DCN 1606

BRAC 95
Undergraduate Pilot Training
Joint Cross-Service Group

Book 14

NAS WHITING FIELD

Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94

Please clarify the following questions:

1. (AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	(1) UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND (2)	TOTAL AIRCRAFT IN THE COMMAND INVENTORY (2)
T-34 (FY 94)	34	139	150
T-34 (FY 01)	34	126	* 138
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)	Unknown	**	** 339
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			

Note: 1. Based on peacetime planning factors.
2. PAA, Total ACFT inventory and distribution is a moving target based upon PTR decisions and other factors at various echelon levels.

* Reflects updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) based upon current PTR projection for CTW-5 in FY2001.

** Current planned total JPATS buy for CNATRA - Initial delivery scheduled for NAS Whiting Field in FY2002. PAA for CNATRA = 304

NOLF Site 8

Maximum of 12 aircraft at NOLF
Left: 6 aircraft in pattern
Right: 6 aircraft in pattern
- (When tactical work is conducted, only 3 aircraft allowed in that pattern)
- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Harold

Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF.
Normal Pattern: 5 aircraft
Confined Landings: 2 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Other

It is estimated that the following Fixed Wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley	NOLF Saufley	NOLF Barin
NOLF Silverdale	NOLF Summerdale	NOLF Wolf
NOLF Evergreen	NOLF Choctaw (if assigned to TW-5)	

It is estimated that NOLF Brewton could accommodate eight (8) rotary wing aircraft due to the civil operations.

Command: CNATRA

Data Call Number Nineteen Amendment One
(Addendum Pages - Clarification of Joint Military Value and Capacity Analysis)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

14 OCT 1994
Date

CNET
Title

CNET
Activity

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

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

W. A. EARNER
NAME

W. A. Earner
Signature

Title

10/21/94
Date

Encl (1)

RESPONSE FOR NATRACOM STATIONS TO:
BRAC 95: CLARIFICATION TO JOINT MILITARY VALUE AND CAPACITY ANALYSIS DATA CALLS, DTD 27 AUG 94

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

Answers to BSAT Joint training
questions of 3 August 1994

1: Three VR routes (VR 1082, VR 1084, VR 1085) are located within 30 NM of NAS Whiting Field. All three routes are operated between 100 feet AGL and 1500 feet AGL depending on location of checkpoint.
CHANGE WILL BE SUBMITTED TO ADD THESE TO DATA CALLS.

Note: DC20 will be revised to include these routes. change to follow:

Five (local use only) Helicopter Tactics (HTAC) routes (Purple, Black, Red, Green and Orange) are located within 30 NM of NAS Whiting Field. Training on these routes is conducted at 200 feet AGL except for Orange route which is 500 feet AGL.

Four SR Routes (SR 101, SR 103, SR 104, and SR 106) are located within 30 NM of NAS Whiting Field. These routes are currently limited to C-130 operations and operate between 250 feet AGL and 3000 feet AGL depending on location of checkpoint.

SH (Hunt) CNET N44 34 8/17/94

Q2: NOLF Spencer
Maximum of 15 aircraft operating at NOLF
Left: 6 aircraft in pattern, 2 aircraft in low work
Right: 5 aircraft in pattern, 2 aircraft in low work
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Pace
Left: 4 aircraft in pattern
Right: 4 aircraft in pattern

NOLF Site 8
Maximum of 12 aircraft at NOLF
Left: 6 aircraft in pattern
Right: 6 aircraft in pattern
- (When tactical work is conducted, only 3 aircraft allowed in that pattern)
- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

148 for OLF's
186 including mainfields

NOLF Santa Rosa
Maximum of 11 aircraft at NOLF
Normal Pattern: 7 aircraft
Autorotations: 4 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

NOLF Harold
Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF
Normal Pattern: 5 aircraft
Confined landings: 2 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Enclosure (1)

It is estimated that the following Fixed wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley	NOLF Saufley	NOLF Barin
NOLF Silverhill	NOLF Summerdale	NOLF Wolf
NOLF Evergreen	NOLF Choctaw (if assigned to TW-5)	

It is estimated that NOLF Brewton could only accommodate eight (8) rotary wing aircraft due to the civil operations.

Q3: South Whiting

South Whiting is utilized as the base field for maintenance, arrival and departure point for all NOLF work, IFR and VFR airwork, and IFR and VFR cross country work. It is a day/night visual/instrument airfield with an operating control tower and radar facility. The number of aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously

North Whiting

North Whiting could accommodate a limited number of rotary wing aircraft along with the fixed wing aircraft but its primary function is to handle fixed wing training. Again the number of rotary wing aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously

Q 4: Can you load munitions on training aircraft at your installation?

Yes.

CLOSE HOLD

NAS WHITHING FIELD

JOINT CROSS-SERVICE

CATEGORY:
UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

5 May 94

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

CLOSE HOLD

WC

Data For Capacity Analysis

Table of Contents

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Mission Requirements

Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

Airfield: NAS WHITING FIELD

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year			
		1994	1995	1996	1997
General (Primary)	USN	265/10/123	285/10/134	326/10/151	336/10/156
	USMC	225/10/104	234/10/109	234/10/109	228/10/106
	USCG	58/10/27	55/10/26	62/10/29	62/10/29
	FMS	70/10/33	74/10/34	140/10/65	140/10/65
	USAF	2/10/1	16/10/8	20 ~~UNK~~	72 ~~UNK~~
Strike	USN	0	0	0	0
	USMC	0	0	0	0
	FMS	0	0	0	0
Maritime	USN	93/01/10	85/01/9	85/01/9	88/01/9
	USMC	19/01/2	21/01/2	21/01/2	21/01/2
	USCG	29/01/3	31/01/3	31/01/3	31/01/3
	USAF	UNK	0 ~~UNK~~	0 ~~UNK~~	0 ~~UNK~~
	FMS	29/01/3	45/01/5	45/01/5	45/01/5
E2/C2	USN	0	0	0	0
	USMC	0	0	0	0
	USCG	0	0	0	0
	FMS	0	0	0	0
Rotary Intermediate (T-34c)	USN	104/01/11	95/01/10	110/01/11	113/01/12
	USMC	119/01/12	134/01/14	134/01/14	131/01/14
	USCG	29/01/3	39/01/4	31/01/3	31/01/3
	FMS	41/01/4	65/01/7	65/01/7	65/01/7
Rotary Advanced *	USN	214/3.5/96	206/3.5/92	206 ~~226~~/3.5/101	214 ~~230~~/3.5/103
	USMC	188/3.5/84	181/3.5/81	181 ~~192~~/3.5/86	176 ~~189~~/3.5/85
	USCG	55/3.5/25	45 ~~40~~/3.5/18	38 ~~31~~/3.5/18	30 ~~31~~/3.5/14
	FMS	65/3.5/29	65/3.5/29	65/3.5/29	65/3.5/29

* ROTARY ADVANCED PTR CHANGED SINCE SUBMISSION OF DATA CALL 2.

