) within all noise and Accident Potential Zones. But, because of policies that have existed in Island County Comprehensive Plans since the early 1970's the Island County Board of Commissioners did on a few occasions in the past deny subdivision and development applications due to AICUZ recommendations. Fortunately, much of the land in Island County jurisdiction within noise zones and APZ's is undeveloped so the "incompatibility" problem (with Admiral's Cove being a notable exception) is generally not current incompatibility, but future incompatibility. The new Draft Island County Comprehensive Plan "AIRPORTS AND AVIATION IMPACTS" element (discussed further in 36.d.) addresses future land use compatibility in Island County.

The **Town of Coupeville** has no zoning ordinances that will impact the future of encroachment in that town. What does have an impact is that Coupeville is a small town and the estimated number of people that will move into it over the next 15 to 20 years is small (about 23 people (or 16 residential units) per year).

AICUZ considerations have not had an impact on "restricted flight hours" at NAS Whidbey Island. In 1992 the drawdown in the military budget forced NAS Whidbey Island to restrict flight hours to 0730 to 0000 (except for scheduled FCLP periods after 0000 during summer months). Prior to that budget shortfall NAS Whidbey Island operated 24 hours a day, 7 days a week.

In 1972 a landowner situated less than 5000 feet north-northwest, and under the extended centerline, of Runway 14/32 at OLF Coupeville filed a complaint alleging inverse condemnation and successfully forced the Navy to purchase a navigation easement over her property.

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/ or development.? _
NO

- Current estimates of population growth and development, or environmental constraints, do not pose problems for existing or planned missions/other operations/ or development.

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station.

The current City of Oak Harbor Comprehensive [land use] Plan has several AICUZ noise related policies and guidelines in it (see answer to 34.a. above). The City has consistently made land use decisions based upon these policies that have favored compatible land uses and compatible land use planning. Although the City is currently rewriting their Comprehensive Plan (pursuant to the Washington State Growth Management Act (GMA)) there are no draft plans or draft elements of the draft plan that have been made public. Considering the record that the City of Oak Harbor has had regarding AICUZ recommendations in the past, there is no reason to believe that the new plan will weaken the City's resolve for compatible land uses and compatible land use planning. In fact if recent history is an indicator of the direction of the plan it is likely that the City will address APZ's as well as noise, thus strengthening the existing AICUZ related policies and guidelines.

Current Island County land development plans (and those that have been in effect since the early 1970's) make some very strong policy and guideline statements regarding limiting the populations exposure to aircraft noise and accident potential. Unfortunately, in the 20 years prior to 1991, while these policies and guidelines were in various editions and updates of Island County Comprehensive Plans, the Island County government made little, or no, effort to formulate any significant ordinances, regulations, tax incentives, or any other vehicle

that would cause the implementation of any of these policies or guidelines. The policies and guidelines were never broadly implemented throughout noise and accident potential impacted areas, but were used occasionally, and on a case-by-case basis, to influence specific land use, zoning, or development applications and proposals in specific locations.

Conversely, recent developments in Island County (perhaps BRAC 1991, a local election, and the State's Growth Management Act (GMA)) have caused a significant change in the willingness of the Island County government not only to espouse compatible land use policies and guidelines, but to implement those policies and guidelines with ordinances and regulations as well. Thus the 1992 aircraft noise disclosure ordinance, a late 1992 "noise attenuation" recommendation (pre-election) and the subsequent (post-election) 1993 noise attenuation building code ordinance. The future of compatible land use planning, policies, and guidelines will be guided by elements in the Island County Comprehensive Plan, currently in draft form and undergoing public hearings at the planning commission level. This draft element could have a significant beneficial effect on the future of compatible land uses in Island County. It has been subjected to many months of public comment, review, and redrafting during Island County Planning Commission (ICPC) public workshops. The difference between these draft policies and the same basic policies written in the past 17 years of Island County plans is that the Washington State GMA requires the County to adopt ordinances and regulations that will implement policies and guidelines in the new plan. This gives the implementation of Comprehensive Plan policies the weight of state law. Draft 8.52 is by no means set in concrete, but it was accepted by the ICPC as a final draft element to be included in the Draft Comprehensive Plan that they would recommend to the Island County Board of Commissioners. The Board of Commissioners will also hold public hearings on the entire Draft plan, and then will be the final authority for adopting a new Comprehensive Plan for the County.

The Town of Coupeville has no proposals for AICUZ related policies or guidelines in their Draft Comprehensive Plan. Yet, just the manner in which that plan sets out future land use designations causes a reduction in the potential number of residences and citizens that the Town allows to be exposed to high aircraft noise levels. The Coupeville Draft Comprehensive Plan shows a proposed "Land Use Designation Map" that will slightly lower the potential residential density that is currently allowed by the Town in Noise Zone 2 and 3.

36.e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

There is currently no ongoing litigation concerning environmental problems.

In 1992 a group of approximately 46 individuals (Plaintiffs) filed a complaint alleging inverse condemnation by the United States through actions of the Navy at OLF Coupeville. Their complaint alleges that the United States "took" a portion of their property in 1986 and requests the court grant monetary compensation. The complaint also requested certification of a class (commonly called "class action"), and requested the court enjoin the Navy from using OLF Coupeville for flight operations. Subsequently the court denied the request for certification of a class and denied the request for joinder. The United States filed a Motion

for Summary Judgement in early 1994 on the merits (or lack thereof) of the Plaintiffs complaint, and on 13 April, 1994, Plaintiffs filed a Memorandum in Opposition to Defendant's Motion for Summary Judgement. The court has made no decision as to whether it will, or will not, hear the case, grant summary judgment on all complaints, grant summary judgment on some of the complaints and hear the rest, etc. If the court grants Summary Judgment on all counts the case could be over relatively soon (six months to a year). If the case goes to trial and the court wishes to hear arguments on some, or all, of the complaints then it could last considerably longer.

Features and Capabilities

Ability for Expansion

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

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Air Station Feature	Benefit for Aircraft Squadrons
Low present value cost per SF	Less money to maintain facilities relates to more adequate facilities for squadrons to operate from.
Current master plan for growth	All planned expansion able to be implemented without interruption to operations.
Military Training Routes	Variety/availability/no schedule conflicts. Routes set up to optimize mission training. Unrestricted operating hours, controlled at Whidbey.
Special Use Airspace	Availability of MOA's, mining ranges, restricted areas. Uncrowded airspace.
Control of Restricted and Military Operating Areas	Air traffic safety enhanced by having own control with NAS Whidbey approach control and FACSFAC.
Weapons System Training facility	Training in air to ground weapons delivery.
Flexibility for Electronic Warfare training	Training not degraded with restrictive emission regulations.
Weather conditions	Average annual VMC 92.1% at airfield. Only 2.0% below 200 ft, 1/2 mile vis.
9 Hangars with average adjusted age/SF of 15.8 Years	State-of-the-art facilities to support any type of aircraft.

Air Station Feature	Benefit for Aircraft Squadrons
Infrastructure average adjusted age/SF at 21.1 Yrs	Newer facilities provide better working environment.
Dual product aviation fuel distribution system	Choice to use less volatile JP-5 jet fuel for carrier bound aircraft or less expensive JP-8 jet fuel for local training missions.
Aircraft firefighting school	The only fire training facility north of NAS Lemoore, CA. Provides training to all squadrons at NAS, all air-capable ships in PACNORWEST, Coast Guard and Naval Reserve units from California to Idaho.
Air standards compliance	Location in EPA air standards compliance zone provides industrial expansion. Capability severely restricted elsewhere.
Military Affiliate Radio station (MARS)	Equipped with satellite communications (SATCOM), fixed and mobile. More traffic volume than any other site - 16,525 phone patches and 36,967 MARSGRAMs in 1993.
Strong local community support	Strong support for nearly 50 years.

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

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

Current infrastructure meets current requirements and could meet change in mission with modifications. Keeping current mission and any expansion of mission will require facility construction to support the increase in mission.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991	FY-1992	FY-1993
OFFICER	99.9%	99.8%	99.8%
ENLISTED	98.7%	98.7%	98.9%

Remarks: Percentage determined by dividing the number of unsatisfactory drills per year by the number of personnel aboard times 48 drills per year.

40. Does the local area provide a skilled work force that is essential for air station operations? YES Are these skills unique to the area or readily duplicated or available elsewhere? NOT UNIQUE TO THE AREA

Quality of Life

41. Military Housing

41.a. Family Housing:

41.a.(1) Do you have mandatory assignment to on-base housing? NO

41.a.(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+	36	36		
Officer	3	145	145		
Officer	1 or 2	2	2		
Enlisted	4+	138	138		
Enlisted	3	568	549	19	
Enlisted	1 or 2	555	376	179	
Mobile Homes		0			
Mobile Home lots		0			

41.a.(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: NOT APPLICABLE

41.a.(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List ¹	Average Wait
O-6/7/8/9	1	0	N/A
	2	0	N/A
	3		
	4+		
O-4/5	1	N/A	N/A
	2	N/A	N/A
	3	21	7-8 months
	4+	6	5-6 months
O-1/2/3/CWO	1	N/A	N/A
	2	N/A	N/A
	3	63	5-6 months
	4+	2	2-3 months
E7-E9	1	N/A	N/A
	2	N/A	N/A
	3	47	12-13 months
	4+	17	13-14 months
E1-E6	1	53	5-6 months
	2	328	7-8 months
	3	294	15-16 months
	4+	43	18-19 months

¹As of 31 March 1994

41.a.(5) What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

Top Five Factors Driving the Demand for Base Housing	
1	High cost of housing in the surrounding community (rent and purchase).
2	Shortage of affordable housing in surrounding community--particularly lower priced rentals for larger families.
3	Low Variable Housing Allowance (VHA) that hasn't kept pace with rising housing costs.
4	Physical security for families while sponsor is deployed.
5	Close proximity to services (Hospital, Exchange, Commissary) while military sponsor is deployed.

41.a.(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)? 72% of adequate housing units have all amenities.

41.a.(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	98.30
Substandard	97.08
Inadequate	N/A

41.a.(8) As of 31 March 1994, have you experienced much of a change since FY 1993? NO If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

The utilization rate for substandard housing is below 98% as result of excess down days required by the base maintenance contractor to complete major repairs during change of occupancies.

41.b. BEQ:

41.b.(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	96%
Substandard	0%
Inadequate	0%

Note: Utilization rate percentage is from line 16 of the Unaccompanied Personnel Housing (UPH) Inventory and Utilization Report, DD 2085 for all of FY 93.

41.b.(2) As of 31 March 1994, have you experienced much of a change since FY 1993? YES If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Occupancy is currently at 72 percent. Fluctuation of this percentage is due to the necessity of having spaces available to accommodate returning squadrons, which then increases the percentage again for a period. In particular, during December 1993, two new maritime patrol squadrons (VP-40, VP-46) and one aviation wing (Patrol Wing Ten), were relocated to NAS Whidbey. At the same time, two fleet squadrons returned from deployment with no corresponding squadron deployment for two months. This produced a temporary shortfall of over 400 beds. This was overcome by granting Single Basic Allowance for Quarters (SBAQ) to a corresponding amount of personnel and authorizing them to move on the local economy. Once the next group of squadrons deployed (five since February 1994), beds were freed up and the utilization rate came down to its current level. This should reverse as personnel come off SBAQ, deployed squadrons return from deployment, and rooms/whole barracks are removed from use for programmed renovations/upgrades. Specifically, in FY94 we began a series of quality of life improvements in the BQ, including square footage increases in living spaces for all paygrades, and a barracks renovation plan designed to improve room quality.

41.b.(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(\# \text{ Geographic Bachelors } \times \text{ average number of days in barracks})}{365}$$

- Average on Board (AOB) Geographical Bachelors (GBs) is taken from line 10 of the Geographic Bachelors Survey Form that accompanies the DD 2085 Report. The DD 2085 is a semi-annual report and the data presented here is from 01 October 1993 to 31 March 1994.

- FY94 = 131

41.b.(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	115	95%	The predominant reason for GB status is home ownership (financial) in a different geographical location.
Spouse Employment (non-military)	0	0	Although many of the spouses are employed, it was not indicated by any member as their main reason for GB status.
Other	6	5%	Specialized medical care or education is not available in the local area.
TOTAL	121	100%	

Note: The AOB Figure is an average over time and will not match the actual number of GBs currently on board.

41.b.(5) How many geographic bachelors do not live on base? NONE

41.c. BOQ:

41.c.(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	84%
Substandard	0%
Inadequate	0%

- Utilization rate/percentage is from line 16 of the Unaccompanied Personnel Housing (UPH) Inventory and Accuracy Report, DD 2085 for all of FY 93.

41.c.(2) As of 31 March 1994, have you experienced much of a change since FY 1993?
NO If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

- BOQ utilization percentage normally fluctuates between 80 and 100%. Officers have the option of moving out on the economy at any time. Often when a new unit first arrives, or returns from deployment, some officers will reside in the BOQ for a short duration until they can find accommodations on the economy.

41.c.(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(\# \text{ Geographic Bachelors } \times \text{ average number of days in barracks})}{365}$$

- Average on Board (AOB) Geographic Bachelors (GBs) is taken from line 10 of the Geographic Bachelor Survey Form that accompanies the DD 2085 report. The DD 2085 is a semi-annual report and the data presented here is from 1 October 1993 to 31 March 1994.