Mission Requirements

P/B CNATT N-883 10 May 94

Undergraduate Flight Training Throughput

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year			
		1998	1999	2000	2001
General (Primary)	USN	334 ~~336~~/10/156	332 ~~336~~/10/156	328 ~~336~~/10/156	334 ~~336~~/10/156
	USMC	226 ~~228~~/10/106	226 ~~228~~/10/106	222 ~~228~~/10/106	226 ~~228~~/10/106
	USCG	62/10/29	62/10/29	62/10/29	62/10/29
	FMS	140/10/65	140/10/65	140/10/65	140/10/65
	USAF	100 ~~UNK~~	100 ~~UNK~~	100 ~~UNK~~	100 ~~UNK~~
Strike	USN	0	0	0	0
	USMC	0	0	0	0
	FMS	0	0	0	0
Maritime	USN	87 ~~88~~/01/9	87 ~~88~~/01/9	86 ~~88~~/01/9	87 ~~88~~/01/9
	USMC	21/01/2	21/01/2	20 ~~21~~/01/2	21/01/2
	USCG	31/01/3	31/01/3	31/01/3	31/01/3
	USAF	0 ~~UNK~~	0 ~~UNK~~	1 ~~UNK~~	1 ~~UNK~~
	FMS	45/01/5	45/01/5	45/01/5	45/01/5
E2/C2	USN	0	0	0	0
	USMC	0	0	0	0
	USCG	0	0	0	0
	FMS	0	0	0	0
Rotary Intermediate (T-34c)	USN	112 ~~113~~/01/12	112 ~~113~~/01/12	110 ~~113~~/01/12	112 ~~113~~/01/12
	USMC	130 ~~131~~/01/14	129 ~~131~~/01/14	127 ~~131~~/01/14	129 ~~131~~/01/14
	USCG	31/01/3	31/01/3	31/01/3	31/01/3
	FMS	65/01/7	65/01/7	65/01/7	65/01/7
Rotary Advanced*	USN	214 ~~230~~/3.5/103	214 ~~230~~/3.5/103	214 ~~230~~/3.5/103	214 ~~230~~/3.5/103
	USMC	176 ~~189~~/3.5/85	176 ~~189~~/3.5/85	176 ~~189~~/3.5/85	176 ~~189~~/3.5/85
	USCG	30 ~~31~~/3.5/14	30 ~~31~~/3.5/14	30 ~~31~~/3.5/14	30 ~~31~~/3.5/14
	FMS	65/3.5/29	65/3.5/29	65/3.5/29	65/3.5/29

* ROTARY ADVANCED PTR CHANGED SINCE SUBMISSION OF DATA CALL 2.

Mission Requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

Airfield: NAS WHITING FIELD

QUESTION NOT APPLICABLE FOR THIS COMMAND

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Adv. Navigator (NAV)	USN	~~960/15%/24~~ ~~0~~** HEMPLD CNET MEMO 12 Aug 94							
	FMS								
	NOAA								
SUNT Core	USAF								
	ANG								
	AFRES								
	FMS								
Etc.									

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**
**** Example Entry**

Mission requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

Type of Pilot Training by Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
Primary (T-34C)	USN	33%	11%	16%
	USMC	13%	9%	10%
	USCG	18%	22%	10%
	FMS	19.77%	5.56%	4.08%
	USAF	0	0	0
Intermediate Maritime (T-34C) NOTE (1)	USN	0	0	0
	USMC	0	0	0
	USCG	0	0	0
	FMS	0	0	0
	USAF	0	0	0
Intermediate Rotary (T-34C) NOTE (1)	USN	0	0	0
	USMC	0	0	0
	USCG	0	0	0
	FMS	0	0	0
	USAF	0	0	0
Rotary (H-57)	USN	12.23%	2.92%	5.94%
	USMC	3.5%	2.29%	2.44%
	USCG	3.8%	3.85%	0
	FMS	2.5%	2.22%	0
	USAF	0	0	0

NOTE 1: INCLUDED IN PRIMARY ATTRITION.

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

QUESTION NOT VALID FOR THIS COMMAND

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	21%**		
	FMS			
	NOAA			

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**
**** Example Entry**

Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Pilot Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
General	Primary	862	886	778
Strike	Intermediate	0	0	0
	Advanced	0	0	0
Maritime	Intermediate	222	206	66
	Advanced	0	0	0
E2/C2	Intermediate	0	0	0
	Advanced	0	0	0
Rotary	Intermediate	376	396	516
	Advanced	544	548	487

Mission Requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
INST GND	180	180	180	180	180	180	180	180	180	1.08
IP TRNG (FITU)	97	90	90	90	90	90	90	90	90	46.56
IP TRNG (HITU)	64	60	60	60	60	60	60	60	60	30.72
ETSA FA DET	10	10	10	10	10	10	10	10	10	4.7

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$
$$250$$

Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
GMT	3679	3679	3679	3679	3679	3679	3679	3679	3679	1.77
ANNUAL NR&R	3276	3276	3276	3276	3276	3276	3276	3276	3276	3.28
MONTHLY NR&R	184	184	184	184	184	184	184	184	184	.74
NETSAFA ET	53	53	53	53	53	53	53	53	53	44.52

R

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$
$$250$$

Mission Requirements (cont.)

Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
GMT	3679	3679	3679	3679	3679	3679	3679	3679	3679	1.77
ANNUAL NR&R	3276	3276	3276	3276	3276	3276	3276	3276	3276	3.28
MONTHLY NR&R	184	184	184	184	184	184	184	184	184	.33
NETSAFA DET	53	53	53	53	53	53	53	53	53	44.52

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$
$$250$$

See FAX

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.
Syllabus of Training*: PRIMARY Type Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	36	1.84	10,000	GEN/ MOA	4,500	66.4
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"
NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.
NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: INTERMEDIATE ROTARY/NAVY MARITIMEType Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	13	2.0	10,000	GEN/ MOA	4,800	26
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"
NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.
NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: INTERMEDIATE MARITIME MARINE Type Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	13	2.0	10,000	GEN/ MOA	4,500	26.0
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"

NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: ADVANCED HELICOPTER Type Aircraft: H-57

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA NOTE 1,3	NONE					
PAT NOTE 1	NONE					
AW	NONE					
ATCAA	NONE					
OWA NOTE 4	1	0.5	0.5	N/A	25	0.5
OWAW	NONE					
WA	NONE					
AA NOTE 1,2	69	1.67	10,000	GEN/ PAT	4,500	115.6
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE 1: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE 2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE 3: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS AREAS

NOTE 4: ALL HELO SHIP QUAL TRAINING MUST BE COMPLETED AT SITE

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

Flight Training

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	34	2	6.39	1	40.39	3
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
Strike	Intermediate	T-2	N/A					
		T-45[1]	N/A					
	Advanced	TA-4J	N/A					
		T-45	N/A					
E2/C2	Intermediate	T-44	N/A					
	Advanced	T-45[2]	N/A					
		T-2	N/A					
Maritime	Intermediate	T-34c	11	2	*	*	11	2
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
	Advanced	T-44	N/A					
Rotary	Intermediate	T-34c	11	2	*	*	11	2
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
	Advanced	TH-57	65	5	8.6	3	73.6	8

*** INCLUDED IN PRIMARY OVERHEAD**
N/A = NOT APPLICABLE THIS COMMAND
JPATS SORTIES ARE UNKNOWN AT THIS TIME. NUMBER OF SORTIES WILL DEPEND ON AIRCRAFT SELECTED IN THE SOURCE SELECTION PROCESS

[1] erhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.
requirements for the T-45 are still being derived, give best estimate.

Mission Requirements (cont.)