- FY94 = 22

41.c.(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	23	92%	The predominant reason for GB status is home ownership (financial) in a different geographical location.
Spouse Employment (non-military)	0	0	Although many of the spouses are employed, it was not indicated by any member as their main reason for GB status.
Other	2	8%	Specialized medical care or education is not available in the local area.
TOTAL	25	100%	

41.c.(5) How many geographic bachelors do not live on base? NONE

On Base MWR Facilities

42. For on-base MWR facilities¹ 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.

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	12	Y
	Outdoor Bays	48	Y
Arts/Crafts	SF	7872	N
Wood Hobby	SF	985	N
Bowling	Lanes	32	Y
Enlisted Club	SF	28396	Y
CPO Club	SF	15927	Y
Officer's Club	SF	16928	N
Library	SF	3105	N/A
Library	Books	16000	N/A
Theater	Seats	850	Y
ITT	SF	200	Y
Museum/Memorial	EA	3	N/A
Pool (indoor) see Note 1	Lanes	7	N/A
Pool (outdoor)	Lanes	N/A	N/A
Beach	LF	N/A	N/A
Swimming Ponds	Each	N/A	N/A
Tennis CT	Each	8	N
Volleyball CT (outdoor)	Each	3	N/A
Basketball CT (outdoor)	Each	4	N/A
Racquetball CT	Each	6	N/A
Golf Course	Holes	18	Y

Driving Range	Tee Boxes	12	Y
Gymnasium	SF	45886	N/A
Fitness Center - Room in Gym	SF	1300	N/A
Marina	Berths	N/A	N/A
Stables	Stalls	N/A	N/A
Softball Fld	Each	6	N/A
Football Fld	Each	2	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	3968	N
MWR Admin Officer	SF	4129	N
Archery Range	Acres	33.83	N/A
Baseball Fld - Little League	EA	1	N/A
Golf Cart Storage	SF	1680	Y
Golf Cart Storage	SF	960	N/A
Golf Cart Storage	SF	2400	N/A
Golf Cart Storage	SF	480	N/A
Golf Clubhouse (Women's)	SF	634	N/A
Golf Clubhouse Proshop/Snackbar	SF	7506	Y
Golf Maint. Bldg.	SF	960	N/A
Golf Maint. Bldg	SF	2184	N/A
Marina Boat Launch Ramp	SF	38000	N/A
Marina Boat Launch Ramp	SF	38000	N/A
Marina Boathouse	SF	2594	N/A
Marina Boathouse (Closed)	SF	42666	N/A

Marina Boathouse	SF	1262	N/A
Marina Finger Pier	SF	27000	N/A
Marina Machine Shop	SF	1924	N/A
MWR Storage	SF	120	N/A
Mwr Storage	SF	1296	N/A
Mwr Storage	SF	689	N/A
Park, Cliffside	ACRES	13.44	N
Park, Rocky Point	ACRES	5.17	N
Picnic Shelter	SF	720	N/A
Picnic Shelter	SF	1766	N/A
Picnic Shelter	SF	720	N/A
Picnic Shelter	SF	720	N/A
Picnic Shelter	SF	720	N/A
Public Toilet	SF	768	N/A
Public Toilet - 14th Green	SF	128	
Public Toilet - 14th Green	SF	128	
Public Toilets	SF	756	
Public Toilets - Ballfields	SF	416	
Rec. Bldg. (Can-Do-Inn)	SF	2266	
Skeet and Trap Range Office/Program Space	SF	1534	
Skeet/Trap Range	EA	5	
Skeet/Trap Range Bldg.	SF	150	
Skeet/Trap Range Bldg.	SF	128	
Skeet/Trap Range Bldg.	SF	64	
Skeet and Trap Range Bldg.	SF	128	

Skeet and Trap Range Bldg.	SF	64	
Skeet and Trap Range Bldg.	SF	64	
Skeet and Trap Range Bldg.	SF	64	
Vet Clinic	SF	300	
Young Adult Program	SF	542	

Note 1: The indoor pool is an Aviation Physiology Training Facility available for limited recreation use.

43. Is your library part of a regional interlibrary loan program? YES

44. Base Family Support Facilities and Programs

44.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		
0-6 Mos	8	X			33	364
6-12 Mos	8	X			29	264
12-24 Mos	20	X			57	728
24-36 Mos	34	X			69	1092
3-5 Yrs	55	X			94	1092

44.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: NOT APPLICABLE

44.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.

- CDC has a packet which is passed out to those personnel who are on the the child care waiting list. This provides a complete breakdown of all available child care in the local community.

44.d. How many "certified home care providers" are registered at your base?

- There are 35 certified home care providers and 17 family homes in the process of certification.

44.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). NO

45. 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	115,744
Gas Station	SF	1,710
Auto Repair	SF	4,930
Auto Parts Store	SF	2,450
Commissary	SF	40,000
Mini-Mart (2 locations)	SF	13,272
Package Store	SF	1,800
Fast Food Restaurants	Each	9
Bank/Credit Union	Each	1
Family Service Center	SF	19,105
Laundromat	SF	1,333
Dry Cleaners	Each	1
ARC	PN	28
Chapel	PN	450
FSC Classroom/Auditorium	PN	235

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
BELLINGHAM, WA	50
EVERETT, WA	62
BREMERTON, WA	70
SEATTLE, WA	92
TACOMA, WA	120
OLYMPIA, WA	154
VANCOUVER, WA	250
SPOKANE, WA	327
VICTORIA, BRITISH COLUMBIA	35*
VANCOUVER, BRITISH COLUMBIA	110

* via auto & ferry

47. Standard Rate VHA Data for Cost of Living

Paygrade	With Dependents	Without Dependents
E1	121.92	68.21
E2	121.92	76.67
E3	119.11	87.77
E4	147.12	102.68
E5	171.04	119.42
E6	210.68	143.42
E7	238.39	165.60
E8	211.28	159.70
E9	238.74	181.23
W1	167.66	127.33
W2	193.29	151.61
W3	151.08	122.81
W4	153.31	135.93
O1E	170.74	126.65
O2E	131.91	105.17
O3E	145.77	123.33
O1	118.76	87.51
O2	113.55	88.75
O3	115.28	97.05
O4	140.84	122.48
O5	128.88	106.58
O6	99.48	82.34
O7	27.13	22.04

48.a. Off-base housing rental and purchase

a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	450	350	None
Apartment (1-2 Bedroom)	725	400	108.55
Apartment (3+ Bedroom)	850	660	142.55
Single Family Home (3 Bedroom)	1,300	675	142.55
Single Family Home (4+ Bedroom)	1,200	800	192.55
Town House (2 Bedroom)	725	500	108.55
Town House (3+ Bedroom)	850	660	142.55
Condominium (2 Bedroom)	725	500	108.55
Condominium (3+ Bedroom)	850	660	142.55

Note: In this area, most Townhouses and Condominiums are basically the same. Many apartments and condominiums include water, sewer, and garbage, but not all.