Flight Training

3. Indicate your training weather minimums (ceiling/visibility & crosswinds) by aircraft type and syllabus.

a. Helicopter Weather Minimums

(1) Day

CEIL/VIS	OPERATION
OPNAV 3710.7 MINS	IFR flight plan
300-1	Maintenance homefield bounce (Maintenance aircraft only)
400-1	FCLP Homefield (SVFR required)
500-1	Takeoff from NDZ and local pattern (SVFR required)
500-1	En route dual
500-1	NDZ departures (airwork or NDZ-on-top). Aircraft commencing the approach will coordinate with Santa Rosa pattern traffic if an actual approach to VFR conditions is performed
500-1	HLT ops/low level BI
600-1	Dual site ops
600-1	HTAC route flights/dual Form en route and at site
700-2	FAM solos
1000-3	RI, BI, FORM, ONAV
1500-3	Solo ONAV
1500-3	Solo AIRNAV, departure point and destination

(2) Night

600-1	NDZ bounce (SVFR)
700-2	Santa Rosa HTAC's (SVFR)
1000-3	In training areas - Duke Field

(3) Wind/Turbulence

Above 15 kts or gusts greater than 20 kts
Hold FAM solos (when gusts exceed 15kts, ODO/FDO to get PIREP from the site)

Above 20 kts and/or gusts greater than 25 kts
Hold all SNA solos/dual FAM's

Gust peaks exceeding 35 kts
Hold duals

Above 5 kts tailwind
SNA solo takeoff/landing prohibited.

Mission Requirements (cont.)

Flight Training

(4) Dew Point/Temperature Spread

2 degrees - If fog is forming and weather is forecast to fall below minimums contained in paragraph 1008.B.1 within one hour, recall applicable local area operations.

3 degrees - If fog is forming and weather is forecast to fall below minimums contained in paragraph 1008.B.2 within one hour, recall applicable local area night operations.

Mission Requirements (cont.)

B. Flight Training

b. T-34 WEATHER MINIMUMS

WEATHER CRITERIA DUAL CURRICULUM FLIGHTS

TYPE FLIGHT	TYPE DEPARTURE	DEPARTURE WEATHER MINIMUMS	ALTERNATE REQUIRED?	OPERATING AREA CEILING/VISIBILITY	FORECAST RECOVERY WEATHER NSE	REMARKS
FAM	VFR	VFR	YES	VMC		SPIN,ATS,STS MANEUVERS FAM
					500-1 ETA ± 1 HR	WILL NOT BE PERFORMED WITH-
	NSE-ON-TOP	500-1	YES	VMC		OUT GROUND VISUAL REFERENCE
	NSE-1 (IFR)	500-1	YES		500-1 ETA ± 1 HR	NSE-2 MUST REMAIN VMC
BI				VMC IN MOA	500-1 ETA ± 1 HR	EN ROUTE TO THE MOA.
	NSE-2 (VFR)	VFR	YES			
	VFR	VFR	YES	VMC - MINIMUM	500-1 ETA ± 1 HR	
PA				CEILING 8000'		SEE NOTE 1 ON FIG. 1-2
	NSE-ON-TOP	500-1	YES			
	VFR	VFR	YES	VMC		
RI	NSE-ON-TOP	500-1	YES	VMC	500-1 ETA ± 1 HR	
	FILED IFR	IAW OPNAV 3710.7	YES	IAW OPNAV 3710.7	IAW OPNAV 3710.7	SEE PARA 1006 WEATHER CRIT.
	VFR	VFR	YES			MAY WORK OVER CEILING
FORM					500-1 ETA ± 1 HR	WITH NSE-ON-TOP CLEARANCE
	NSE-ON-TOP	500-1	YES	VMC		
NIGHT						
FAM	VFR	VFR	YES			
VISUAL NIGHT				VMC	500-1 ETA ± 1 HR	
NAV	NSE-ON-TOP	500-1	YES			
AIRNAV		IAW OPNAV 3710.7	YES		DESTINATION WX	
or	FILED IFR	(Standard Card		IAW 3710.7, i.e.		
C/C		Mins)		SINGLE PILOTED		
VISUAL	VFR		YES	VMC	500-1 ETA ± 1 HR	
DAY NAV	NSE-ON-TOP	500-1	YES		500-1 ETA ± 1 HR	

Mission Requirements (cont.)

B. Flight Training

WEATHER CRITERIA SOLO CURRICULUM FLIGHTS

TYPE FLIGHT	FLIGHT DEPARTURE	DEPARTURE WEATHER MINIMUMS	ALTERNATE REQUIRED?	OPERATING AREA CEILING/VISIBILITY	FORECAST RECOVERY WEATHER NSE	REMARKS
FAM	VFR	3000-5	YES	5000-5	3000-5 ETA ±1 HR	(NOTE 2)
PA	VFR	3000-5	YES	8000-5	3000-5 ETA ±1 HR	(NOTE 2)
FORM	VFR	3000-5	YES	5000-5	3000-5 ETA ±1 HR	(NOTE 2)

NOTE 1: Aerobatics will not be performed without ground visual reference. Aircraft must maintain cloud clearance IAW OPNAVINST 3710.7 series.

NOTE 2: All solos shall be on deck 30 minutes prior to sunset. Flight Duty Officers will not allow student solo flights to take off when weather is below depicted minimums.

Mission Requirements (cont.)

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

CCN: 171-35 **(a) PILOT**

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)	
General	**Primary**	**2C42 (UTD)(T-34C)**	**6.0**	R
		2B37 (IFT/OFT)(T-34C)	**20.8**	R
Strike	**Intermediate**	**N/A**		
		N/A		
	Advanced	**N/A**		
		N/A		
E2/C2	**Intermediate**	**N/A**		
		N/A		
	Advanced	**N/A**		
		N/A		
Maritime	**Intermediate**	**2B37 (IFT/OFT)(T-34C)**	**10.4**	R
		N/A		
	Advanced	**N/A**		
		N/A		
Rotary	**Intermediate**	**2B37 (IFT/OFT)(T-34C)**	**10.4**	R
		N/A		
	Advanced	**2C67 (UTD)(H-57B/C)**	**6.5**	R
		2B42 (IFT/OFT)(H-57B/C)	**36.4**	R

N/A: NOT APPLICABLE TO THIS COMMAND

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

CCN: 171-10 (a) PILOT

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	**Primary**	**ACADEMIC CLASSROOMS**	**180.8**
		N/A	
Strike	**Intermediate**	**N/A**	
		N/A	
	Advanced	**N/A**	
		N/A	
E2/C2	**Intermediate**	**N/A**	
		N/A	
	Advanced	**N/A**	
		N/A	
Maritime	**Intermediate**	**ACADEMIC CLASSROOMS**	**10.0 ***
		N/A	
	Advanced	**N/A**	
		N/A	
Rotary	**Intermediate**	**ACADEMIC CLASSROOMS**	**10.0 ***
		N/A	
	Advanced	**ACADEMIC CLASSROOMS**	**96.3**
		N/A	

N/A: NOT APPLICABLE TO THIS COMMAND
*** ADD TWO HOURS FOR MARINE STUDENTS**

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 171-20

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	BRIEFING/DEBRIEFING	36
		N/A	
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	BRIEFING/DEBRIEFING	19.5
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	BRIEFING/DEBRIEFING	19.5
		N/A	
	Advanced	BRIEFING/DEBRIEFING	56
		N/A	

N/A: NOT APPLICABLE TO THIS COMMAND

Mission Requirements (cont.)

Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

(a) PILOT

CCN: 171-35

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	2C42	6.0
		2B37	20.8
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	2B37	10.4
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	2B37	10.4
		N/A	
	Advanced	2C67	6.5
		2B42	36.4

N/A: NOT APPLICABLE TO THIS COMMAND

Mission requirements

Ground School Flight Training (cont.)