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	87%
Apartment (1-2 Bedroom)	97%
Apartment (3+ Bedroom)	98%
Single Family Home (3 Bedroom)	99%
Single Family Home (4+ Bedroom)	100%
Town House (2 Bedroom)	94%
Town House (3+ Bedroom)	100%
Condominium (2 Bedroom)	98%
Condominium (3+ Bedroom)	100%

48.c. What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	120,000 - 139,000
Single Family Home (4+ Bedroom)	120,000 - 139,000
Town House (2 Bedroom)	56,500
Town House (3+ Bedroom)	97,500
Condominium (2 Bedroom)	77,000
Condominium (3+ Bedroom)	78,500

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

- Housing count based on 8.5% interest rate, zero down, VA loan, amortized over 30 years. Monthly payments assumed to include principle, interest, taxes, and insurance. These assumptions resulted in a home price range of \$60-\$80K. Housing count area within approximately 1 hour commute range.

Month	Number of Bedrooms		
	2	3	4+
January	3	4	0
February	7	3	1
March	8	3	0
April	5	2	1
May	7	4	1
June	14	2	0
July	9	3	0
August	7	4	2
September	8	4	0
October	8	5	0
November	9	5	1
December	10	2	2

48.e. Describe the principle housing cost drivers in your local area.

- Eighty-five percent of local rentals are housed by military. About 66 percent of local homeowners are military or military related. This heavy segment has great bearing on how local investors look at the market. For several years, the threat of base closure has been an overbearing factor causing investors to drag their feet in building more housing. This is creating a shortage and brings the value up for sellers.

49. 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
AT	714	479
AMS	314	130
AD	297	217
AE	283	146
AO	166	119

50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time (min)
Oak Harbor	95	5	10
Coupeville	2	10	20
Anacortes	1	20	25
Burlington	1	30	45
Mt. Vernon	1	35	45

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

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
Oak Harbor High School, Oak Harbor, WA (206) 679-5800	Pub Sec.	9-12G	yes	3964.00	(SAT 916)	50%	Note 1/2
Oak Harbor Middle School, Oak Harbor, WA (206) 679-5800	Pub Sec.	6-8G	yes	3964.00	N/A	99%	Note 1
North Whidbey Middle School, Oak Harbor, WA (206) 679-5800	Pub Sec.	6-8G	yes	3964.00	N/A	99%	Note 1
Broad View Elementary, Oak Harbor, WA(206) 679-5800	Pub Pri.	K-5G	yes	3964.00	N/A	N/A	Note 1
Clover Valley Elementary, Oak Harbor, WA (206) 679-5800	Pub Pri.	K-5G	yes	3964.00	N/A	N/A	Note 1
Crescent Harbor Elementary, Oak Harbor, WA (206) 679-5800	Pub Pri.	K-5G	yes	3964.00	N/A	N/A	Note 1

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
Hillcrest Elementary, Oak Harbor, WA (206) 679-5800	Pub Pri.	K-5G	yes	3964.00	N/A	N/A	Note 1
Oak Harbor Elementary, Oak Harbor, WA (206) 679-5800	Pub Pri.	K-5G	yes	3964.00	N/A	N/A	Note 1
Olympic View Elementary, Oak Harbor, WA (206) 679-5800	Pub Pri.	K-5G	yes	3964.00	N/A	N/A	Note 1
Careage of Whidbey, Oak Harbor, WA (206) 678-2273	Priv Pre/K	2.5-12 yr	no	840.00	N/A	N/A	Note 3
Der Kinderhuis Montessori, Oak Harbor, WA (206) 675-4165	Priv Pre/K	18m-4G	yes	4980.00	N/A	N/A	Note 3
Early Horizons Daycare & Pre-school, Oak Harbor WA (206) 679-4867	Priv Pre/K	2-6yr	Note 4	3840.00	N/A	N/A	Note 3
Garden Isle Montessori School, Oak Harbor, WA (206) 678-5641	Piv Pre/k	3-6yr	yes	2310.00	N/A	N/A	Note 3
Headstart/Skagit Valley College, Oak Harbor, WA (206) 679-4784	Pub/G/Pre	3-4yr	yes	4000.00	N/A	N/A	Note 3

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
Island Ministries Daycare, Oak Harbor, WA (206) 675-6567	Priv/Pre	2.5-12yr	Note 4	3840.00	N/A	N/A	Note 3
Little Lambs Pre-school, Oak Harbor, WA	Priv	3-5yr	Not Avail	Not Avail	N/A	N/A	Note 3
Oak Harbor Children's Center, Oak Harbor, WA (206) 675-1101	Priv/Pre/Pr i	3-10yr	yes	3900.00	N/A	N/A	Note 3
Teddy Bear Child Care Center, Oak Harbor, WA (206) 679-2284	Priv	Inf/Pre-K/Kin	yes	3900.00	N/A	N/A	Note 3
Oak Harbor Gymnastic School, Oak Harbor, WA (206) 675-1101	Priv	3yr-Plus	yes	540.00	N/A	N/A	Note 3
Toddler Learning Center, Oak Harbor, WA (206) 679-1039	Priv/Spec ED	0-3yrs	yes	non-proof	N/A	N/A	Note 3
YMCA Child Development Center, Oak Harbor, WA (206) 675-2771	Pri/Pre	2.5-10yr	no	3600.00	N/A	N/A	Note 3
Early Childhood Ed. Assist. Program, Oak Harbor, WA (206) 679-5345	Pub/G/Spec c ED	4yrs-Plus	yes	no fee	N/A	N/A	Note 3

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
Oak Harbor Christian School, Oak Harbor, WA (206) 675-2831	Priv/Pri/Sec	1-8G	no	2515.00	N/A	N/A	Note 3
Oak Harbor Christian Pre-school, Oak Harbor, WA (206) 675-2831	Priv/Pre/K	3-5yr+K	no	915.00 1322.00y (K)	N/A	N/A	Note 3
Oak Harbor Seventh Day Adventist, Oak Harbor, WA (206) 675-7198	Priv/Pri/Sec(Rel)	1-8G	no	1350.00	N/A	N/A	Note 3
Oak Harbor Parent Coop Pre-school	Priv	2-4yr	Not Available	Not Available	N/A	N/A	Note 3
Anacortes High School, Anacortes, WA (206) 293-2166	Pub Sec	9-12G	yes	3580.00	Not Available	N/A	Note 1
Anacortes Middle School, Anacortes, WA (206) 293-1230	Pub Sec.	7-8G	yes	3580.00	N/A	99%	Note 1
Fidalgo Elementary, Anacortes, WA (206) 293-9545	Pub Pri	K-6G	no	3580.00	N/A	N/A	Note 1
Island View Elementary, Anacortes, WA (206) 293-3149	Pub Pri	K-6G	yes	3580.00	N/A	N/A	Note 1

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
Mount Erie Elementary, Anacortes, WA (206) 293-9541	Pub Pri	K-6G	yes	3580.00	N/A	N/A	Note 1
Whitney Elementary, Anacortes, WA (206) 293-9536	Pub Pri	K-2G	yes	3580.00	N/A	N/A	Note 1
Coupeville Middle/High School, Coupeville, WA (206) 678-4409	Pub Sec	6-12G	yes	4103.68	N/A	73%	Note 1
Coupeville Elementary School, Coupeville, WA (206) 678-4551	Pub Pri	K-5G	yes	4103.68	N/A	N/A	Note 1

Source: Standard Installation Topic Exchange Service (SITES), Relocation Assistance Program (RAP) manager, and canvassing local telephone publications.