(b) NFO

QUESTION NOT VALID FOR THIS COMMAND

CCN: N/A

Type of NCO Training	Level of NCO Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	N/A	
		N/A	
General	Intermediate	N/A	
		N/A	
NAV	Advanced	N/A	
		N/A	
N/BN	Advanced	N/A	
		N/A	
RIO	Advanced	N/A	
		N/A	
OJN	Advanced	N/A	
		N/A	
ATDS	Advanced	N/A	
		N/A	

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

NONE

Mission Requirements (cont.)

Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for **other than** student pilot or NFO/Navigator training. Include all applicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN:171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs Student	Hrs/Yr	Hrs Student	Hrs/Yr
CLASSROOMS	INSTRUCTOR PILOTS	INSTRUMENT GROUND SCHOOL	12	144	12	144
CLASSROOMS	TROY STATE	GRADUATE EDUCATION	5	250	5	250
CLASSROOMS	USN, OTHERS	PSYCHOLOGICAL RESEARCH, OTHER	5	2000	5	2000

Mission Requirements (cont.)

Other Ground Training

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training is not conducted. Include all applicable 171-xx, 179-xx CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: 17x-xx

NONE - ALL OUR FACILITIES ARE DESIGNATED FOR STUDENT TRAINING.

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
17110 ACADEMIC INSTRUCTION	VARIOUS	GENERAL	12/3500	42000	12/3500	42000 *
17120 APPLIED INSTRUCTION	VARIOUS	GENERAL	8/17000	136000	8/17000	136000
17125 AUDITORIUM	VARIOUS	GENERAL	2/15600	31200	15600	31200
17940 SMALL ARMS	SECURITY	QUALS	1.5/1727	2590.5	1.5/1727	2590.5
17945 FIRE TOWER	FIREHOUSE	QUALS	1/636	636	1/636	636
17945 DRILL TOWER	FIREHOUSE	QUALS	1/2076	2076	1/2076	2076
17955 COMBAT TRAINING POOL	MWR	**	0	0	0	0

* NOTE: FACILITIES ARE USED AFTER HOURS AND ON WEEKENDS BY VARIOUS SCHOOLS AND ORGANIZATIONS.

**NOTE: USED BY MWR FOR RECREATION AND PRT.

Mission Requirements (cont.)

Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft **not used** for training. Project requirements if necessary.

BASE: NAS WHITING FIELD

	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
T-2	N/A	N/A	N/A	N/A	N/A
TA-4J	N/A	N/A	N/A	N/A	N/A
T-34C	155	150	147	147	147
T-39	N/A	N/A	N/A	N/A	N/A
T-43	N/A	N/A	N/A	N/A	N/A
T-44	N/A	N/A	N/A	N/A	N/A
T-45	N/A	N/A	N/A	N/A	N/A
TH-57B	47	46	46	46	46
TH-57C	74	73	73	73	73
JPATS	N/A	N/A	N/A	N/A	N/A

	FY 1998	FY 1999	FY 2000	FY 2001
T-2	N/A	N/A	N/A	N/A
TA-4J	N/A	N/A	N/A	N/A
T-34C	147	147	147	147
T-39	N/A	N/A	N/A	N/A
T-43	N/A	N/A	N/A	N/A
T-44	N/A	N/A	N/A	N/A
T-45	N/A	N/A	N/A	N/A
TH-57B	46	46	46	46
TH-57C	73	73	73	73
JPATS	N/A	0	3	22

NOTE: TRAINING AIR WING FIVE IS REPORTING CUSTODIAN ONLY

Mission Requirements (cont.)

E. Training Airframes (cont.)

AIRCRAFT NOT USED FOR TRAINING

	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY2000	FY201
C-12/21	0	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0	0

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-34C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	47.87 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.94
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	2,200
Preferred Runway Length (ft)	4,000
Min Runway Length for Touch and Go (T/G) (ft)	2,200
Runway Width (ft)	150 FT
Required Taxiway Width (ft)	40 FT
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft^2/Aircraft)	5130
Hangar Space Required (ft^2/Aircraft)	1296
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/LOC

NOTE: GPS CONFIGURED HOWEVER NOT INTEGRATED

R

Mission Requirements (cont.)

Training Airframes (cont.)

AIRCRAFT NOT USED FOR TRAINING

	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY2000	FY2001
C-12/21	0	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0	0

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-34C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	59.6 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.94
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	2,200
Preferred Runway Length (ft)	4,000
Min Runway Length for Touch and Go (T/G) (ft)	2,200
Runway Width (ft)	150 FT
Required Taxiway Width (ft)	40 FT
Weight Bearing Requirement (kips)	~~LESS THAN 10,000 LBS~~ 4.5
Apron Space Required (ft²/Aircraft)	5130 [1]
Hangar Space Required (ft²/Aircraft)	1296 [2]
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/LOC

NOTE: GPS CONFIGURED HOWEVER NOT INTEGRATED

CNATRA N6 REVISION 5/12/94

NOTE: 1. NAVFAC P-80 TABLE 113-20B

2. PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

CNATRA N6 REVISION 5/12/94

See FAX

Mission Requirements (cont.)

E. Training Airframes (cont.)

AIRCRAFT TYPE: H-57

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	51.96 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.56
Planned Turn Time (hrs) (Time from landing to takeoff)	1.75
Min Runway Length (ft)	NOTE 1
Preferred Runway Length (ft)	NOTE 1
Min Runway Length for Touch and Go (T/G) (ft)	NOTE 1
Runway Width (ft)	NOTE 1
Required Taxiway Width (ft)	NOTE 1
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft^2/Aircraft)	6165
Hangar Space Required (ft^2/Aircraft)	400
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/ RNAV/LOC/ILS/ADF

R

NOTE 1: H-57'S DO NOT NEED RUNWAYS AND TAXIWAYS. THEY CAN OPERATE FROM GRASS OR PAVED AREAS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.

NONE

Mission Requirements (cont.)

Training Airframes (cont.)

AIRCRAFT TYPE: H-57

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	65.6 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.56
Planned Turn Time (hrs) (Time from landing to takeoff)	1.75
Min Runway Length (ft)	NOTE 1
Preferred Runway Length (ft)	NOTE 1
Min Runway Length for Touch and Go (T/G) (ft)	NOTE 1
Runway Width (ft)	NOTE 1
Required Taxiway Width (ft)	NOTE 1
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft^2/Aircraft)	6165 [1]
Hangar Space Required (ft^2/Aircraft)	400 [2]
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/ RNAV/LOC/ILS/ADF

NOTE 1: H-57'S DO NOT NEED RUNWAYS AND TAXIWAYS. THEY CAN OPERATE FROM GRASS OR PAVED AREAS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.
NONE

NOTE: 1. NAVFAC P-80, TABLE 113-20 B

2. PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

CNATRA N6
REVISION
5/12/94

See FAX

Facilities

NORTH FIELD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NAS WHITING FIELD (NORTH)

Location (Lat/Long and nearest town): 30 43.4'N 87 01.3'W, MILTON FL

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership:NAVY (Air Force/Army/Navy/Civilian)

For OLF: Distance (nm) from home field: HOMEFIELD

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	43029	47129	41629
	Graduate Training Sorties	2224	2280	2061
	Training Support Sorties*	5605	5596	4540
	Other Sorties	4764	1393	825
	TOTAL SORTIES:	55622	56398	49055
Non-Operational Hours[3]	Standdowns	85	68.6	68.6
	Maintenance	0	0	0
	Other Events	0	34.3	68.6

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES: MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS: 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[3] as when the airfield was closed for flight operations.

Facilities (cont.)

NORTH FIELD (cont.)

3.Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[4]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

NORTH FIELD (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type:T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	18.17	18.17	22.0
	Intermediate	*	*	*
	Advanced	0	0	0
	Etc	0	0	0
Maintenance		*	*	*
Operations		0	0	0
Other Military Flights		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		18.17	18.17	22.0

*** Included in primary figures**

NOTE 1: 46 Year average below VFR = 13%

NOTE 2: All syllabus flights are made up

6. List the major factors in the "other" category in the above table.

NONE

Facilities (cont.)

NORTH FIELD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1? **96.5**

b. Percentage of time WX at or above 300/1? **96.0**

c. Percentage of time WX at or above 500/1? **94.2**

d. Percentage of time WX at or above 1000/3? **87.1**

e. Percentage of time WX 3000/5 and above? **71.4**

f. Percentage of time WX 3000/3 and above? **74.4**

g. Percentage of time WX 1500/3 and above? **84.0**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **99.0**

Percentage of time crosswind component to the primary runway at or above 25 knots? **0.1**

Mean number of days of icing in the local flying area? **ESTIMATED 48 DAYS**

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

NORTH FIELD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NORTH WHITING

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	93.16	63.6
Maritime	Intermediate (T-34C)	3.42	18.2
Rotary	Intermediate (T-34C)	3.42	18.2
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

NORTH FIELD (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

99 OPERATIONS PER HOUR. NAS WHITING (NORTH)

ANNUAL DAYLIGHT SERVICE VOLUME (ASV.WK1)

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	89	130	100	1
IFR	0	6.2	63	48	4
BELOW MIN	0	4.8	0	0	4

OPS PER HOUR: 99
SERVICE VOLUME: 283,828
AIR STATION: NAS WHITING (NORTH)
REMARKS:CHART 3-4 VFR, 3-44 IFR AND BELOW 400/1
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
165	1	0.79	130	3-4
63	1	1	63	3-44

The original answer for question number 9 on page 29 of Joint Data Call 19, did not consider operational capacity for JPATS contenders.

The operations per hour capacity (99) considered T-34C's current and historical operating procedures (split field operations) at NAS Whiting Field (North). The capacity of 99 operations per hour was derived by considering VFR, IFR, and below minimum periods while considering zero touch and go operations. This equates to 130 operations per hour in VFR periods, 63 operations per hour in IFR and zero when below minimums. This data is similarly applicable for the vast majority of JPATS contenders.

Take off ground roll (TGR) and landing ground roll (LGR) data on the two aircraft exceptions would prevent split field operations. Therefore, the hourly capacity for these two exceptions would be reduced to 72 operations per hour considering VFR, IFR, and below minimum periods while considering zero touch and go operations. This equates to 89 operations per hour in VFR periods, 60 operations per hour in IFR and zero when below minimums.

Historically, the runways at NAS Whiting Field (South), have, in essence, served as parallel runways to augment peak and/or surges in operations at North Field. With minimal operational and facility modifications, this enhanced capacity could continue with all JPATS contenders.

Facilities (cont.)

NORTH FIELD (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	35,809	30,726	31,983
Runway 14 Traffic Count	29,734	28,630	21,305
Runway 23 Traffic Count	20,928	29,045	22,339
Runway 32 Traffic Count	27,830	32,455	29,497

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CNATRA N3

	FY 1991	FY 1992	FY 1993
VFR	~~87~~ 50	~~87~~ 50	~~87~~ 50
IFR	~~13~~ 50	~~13~~ 50	~~13~~ 50
Total	100%	100%	100%

NOTE: 46 YEAR AVERAGE FOR BELOW VFR IS 13%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

1. AIR TRAFFIC CONTROL MANNING
2. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[5].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

[5] ...wer for each independent runway complex at the home field and all OLFs and by aircraft type.

I.V. (904)452-4671 922-4621

Facilities (cont.)

NORTH FIELD (cont.)

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[6]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS IN THE NORTH WHITING AIRPORT TRAFFIC AREA.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

* no touch-and-go's

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 227,615

[6] wer for each independent runway complex at the home field and all OLFs and by aircraft type

The original answer for question number 11 on page 31 of Joint Data Call 19, did not consider the sortie capacity for JPATS contenders.

The sortie capacity considered T-34C's current and historical operating procedures (split field operations) at NAS Whiting Field (North). This data is similarly applicable for the vast majority of JPATS contenders.

Take off ground roll (TGR) and landing ground roll (LGR) data on the two aircraft exceptions would prevent split field operations. Therefore, the sortie capacity for these two exceptions would be reduced. Based on 72 operations per hour (Question 9) multiplied by 17.15 hours (Question 4), multiplied by 237 days per year (Question 4) = maximum operations per year of 292,648. Each sortie is two operations therefore the maximum sortie rate is 146,324 per year.

Historically, the runways at NAS Whiting Field (South), have, in essence, served as parallel runways to augment peak and/or surges in operations at North Field. With minimal operational and facility modifications, this enhanced capacity could continue with all JPATS contenders.

Facilities (cont.)

NORTH FIELD (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE.

BASED ON THE NATS STUDY PRODUCED IN 1987, NORTH FIELD HAS THE CAPACITY TO GENERATE SORTIES TO SUPPORT A PILOT TRAINING RATE OF 1,500 STUDENTS WITH A SURGE CAPACITY OF 1,925 STUDENTS IN THE T-34C AIRCRAFT. considered everything

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	6000	200	TT 70K		X				None	(I) (N)	(I) (V)
14/32	6000	200	TT 71.8K		X				None	(I),(N)	(I),(V)

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
TT-- TWIN TANDEM

Facilities (cont.)

NORTH FIELD (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
05	WHITING RADAR	ASR
14	WHITING RADAR	ASR
23	WHITING RADAR	ASR
05	WHITING TACAN	TACAN RWY 5
14	WHITING TACAN	TACAN RWY 14
23	WHITING TACAN	TACAN RWY 23

NOTE: T-34C OPERATE AT SOUTH FIELD FOR PRACTICE AND FULL STOP PRECISION APPROACHES. AIRCRAFT RETURN TO NORTH FIELD VIA A TAXIWAY.

Facilities (cont.)

A. NORTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	307,060	NOTE 1
113	Access Aprons	SY	15,000	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	(N4)	
121	Defueling	OL/GM	(N5)	
124	Fuel Storage	GA	402,040	NOTE 1
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	1,000	NOTE 1
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: AN ADDITIONAL 219,217 SY OF OLD RUNWAY SURFACE EXISTS. R
EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

NOTE 4: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO TRUCKS CAN REFUEL OR DEFUEL.

NOTE 5: CONTRACTOR OWNED

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)

NORTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	—
111	Landing Pads	SY	0	—
113	Parking Aprons	SY	307,060	NOTE 1
113	Access Aprons	SY	15,000	NOTE 3
121	Direct Fueling	OL/GM	0	—
121	Truck Fueling	OL/GM	(N4)	—
121	Defueling	OL/GM	(N5)	—
124	Fuel Storage	GA	402,040	NOTE 1
136-36 (USN)	Carrier Lighting	EA	0	—
149	Arresting Gear	EA	0	—
421 422(AF)	Ammunition Storage	CF	1,000	NOTE 1
422	Open Ammunition Storage	SY	0	—

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: AN ADDITIONAL 265,000 SY OF OLD RUNWAY SURFACE. EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

NOTE 4: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO TRUCKS CAN REFUEL OR DEFUEL.