Note 1: Information was obtained through the local School District Office. The contact phone number is listed under the school heading.

Note 2: Additional funding costs are: children with handicaps or special education needs; 11277.75 per year. Vocational students; 4284.00 per year.

Note 3: Information was obtained through contacting the school via telephone. The contact phone number is listed under the school heading.

Note 4: Case by case only.

Homeschooling is gaining in popularity on Whidbey Island. The Oak Harbor School District manages the overall program. Current enrollment for grades K-12 is 117 students.

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Western Washington University	Day	No	No	Yes	Yes	Yes
	Night	No	No	Yes	Yes	No
Skagit Valley Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Skagit Valley Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
	Correspondence	No	No	No	No	No
Chapman College	Day	No	No	Yes	Yes	Yes
	Night	No	No	Yes	Yes	Yes
	Correspondence	No	No	No	No	No
Embry Riddle College	Day	No	No	Yes	Yes	No
	Night	No	No	Yes	Yes	No
	Correspondence	No	No	Yes	No	No

52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Served by Family Service Center Spouse Employment Assistance*			Local Community Unemployment Rate
	1991	1992	1993	
Professional	14	28	64	6.8-8.1% **
Manufacturing	14	26	59	
Clerical	11	21	48	
Service	23	43	99	
Other	17	31	72	

* The figures used for 91, 92, and 93 for the various skill levels were registered clients only. SEAP provides workshops and gives information both to walk-in's and over the telephone which are not reflected.

** These figures are not available by skill level for the local community. Per the Washington Employment Security, the unemployment rate for 1993 is 6.8-8.1%.

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

MEDICAL NO. Access to medical care for active duty personnel is through Naval Hospital Oak Harbor which is physically located on the Ault Field portion of NAS Whidbey Island. Sickcall is available weekdays both morning and afternoon. 24-hour emergency care is available at a fully staffed and equipped emergency medical department. Full service, family practice based inpatient and outpatient care is available within the 25-bed facility. Cardiac and intermediate level specialty care is available at Whidbey General Hospital, a 51-bed community facility located 12 miles away. Comprehensive subspecialty and intensive care requires transportation to tertiary facilities off of Whidbey Island, either in Seattle or at Madigan Army Medical in Tacoma. Air medical evacuation utilizes NAS Search and Rescue helicopters or a commercial service for emergency transfers off Whidbey Island. Ground transport on or off Whidbey Island is by Naval Hospital ambulance for basic needs or local commercial ambulance service for complicated or serious cases transferred to Whidbey General Hospital. Overall, access is excellent, timely, and unrestricted. The major impediment is the isolated location of Naval Hospital Oak Harbor. Referral, transfer, or consultation to subspecialty or tertiary care involves significant time and transportation challenges and constraints.

DENTAL YES. Active Duty personnel do have difficulty gaining access to dental care. The dental clinic is understaffed for the amount of dental needs that exist within our population. Two billets have been gapped since JUL-AUG 93 and will not be filled until

AUG 94. The dentist who retired APR 94 will not be replaced until July 94. One of the three Hygienist's billets was gapped for 5 months (Oct 93 to Mar 94) and is still only manned for 80% of the time. Another Hygienist's billet has been gapped for the past 3 months without a definitive arrival date for a replacement. Many people require multiple appointments to complete their treatment. The clinic is also currently participating in the Tri-Service Dental Examination Survey on a non-voluntary basis, requiring the services of one dentist for approximately 60% of his work hours for 6 months.

Active Duty Population: 8275**

Personnel Requiring Dental Treatment:

Operative	2112
Oral Surgery	1065
Prosthodontics	629
Periodontics	407
Endodontics	83

Dentist Billets	10
Dentists On Board	7

Hygienist Billets	3
Hygienists On Board	2*

* 2 Hygienists work part-time and fill 80% of one of the positions, a third works full time to fill the second position.

** Data from RAPS Model FY92 Baseline Population Estimates, Refined Historical Catchment Area BRAC III, sent from BUMED 3 Jan 1994.

There is no civilian dental care available for Active Duty personnel. Neither CHAMPUS nor DELTA DENTAL cover routine or emergency dental treatment for Active Duty personnel.

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

MEDICAL NO. Reference is made to the discussion in item #53. Except for active duty sickcall, the same access is also applicable to all military dependents. Additionally, local community medical resources have developed over the years in direct response to the health care needs of those retired and military dependent beneficiaries whose medical requirements cannot be specifically managed by Naval Hospital Oak Harbor. Again, overall access is unrestricted except for those transportation and timeliness issues that being located on an island creates.

DENTAL YES. Retirees, Family Members of Active Duty personnel, and Family Members of Retirees have only very limited access to dental care in the military system due to the

demand for services by the Active Duty personnel. No appointments are made for anyone except Active Duty personnel. The only exception to this is for Overseas Screenings. Approximately 3% of clinic time (14 hours per month) is utilized by Non-Active Duty personnel or Family Members. (This includes those personnel scheduled for Overseas Screenings.) Care is available on a space-available basis only for Emergency or routine one-appointment treatment. Space availability due to failed appointments is not made available to Non-Active duty waiting for care until an attempt has been made to fill the slot with another Active Duty member. Personnel covered by Delta Dental Plan are referred to the civilian community for treatment.

Potential Non-Active Duty Population:

Family Members of Active Duty	10,523**
Retirees	3,262**
Family Members of Retirees	4,390**
Survivors	516**
Medically Eligible NG/Res	733**
Family Members of Med Elig	1120**

There is no difficulty with access to civilian dental care locally. 100% of the 18 dentists in the local area accept the Delta Dental Plan for dental insurance, including the Orthodontist and the Oral Surgeon. The Dentist/Patient ratio (18 dentists/17,176 people in city of Oak Harbor) for the local community should be favorable enough for patients to be able to schedule appointments in a reasonable time frame.

** Data from RAPS Model FY92 Baseline Population Estimates, Refined Historical Catchment Area BRAC III, sent from BUMED 3 Jan 1994.