NOTE 5: CONTRACTOR OWNED

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

SOUTH FIELD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name: NAS WHITING FIELD (SOUTH)

Location (Lat/Long and nearest town): 30 41.8'N 87 01.0'W, MILTON, FL

Syllabi and Level of Training Supported:
ADVANCED HELICOPTER TRAINING. RADAR AND WEATHER RECOVERY AIRFIELD FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING. ALSO SERVES AS TRANSIENT AIRFIELD.

Ownership: **NAVY** (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: **HOMEFIELD**

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	47005	43944	39290
	Graduate Training Sorties	1799	3156	2508
	Training Support Sorties*	2093	2301	2288
	Other Sorties	2422	1829	702
	TOTAL SORTIES:	53319	51230	44788
Non-Operational Hours[7]	Standdowns	85.75	68.6	68.6
	Maintenance	0	0	0
	Other Events	0	34.3	0

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES — MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS — 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[7] ...s when the airfield was closed for flight operations

Facilities (cont.)

SOUTH FIELD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[8]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[8] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

SOUTH FIELD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	11.98	11.98	10.0
	Etc.*	0	0	0
Maintenance		0	0	0
Operations		0	0	0
Other Military Flights		1.0	1.0	1.0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		12.98	12.98	11.0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.

NONE

Facilities (cont.)

SOUTH FIELD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? **96.5**

b. Percentage of time WX at or above 300/1? **96.0**

c. Percentage of time WX at or above 500/1? **94.2**

d. Percentage of time WX at or above 1000/3? **87.1**

e. Percentage of time WX 3000/5 and above? **71.4**

f. Percentage of time WX 3000/3 and above? **74.4**

g. Percentage of time WX 1500/3 and above? **84.0**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **99.0**

Percentage of time crosswind component to the primary runway at or above 25 knots? **0.1**

Mean number of days of icing in the local flying area? **ESTIMATED 48 DAYS**

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless ofintensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SOUTH FIELD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: SOUTH FIELD

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	2.92	2.54
Maritime	Intermediate (T-34C)	.54	.73
Rotary	Intermediate (T-34C)	.54	.73
Rotary	Advanced (H-57)	96.0	96.0
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

112 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 140. AFTER DEDUCTING 13% FOR WEATHER AND 7% FOR OTHER ACTIVES, AIRFIELD HOURLY CAPACITY IS 112 PER HOUR.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	27395	23797	27073
Runway 14 Traffic Count	33972	25214	26230
Runway 23 Traffic Count	19983	21903	19024
Runway 32 Traffic Count	38737	50073	54338

Facilities (cont.)

SOUTH FIELD (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~87~~ 50	~~87~~ 50	~~87~~ 50
IFR	~~13~~	~~13~~ 50	~~13~~ 50
Total	100%	100%	100%

NOTE: 46 YEAR AVERAGE FOR BELOW VFR IS 13%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[9].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations9

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

[9] Answer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

SOUTH FIELD (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

SOUTH FIELD (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	6000	200	TT2311		X				NONE	(I),(N)	(I)
14/32	6000	200	TTT275 K TT131		X				NONE	(I),(N)	(I)

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
-- NVG Lighting
--TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

PLANNING INITIATED FOR PAPI LIGHTS AND AN ILS.

Runway Designation	NAVAID	Published Approaches
05	WHITING RADAR	ASR
05	WHITING TACAN	TACAN 001
14	WHITING RADAR	ASR
23	WHITING RADAR	PAR
23	WHITING RADAR	ASR
32	WHITING RADAR	ASR
32	WHITING RADAR	PAR
32	WHITING TACAN	TACAN 32

Facilities (cont.)

A. SOUTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	1,111	NOTE 1
113	Parking Aprons	SY	226,667	NOTE 1
113	Access Aprons	SY	95,556	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: THERE IS AN ADDITIONAL 258,345 SY OF OLD RUNWAY SURFACE RATED INADEQUATE. R
THE EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)

SOUTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	1,111	NOTE 1
113	Parking Aprons	SY	226,667	NOTE 1
113	Access Aprons	SY	95,556	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: THERE IS AN ADDITIONAL 225,833 SY OF OLD RUNWAY SURFACE RATED INADEQUATE. THE EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

BREWTON

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF BREWTON (BREWTON MUNI)

Location (Lat/Long and nearest town): 31 03'N 87 04'W, BREWTON, AL

Syllabi and Level of Training Supported:
LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: CIVILIAN (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 23.5 NM N OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5558	5672	5330
	Graduate Training Sorties	359	471	450
	Training Support Sorties*	1084	747	722
	Other Sorties	34	115	18
	TOTAL SORTIES:	7035 ~~7065~~	7005	6520
Non-Operational Hours[10]	Standdowns	57.5	46.0	46.0
	Maintenance	0	0	0
	Other Events	0	23.0	34.5

HEARD CNET N-4433 dtd 12 May 9

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.
List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[10] ...hrs when the airfield was closed for flight operations.

Facilities (cont.)

BREWTON (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[1]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[1]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[1] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	10.6
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
Total		27.5	16.5	14.6

R R

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Inconsistent with DC 2

ilities (cont.)

BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night	11.5/0 *	11.5/0 *	11.5/0 *
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	14.2
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
	Total	27.5	16.5	18.2

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

* Data call 2- 12.15 average daylight flying hrs.

Facilities (cont.)

BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night	11.5/0	11.5/0	11.5/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

IRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	14.2
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
	Total	27.5	16.5	18.2

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

BREWTON (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF BREWTON

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	100	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

BREWTON (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
LOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

BREWTON (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 6 Traffic Count	24661	19513	18813
Runway 12 Traffic Count	13638	12785	20618
Runway 24 Traffic Count	12757	9833	11020
Runway 30 Traffic Count	52993	63973	45211

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[12].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[13]

NONE WITH CURRENT TYPE AIRCRAFT

[12] wer for each independent runway complex at the home field and all OLFs and by aircraft type.
[13] wer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

BREWTON (cont.)

15. 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 CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

Facilities (cont.)

BREWTON (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable ? Night (N) Capable ?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
06/24	5135	150	S27.4 T35.6		X				NONE	(V)(N*) (I)	I
12/30	4066	150	S33.7/ T43.8				X		NONE	V	NONE
18/36 (**)	4100	150	S98.9/ T128.6				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

NOTE: (*) NOT USED FOR NIGHT OPS BY NAVY
(**) NOT USED BY NAVY

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
6	CRESTVIEW VORTAC	VOR DME 30

* NOT USED BY NAVY

Facilities (cont.)

BREWTON (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	153,416	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	NOTE 2	
113	Access Aprons	SY	NOTE 2	
121	Direct Fueling	OL/GM	NOTE 2	
121	Truck Fueling	OL/GM	NOTE 2	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	NOTE 2	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY RATE IS ADEQUATE
NOTE 2: CIVIL AIRPORT, QUANTITIES UNKNOWN

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

BARIN

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF BARIN

Location (Lat/Long and nearest town): 30 23'N 87 38'W, FOLEY, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 44 SW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	4158	4317	3358
	Graduate Training Sorties	187	208	172
	Training Support Sorties*	471	459	452
	Other Sorties	263	125	96
	TOTAL SORTIES:	5079	5109	4078
Non-Operational Hours[14]	Standdowns	57.5	46.0	46.0
	Maintenance	0	0	0
	Other Events	0	23.0	34.5

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER SORTIES 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[14] ours when the airfield was closed for flight operations

Facilities (cont.)

BARIN (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[15]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[15] requirements for the T-45 are still being derived, give best estimate.

ilities (cont.)

ARIN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.5/0 *	11.5/0 *	11.5/0 *
Days per year:	237	237	237

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

tor		Percentage Lost FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
Total		16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

* DC2 - 12.15 avg daylight flying hours

Facilities (cont.)