55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)	Not Avail	4	2
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
2. Blackmarket (6C)			
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
3. Counterfeiting (6G)			1
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
4. Postal (6L)			
Base Personnel - Military			
Base Personnel - Civilian			1
Off Base Personnel - Military			
Off Base Personnel - Civilian			
5. Customs (6M)			
Base Personnel - Military			

Crime Definitions	FY 1991	FY 1992	FY 1993
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
6. Burglary (6N)	Not Avail	47	49
Base Personnel - Military		17	13
Base Personnel - Civilian		30	36
Off Base Personnel - Military			
Off Base Personnel - Civilian			
7. Larceny - Ordnance (6R)			
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
8. Larceny - Government (6S)	Not Avail	34	43
Base Personnel - Military		19	25
Base Personnel - Civilian		13	15
Off Base Personnel - Military		2	3
Off Base Personnel - Civilian			
9. Larceny - Personal (6T)	Not Avail	66	124
Base Personnel - Military		53	70
Base Personnel - Civilian		13	54
Off Base Personnel - Military			
Off Base Personnel - Civilian			
10. Wrongful Destruction (6U)	Not Avail	56	60
Base Personnel - Military		26	42
Base Personnel - Civilian		29	28
Off Base Personnel - Military			

Crime Definitions	FY 1991	FY 1992	FY 1993
Off Base Personnel - Civilian		1	
11. Larceny - Vehicle (6V)	Not Avail	4	1
Base Personnel - Military			1
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
12. Bomb Threat (7B)	Not Avail	37	66
Base Personnel - Military		13	26
Base Personnel - Civilian		24	39
Off Base Personnel - Military			
Off Base Personnel - Civilian			1
13. Extortion (7E)			
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
14. Assault (7G)	Not Avail	102	136
Base Personnel - Military		71	84
Base Personnel - Civilian		30	52
Off Base Personnel - Military		1	
Off Base Personnel - Civilian			
15. Death (7H)	Not Avail	3	8
Base Personnel - Military		2	5
Base Personnel - Civilian		1	3
Off Base Personnel - Military			
Off Base Personnel - Civilian			
16. Kidnapping (7K)			

Crime Definitions	FY 1991	FY 1992	FY 1993
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
17. Narcotics (7N)	Not Avail	5	21
Base Personnel - Military		1	9
Base Personnel - Civilian		4	10
Off Base Personnel - Military			2
Off Base Personnel - Civilian			
18. Perjury (7P)	Not Avail	2	
Base Personnel - Military		2	
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
19. Robbery (7R)		2	
Base Personnel - Military		2	
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			
20. Traffic Accident (7T)	Not Avail	215	307
Base Personnel - Military		161	221
Base Personnel - Civilian		54	85
Off Base Personnel - Military			1
Off Base Personnel - Civilian			
21. Sex Abuse - Child (8B)	Not Avail	1	7
Base Personnel - Military			2
Base Personnel - Civilian		1	5

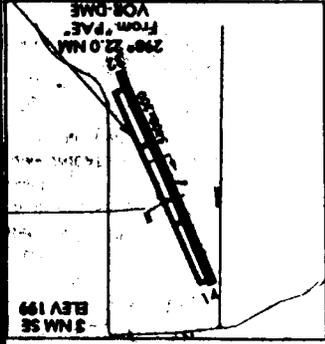
Crime Definitions	FY 1991	FY 1992	FY 1993
Off Base Personnel - Military			
Off Base Personnel - Civilian			
22. Indecent Assault (8D)	Not Avail	3	5
Base Personnel - Military		3	2
Base Personnel - Civilian			3
Off Base Personnel - Military			
Off Base Personnel - Civilian			
23. Rape (8F)	Not Avail	7	3
Base Personnel - Military		5	
Base Personnel - Civilian		2	
Off Base Personnel - Military			3
Off Base Personnel - Civilian			
24. Sodomy (8G)			
Base Personnel - Military			
Base Personnel - Civilian			
Off Base Personnel - Military			
Off Base Personnel - Civilian			

MILITARY VALUE ANALYSIS
DATACALL #38

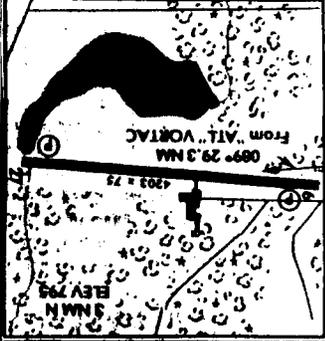
NAS WHIDBEY ISLAND

ATTACHMENTS
(OPNAV COPY)

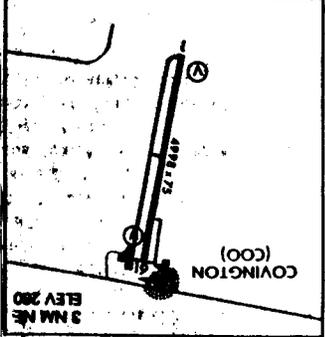
18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? YES Attach a copy of the latest FLIP chart annotated with any updates.



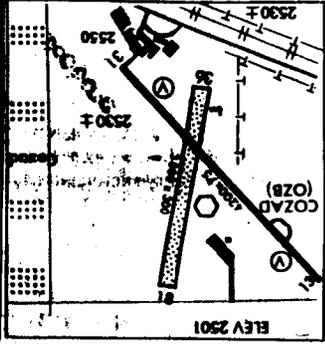
COUPEVILLE NOLF, WA 48°12'N 122°38'W
 UTC-8 (-7DT)
 N 14
 AIRPORT REMARKS - RSTD - Cldc exc COMATKRWINGPAC/
 COMVAQWINGPAC actl A-600 active when Coupeville NOLF in use, 2000-
 0930Z + + Mon-Fri, OT by NOTAM. Coupeville NOLF underlts designated
 (RWL2)
 COMMUNICATIONS - (A) (ATIS) 134.18 280.3)
 (FSS SEATTLE SEA-NOTAM NUVW)
 (WHIDBEY APP/DEP CON - (E) 118.2 286.0
 (WHIDBEY APP/DEP CON - (E) 118.2 286.0
 COM REMARKS - (M) Info for Coupeville NOLF use.



COVINGTON MUNI, GA 33°38'N 83°51'W
 UTC-8 (-4DT)
 P Bldg 12
 FUEL - (NC-100LL, A)
 AIRPORT REMARKS - CAUTION - Bird and deer haz. Avoid overflying
 populated area SW of aprt bldg 1500' AGL (S30). Attended 1300Z + +
 COMMUNICATIONS - (CTAF/UNICOM 123.0)
 (FSS MACON MGN-NOTAM MGN)
 (ATLANTA APP/DEP CON - (E) 119.3 301.65



COVINGTON MUNI, TN 35°35'N 89°35'W
 UTC-6 (-5DT)
 P Bldg 10
 FUEL - (NC-100LL, A)
 AIRPORT REMARKS - (S15). Attended 1400-2400Z + + sun, 1400-
 2300Z + + wh.
 COMMUNICATIONS - (CTAF/UNICOM 123.0)
 (AWOS-3 - 118.875)
 (FSS JACKSON MNL-NOTAM MNL)
 (MEMPHIS APP CON - (E) 120.7 125.8 338.3
 (MEMPHIS DEP CON - 124.15 313.2