A. BARIN (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
Total		16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

BARIN (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.5/0	11.5/0	11.5/0
Days per year:	237	237	237

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
Total		16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

BARIN (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

BARIN (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF BARIN

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	92.97	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary	7.03	0
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 391 SORTIES, 5,092 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

BARIN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

BARIN (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	26343	15025	26292
Runway 15 Traffic Count	20224	14404	13021
Runway 27 Traffic Count	7558	14261	14788
Runway 33 Traffic Count	37578	30372	29[illegible]

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2 CHATHAM NS

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[16].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[17]

NONE WITH CURRENT TYPE AIRCRAFT.

15. 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 CONSTRAINTS.

---

wer for each independent runway complex at the home field and all OLFs and by aircraft type.
wer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

BARIN (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION [illegible] TRAINING IS BASED AT NORTH FIELD AND H-57*p766Y

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NONE WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

BARIN (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09/27	4000	150	S82/T107 /TT160				X		NONE	(V)	NONE
15/33	4000	150	UN-KNOWN		X				NONE	(V)(N)	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
-- NVG Lighting
-- TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

. BARIN (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	133,332	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	158,057	NOTE 2
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITIES ARE RATED ADEQUATE.

NOTE 2: 9,000 SY OF QUANTITY IS RATED ADEQUATE. THE REMAINDER IS SUBSTANDARD.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

EVERGREEN

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF EVERGREEN (MIDDLETON AIRPORT)

Location (Lat/Long and nearest town): 31 25'N 87 03'W, EVERGREEN, AL

Syllabi and Level of Training Supported:
LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: CIVILIAN (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 49 N OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5760	5626	5474
	Graduate Training Sorties	326	270	276
	Training Support Sorties*	470	550	351
	Other Sorties	156	46	11
	TOTAL SORTIES:	6712	6492	6112
Non-Operational Hours[18]	Standdowns	56.25	45.0	45.0
	Maintenance	0	0	0
	Other Events	0	22.5	33.75

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:
-OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

-OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[18] when the airfield was closed for flight operations

Facilities (cont.)

EVERGREEN (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[19]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[19] requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. EVERGREEN (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	25.0	27.2	25.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		1.4	1.5	1.3
Other		0	0	0
Total		26.4	28.7	27.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

EVERGREEN (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.25/0	11.25/0	11.25/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C **Undergraduate Training: (Yes)**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	25.0	27.2	25.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		1.4	1.5	1.3
Other		0	0	0
Total		26.4	28.7	27.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

see FAT

Facilities (cont.)

EVERGREEN (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF EVERGREEN (MIDDLETON FIELD)

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	100	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	100

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

EVERGREEN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
FR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

EVERGREEN (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	34063	42841	41435
Runway 18 Traffic Count	21633	19141	14838
Runway 27 Traffic Count	11003	17421	17615
Runway 36 Traffic Count	34661	31386	30981

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[20].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[21]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

[20] ...ver for each independent runway complex at the home field and all OLFs and by aircraft type
[21] ...y for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

EVERGREEN (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

EVERGREEN (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09/27	4000	150	S30/D50				X		NONE	(V)	
18/36	4000	150	S30/D50		X				NONE	(V)(N*)(I*)	(I*)

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
*-- Not Used By Navy

In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
36	MONROEVILLE VORTAC	VOR DME 09

Facilities (cont.)

EVERGREEN (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	133,332	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	NOTE 2	
113	Access Aprons	SY	NOTE 2	
121	Direct Fueling	OL/GM	NOTE 2	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	NOTE 2	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY RATE IS ADEQUATE
NOTE 2: CIVIL AIRPORT, QUANTITIES UNKNOWN

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

HOLLEY

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF HOLLEY

Location (Lat/Long and nearest town): 30 26'N 86 54'W, NAVARRE, FL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 21 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2487	2173	2094
	Graduate Training Sorties	182	125	151
	Training Support Sorties*	433	487	412
	Other Sorties	56	186	36
	TOTAL SORTIES:	3158	2971	2693
Non-Operational Hours[22]	Standdowns	45.0	36.0	36.0
	Maintenance	0	0	0
	Other Events	0	18.0	27.0

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:

-OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

-OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[22] ...rs when the airfield was closed for flight operations

Facilities (cont.)

HOLLEY (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data. THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[23]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. HOLLEY (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	29.0	40.0	39.6
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		29.0	40.0	39.6

R

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

HOLLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9/0	9/0	9/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	29.0	40.0	30.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		29.0	40.0	30.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

HOLLEY (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

HOLLEY (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF HOLLEY

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	99.33	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	.67	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 24 SORTIES, 376 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

HOLLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

HOLLEY (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	17024	15318	16546
Runway 17 Traffic Count	15664	14846	12827
Runway 27 Traffic Count	5460	9391	9653
Runway 35 Traffic Count	18123	19293	19025

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[24].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[25]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

[24] er for each independent runway complex at the home field and all OLFs and by aircraft type.
[25] er for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

HOLLEY (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

HOLLEY (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09/27	3600	150	SNGL 51K				X		NONE	VFR	NONE
17/35	3600	150	SNGL 27K				X		NONE	VFR	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
SNGL-SINGLE WHEEL

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES
NO PLANNED ADDITIONS/UPGRADES

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

HOLLEY (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	120,000	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

SAUFLEY

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SAUFLEY

Location (Lat/Long and nearest town): 30 28'N 87 20'W, PENSACOLA, FL

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Armv/Navv/Civilian)
NOTE: AIRFIELD OPERATED UNDER AN INTERSERVICE AGREEMENT WITH HOST (NETPMSA PENSACOLA).
For NOLF: Distance (nm) from home field: 26 SSW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5137	5434	4736
	Graduate Training Sorties	90	77	48
	Training Support Sorties*	257	117	256
	Other Sorties	1773	0	8
	TOTAL SORTIES:	7257	5628	~~5058~~ 5048
Non-Operational Hours[26]	Standdowns	57.5	46.0	46.0
	Maintenance	0	0	0
	Other Events	0	23.0	34.5

HEARD ONLY 4 HRS53 for 12 May 94

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[26] when the airfield was closed for flight operations

Facilities (cont.)

(CAUFLEY (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Prim[illegible]	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[27]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

(1 If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. SAUFLEY (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	14.6	13.4	10.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	14.6	13.4	10.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SAUFLEY (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.5/5.0	11.5/5.0	11.5/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	14.6	13.4	10.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	14.6	13.4	10.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

SAUFLEY (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SAUFLEY (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SAUFLEY

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	99.6	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	.4	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 38 SORTIES, 236 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

SAUFLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

SAUFLEY (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	26584	255678	21907
Runway 14 Traffic Count	10806	15342	8229
Runway 23 Traffic Count	10410	12388	9835
Runway 35 Traffic Count	14798	20849	14991

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2 CHATHAM NJ

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[28].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[29]

NONE WITH CURRENT TYPE AIRCRAFT

[28] ...wer for each independent runway complex at the home field and all OLFs and by aircraft type.
[29] ...er for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

SAUFLEY (cont.)

15. 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 CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

Facilities (cont.)