COZAD MUNI, NE 40°52'N 100°07'W UTC-6 (-5DT)
 P Bldg 9
 FUEL - (NC-100LL)
 AIRPORT REMARKS - (S30) Rwy 13-31. Attended dawn-dusk.
 COMMUNICATIONS - (CTAF/UNICOM 122.8)
 (FSS COLUMBUS OLR-NOTAM OLR)
 (DENVER CENTER - 327.307.85 (APP/DEP CON SVC)

B-56 AIRPORT/FACILITY DIRECTORY

CONTINUED FROM PREVIOUS PAGE

NAVAIDS - VORTAC - (U) 112.2 HLG CH 59 40°15.6'N 80°41.3'W 033°3.9 NM to fld. 1270/700W
 UNLts when twr dcd. Umo to fld. 1270/700W
 DONCH NDB - 1212 HL 40°06.6'N 80°41.3'W 033°3.9 NM to fld. 1270/700W
 UNLts when twr dcd. Umo to fld. 1270/700W
 (B) Rwy-07 16.10.13 (800x200 CON S118 1210 S175 17390) - 16.7, 8.10, 13 Rwy-28
 E-5 (15' OVRN) E-281a (12425) - E-5 (15' OVRN)
 Rwy-13 16.7, 8.10, 11.13 (800x200 CON S142 1257 S175 17455) - 16.7, 8.10, 11.13 Rwy-31
 E-5 (15' OVRN) E-281b (11912) E-5 (15' OVRN)
 SERVICE - A-GEAR - E-5 RATINGS-07-355 HW (DRY), 25-335 HW (DRY), 13-620 HW (DRY),
 31-595 HW (DRY) JASU - (GTC-8) 10NC-5) (NC-8) 10RCP-105) FUEL - J5 O-128-156 SP
 PRESAIR LHGX LOX TRAN ALERT - Train crews must be ready to provide technical dirct/assistance
 in svc/maint. Ltd svc/maint avail 1500-2300Z + + Mon-Fri. No maint Sat, Sun and hol. Air Terminal opr
 1400-0300Z + + as req. OT.
 REMARKS - Opr 1530-0800Z + +. Cld oil Federal hol. RSTD - PRR 24 hr in advance exc
 SAR/AIREVAC. Prior coord or fit advy req for AWC/NALCO men, V820-6707/08 C206-257-6707/08,
 1330-2400Z + +. CAUTION - Portion of Rwy 31 btm the 3000' and 2000' remaining nlt not fully
 vlt fr twr. Concentrated seglts act of landfill site 1/2 NM fr aprt and Rwy 31. All E-5 own A-GEAR
 rigged at all times; accident engagement in the wrong dirct will result in acct damage and may result in
 injury or loss of life. TFC PAT - Overhead initial 3000', overhead break 1500' day, 1700' ngt; per
 AP/1 Chapter 3, Section C; National Supplementary Pro. CSTMS/AG/IMG - CSTMS/AG ord only
 Data Link freq 313.3 TRN-28 Chan 18.
 COMMUNICATIONS - ATIS - 134.15 280.3 FSS-SEATTLE SEA-DL-NOTAM SEA
 APP/DEP CON - (M) Opr 1500-0800Z + +, ARSA (E) (118.2 286.0W) (120.7 270.8E), OT ck
 SEATTLE CENTER 125.1 319.2. TWR - (E) 127.9 340.2 GND CON - 121.75 336.4 CLNC DEL
 - (135.1) Used for pre-told dnc or NUVW (124.15 All airborne and sortable opr) 300.8 WPR
 ADVSY SVC - Ck APP CON. PMSV: METRO - 344.6 BASE OPS - 350.0
 NAVAIDS - TACAN - (H) NUVW CH 85 4871.3'N 122°39.7'W At fld. 50/2100E Opr
 1500-0800Z + +.
 TACAN unuse 130°-160° bnd 30 NM Bw 4000'
 ILS/RADAR - RADAR - SEE TERMINAL FLIP FOR RADAR MINIMA.

WHIDBEY ISLAND NAS, (VAUT FLD) VA 37°11.1'N 122°39.6'W 47
 UTC-8 (-7DT) H-1A, L-1D

NAVAIDS - VORTAC - (U) 112.2 HLG CH 59 40°15.6'N 80°41.3'W 033°3.9 NM to fld. 1270/700W
 UNLts when twr dcd. Umo to fld. 1270/700W
 DONCH NDB - 1212 HL 40°06.6'N 80°41.3'W 033°3.9 NM to fld. 1270/700W
 UNLts when twr dcd. Umo to fld. 1270/700W
 (B) Rwy-07 16.10.13 (800x200 CON S118 1210 S175 17390) - 16.7, 8.10, 13 Rwy-28
 E-5 (15' OVRN) E-281a (12425) - E-5 (15' OVRN)
 Rwy-13 16.7, 8.10, 11.13 (800x200 CON S142 1257 S175 17455) - 16.7, 8.10, 11.13 Rwy-31
 E-5 (15' OVRN) E-281b (11912) E-5 (15' OVRN)
 SERVICE - A-GEAR - E-5 RATINGS-07-355 HW (DRY), 25-335 HW (DRY), 13-620 HW (DRY),
 31-595 HW (DRY) JASU - (GTC-8) 10NC-5) (NC-8) 10RCP-105) FUEL - J5 O-128-156 SP
 PRESAIR LHGX LOX TRAN ALERT - Train crews must be ready to provide technical dirct/assistance
 in svc/maint. Ltd svc/maint avail 1500-2300Z + + Mon-Fri. No maint Sat, Sun and hol. Air Terminal opr
 1400-0300Z + + as req. OT.
 REMARKS - Opr 1530-0800Z + +. Cld oil Federal hol. RSTD - PRR 24 hr in advance exc
 SAR/AIREVAC. Prior coord or fit advy req for AWC/NALCO men, V820-6707/08 C206-257-6707/08,
 1330-2400Z + +. CAUTION - Portion of Rwy 31 btm the 3000' and 2000' remaining nlt not fully
 vlt fr twr. Concentrated seglts act of landfill site 1/2 NM fr aprt and Rwy 31. All E-5 own A-GEAR
 rigged at all times; accident engagement in the wrong dirct will result in acct damage and may result in
 injury or loss of life. TFC PAT - Overhead initial 3000', overhead break 1500' day, 1700' ngt; per
 AP/1 Chapter 3, Section C; National Supplementary Pro. CSTMS/AG/IMG - CSTMS/AG ord only
 Data Link freq 313.3 TRN-28 Chan 18.
 COMMUNICATIONS - ATIS - 134.15 280.3 FSS-SEATTLE SEA-DL-NOTAM SEA
 APP/DEP CON - (M) Opr 1500-0800Z + +, ARSA (E) (118.2 286.0W) (120.7 270.8E), OT ck
 SEATTLE CENTER 125.1 319.2. TWR - (E) 127.9 340.2 GND CON - 121.75 336.4 CLNC DEL
 - (135.1) Used for pre-told dnc or NUVW (124.15 All airborne and sortable opr) 300.8 WPR
 ADVSY SVC - Ck APP CON. PMSV: METRO - 344.6 BASE OPS - 350.0
 NAVAIDS - TACAN - (H) NUVW CH 85 4871.3'N 122°39.7'W At fld. 50/2100E Opr
 1500-0800Z + +.
 TACAN unuse 130°-160° bnd 30 NM Bw 4000'
 ILS/RADAR - RADAR - SEE TERMINAL FLIP FOR RADAR MINIMA.