SAUFLEY (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	4000	150	S63/T82/ TT123		X				N/A	V	NONE
14/32	4000	150	S55/T71/ TT107				X		N/A	V	NONE

*p3162Y

F -- Full Lighting (approach, runway edge, center, and threshold)
-- Partial Lighting (less than full)
-- Carrier Deck Lighting Simulated (embedded)
-- No Lighting
G -- NVG Lighting
TT-- TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES. NO PLANNED ADDITIONS/UPGRADE

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

SAUFLEY (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	727,399	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	177,994	NOTE 2
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: THE QUANTITY LISTED IS ADEQUATE (133,334) AND SUBSTANDARD (594,065). ADDITIONALLY THERE IS 224,619 SY OF INADEQUATE. THE INADEQUATE QUANTITY REPRESENTS PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 150' WIDTH OF ORIGINAL 300' WIDE RUNWAYS.

NOTE 2: SUBSTANDARD

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

SILVERHILL

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SILVERHILL

Location (Lat/Long and nearest town): 30 43'N 87 49'W, ROBERTSDALE, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 47 WSW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2323	3154	3014
	Graduate Training Sorties	178	220	130
	Training Support Sorties*	508	398	322
	Other Sorties	109	18	18
	TOTAL SORTIES:	3118	3790	3484
Non-Operational Hours[30]	Standdowns	45.0	36.0	36.0
	Maintenance	0	0	0
	Other Events	0	18.0	27.0

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[30] ...ars when the airfield was closed for flight operations

Facilities (cont.)

SILVERHILL (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1366 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[31]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142(3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87 (2) FY 88
(3) FY 85 (4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[31] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. SILVERHILL (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	13.9	9.5	9.4
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		13.9	9.5	9.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SILVERHILL (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9.0/0	9.0/0	9.0/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	13.9	9.5	9.4
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		13.9	9.5	9.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAY

Facilities (cont.)

SILVERHILL (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? **96.5**

b. Percentage of time WX at or above 300/1? **96.0**

c. Percentage of time WX at or above 500/1? **94.2**

d. Percentage of time WX at or above 1000/3? **87.1**

e. Percentage of time WX 3000/5 and above? **71.4**

f. Percentage of time WX 3000/3 and above? **74.4**

g. Percentage of time WX 1500/3 and above? **84.0**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **99.0**

Percentage of time crosswind component to the primary runway at or above 25 knots? **0.1**

Mean number of days of icing in the local flying area? **ESTIMATED 48 DAYS**

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SILVERHILL (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SILVERHILL

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	67.35	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	32.65	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 2,011 SORTIES, 19,689 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

SILVERHILL (cont.)

5. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

SILVERHILL (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 5 Traffic Count	2106	0	0
Runway 9 Traffic Count	24347	34166	23457
Runway 16 Traffic Count	9951	7509	4149
Runway 23 Traffic Count	296	0	0
Runway 27 Traffic Count	5291	15907	9832
Runway 34 Traffic Count	11647	13641	6705

Facilities (cont.)

SILVERHILL (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[32].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[33]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

[32] ...wer for each independent runway complex at the home field and all OLFs and by aircraft type

[33] ...wer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

SILVERHILL (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

SILVERHILL (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
5/23	2915	150	S23				X		NONE	V	NONE
9/27	3000	150	S57,T74, TT111				X		NONE	V	NONE
16/34	2915	150	S36				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
-- No Lighting
-- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

SILVERHILL (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	147,167	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: RUNWAYS UNDER CONSTRUCTION TO ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

SUMMERDALE

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SUMMERDALE

Location (Lat/Long and nearest town): 30 31'N 87 39'W, SUMMERDALE, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 41 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3201	3077	3158
	Graduate Training Sorties	144	53	116
	Training Support Sorties*	434	552	370
	Other Sorties	276	76	52
	TOTAL SORTIES:	4055	3758	3696
Non-Operational Hours[34]	Standdowns	56.25	45.0	45.0
	Maintenance	0	0	0
	Other Events	0	22.50	33.75

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[34] When the airfield was closed for flight operations.

Facilities (cont.)

SUMMERDALE (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.
THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[35]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[35] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. SUMMERDALE (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	9.1	11.3	8.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.1	11.3	8.8

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SUMMERDALE (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.25/0	11.25/0	11.25/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	9.1	11.3	8.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.1	11.3	8.8

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

See FAX

Facilities (cont.)

.. SUMMERDALE (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

. SUMMERDALE (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SUMMERDALE

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	95.4	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	4.6	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 266 SORTIES, 2,976 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

. SUMMERDALE (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OPERATIONS PROVIDED BY TOWER, PERCENT OF YEAR CLASS C/D VFR, PERCENT OF YEAR CLASS A/B/C IFR, HOURLY CAPACITY FROM FAA ADVISORY CIRCULAR AC 150/5060-5 AND WEIGHTING FACTOR

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

.. SUMMERDALE (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 4 Traffic Count	13232	2134	20061
Runway 10 Traffic Count	6681	17416	8981
Runway 16 Traffic Count	10832	9922	6123
Runway 22 Traffic Count	3309	0	3771
Runway 28 Traffic Count	6571	20082	14895
Runway 34 Traffic Count	14866	20067	7911

.. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF se the flight operations data for FY91 - FY93):

2 CNATRA N3

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

Facilities (cont.)

SUMMERDALE (cont.)

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[36].
NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[37]
NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

[redacted]wer for each independent runway complex at the home field and all OLFs and by aircraft type.
[redacted]swer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

. SUMMERDALE (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

SUMMERDALE (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
04/22	2850	150	S57,T77, TT115				X		NONE	V	NONE
10/28	2850	150	S65,T85, TT127				X		NONE	V	NONE
16/34	2850	150	S69,T90, TT135				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
TT-- Twin Tandem

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

SUMMERDALE (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	142,500	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY LISTED IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities

a. WOLF

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF WOLF

Location (Lat/Long and nearest town): 30 21'N 87 33'W, FOLEY, AL.

Syllabi and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance (nm) from home field: 41 SSW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	296	1127	353
	Graduate Training Sorties	7	41	5
	Training Support Sorties*	51	289	82
	Other Sorties	11	29	12
	TOTAL SORTIES:	365	1486	452
Non-Operational Hours[38]	Standdowns	45.0	36.0	36.0
	Maintenance	0	0	0
	Other Events	0	18.0	27.0

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

[38] Hours when the airfield was closed for flight operations.

Facilities (cont.)

WOLF (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[39]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

[39] If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. WOLF (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

NOTE: AIRFIELD USED AS REQUIRED TO ALLOW MAINTENANCE ON OTHER AIRFIELDS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.1	7.1	4.9
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		16.1	7.1	4.9

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

WOLF (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9/0	9/0	9/0
Days per year:	237	237	237

NOTE: AIRFIELD USED AS REQUIRED TO ALLOW MAINTENANCE ON OTHER AIRFIELDS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.1	7.1	4.9
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		16.1	7.1	4.9

See FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

.. WOLF (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

i. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

.. WOLF (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF WOLF

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	71.3	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
NFO	Primary (T-34C)	28.7	0
	Total	100	0

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 162 SORTIES, 1,994 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)

. WOLF (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)
NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

WEATHER	MIX INDEX	% OF YR	HRLY CAP	% MAX CAP	WEIGHTING FACTOR (W)
VFR	0	83	131	100	1
BELOW VFR	0	17	0	0	4

OPS PER HOUR:72
SERVICE VOLUME:206,556
AIR STATION:NAS WHITING FIXED WING NOLF'S
REMARKS:CHART 3-3 VFR, 3-43 IFR
DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

HRLY CAP BASE	T&G FACTOR	EXIT FACTOR	HRLY CAP	CHART
104	1.8	0.7	131	3-3
0	0	0	0	3-43

Facilities (cont.)

. WOLF (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 4 