WHINE, VA NDB - (MHV) 236 VJ 36°44.0'N 081°57.0'W UHL/500'W UNLts.

L-22F
 NDB unuse bnd 15 NM
 VORTAC unuse 020°-090° bnd 30 NM Bw 3000'

WHITE CLOUD, MI RDO - 117.61 122.1R (UNLSING FSS) VORTAC - (U) 117.6 HIC CH 123
 43°34.5'N 85°43.0'W 049° 13 NM to Roben-Hood. 920/1°00'W See VFR-5 for aprt data.

L-12F
 VORTAC unuse 020°-090° bnd 30 NM Bw 3000'

WHITE CO, IN MCF P 40°42.5'N 86°46.0'W 676 UTC-5 L-23B
 14.9, 10 Rwy-36
 (4002x60 ASP S22)

SERVICE - LGT - ACTIVATE - MRL and REL Rwy 18-36-CTAF. FUEL - (NC-100LL, A)
 REMARKS - LGT - 1330-2200Z, exc Christmas, New Years and Easter. CAUTION - Older haz
 1500Z-SS Apr-mid Nov.

COMMUNICATIONS - CTAF/UNICOM - 122.8 FSS-TERRRE HAUTE HUF-NOTAM HUF
 LAFAYETTE APP/DEP CON - (U) Opr 1200-0200Z. OT ck CHICAGO CENTER 135.73 353.95.

NAVAIDS - NDB - (MHV) 377 MCK 40°42.6'N 86°45.7'W At fld. 670/300'W UNLts.

BRAC-95 CERTIFICATION DATA CALL THIRTY EIGHT

NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

J. R. FITZGERALD
NAME (Please type or print)

Signature 

Commander In Chief
Title (Acting)

Date 18 JUL 94

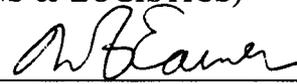
U. S. Pacific Fleet
Activity

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

Date 7/27/94

BRAC-95 CERTIFICATION
DATA CALL 38

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

ACTIVITY COMMANDER

NAVAL AIR STATION, WHIDBEY ISLAND

J. F. SCHORK
NAME


SIGNATURE

COMMANDING OFFICER
TITLE

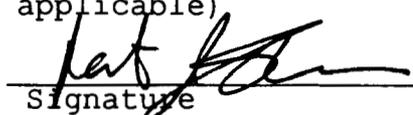
31 May 1994
DATE

Data Call 38 - Military Value Analysis Data Call
Naval Air Station Whidbey Island

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

NEXT ECHELON LEVEL (if applicable)

VADM Robert J. Spane, USN _____
NAME (Please type or print)


Signature

Commander _____
Title

12 June 1994 _____
Date

COMNAVAIRPAC _____
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

R

BRAC-95 CERTIFICATION
DATA CALL THIRTY EIGHT
NAS WHIDBEY ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME

R. J. Zlatoper
Signature

Commander In Chief
Title

17 December 1994
Date

U. S. Pacific Fleet
Activity

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

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)
W. A. EARNER

NAME (Please type or print)

W. A. Earner
Signature

Title

1/11/95
Date

R

BRAC-95 CERTIFICATION

DATA CALL 38

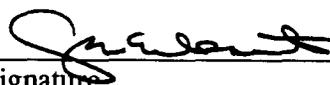
Addendum

NAS Whidbey Island UIC 00620

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

NEXT ECHELON LEVEL

CAPT James E. Eckart, USN
NAME (Please type or print)


Signature

Acting
Title

16 November 1994
Date

Commander Naval Air Force, U.S. Pacific Fleet
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

**DATA CALL 63
FAMILY HOUSING DATA**

18

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NAS WHIDBEY IS
Unit Identification Code (UIC):	N00620
Major Claimant:	CINCPACFLT

Percentage of Military Families Living On-Base:	38 38.2% CW
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
FY 1996 Family Housing Budget (\$000):	314.2 320.4 CW
Total Number of Officer Housing Units:	28 7 CW
Total Number of Enlisted Housing Units:	59

Line 4, Percentage of Military Families Living on Base, is taken from DD Form 1377. Lines 7-9, represents the activities' "fair share" of the complex total of the family housing budget and inventory of officer and enlisted units. This data was provided by COMNAVFACENGCOM. This UIC contains 240 personnel entitled to BAQ W/Dependents out of a complex total of 5025 personnel entitled to BAQ W/Dependents.

There are 82 activities identified within this complex.

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

CW 7/13
Chris Ward
7/13/94
NAVFAC 52 JCW

Enclosure (1)

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

MAJOR CLAIMANT LEVEL

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

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity

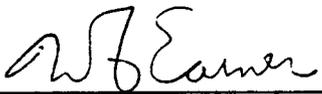

Signature
7/20/94
Date

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

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

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

Title


Signature

7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

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 these 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 the information contained herein is accurate and complete to the best of my knowledge and belief.

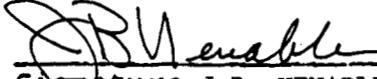
ACTIVITY COMMANDER

THOMAS A. DAMES

NAME (Please type of print)
Rear Admiral, CEC, USN

Title
LANTNAVFACENCOM

Activity



Signature J.B. VENABLE
Acting
JUL 06 1994

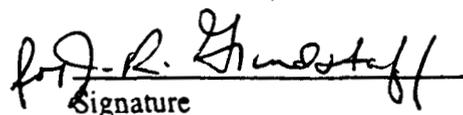
Date

ENCLOSURE(2)

BRAC-95 CERTIFICATION

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

 Paulette C. Brown
Name (Please type or print)


Signature

Head, Operations & Projects Branch
Title

7-6-94
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

J. Richard Grindstaff
Name (Please type or print)

J. Richard Grindstaff
Signature

Head. Requirements & Acquisition Branch
Title

7-6-99
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENCOM
Activity

BRAC-95 CERTIFICATION

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

Mark D. Raker
Name (Please type or print)

Mark D. Raker
Signature

Housing Management Specialist
Title

7/6/94
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

for Moses L. Meadows
Name (Please type or print)

for J. Richard Hundstiff
Signature

Director
Title

7-6-94
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity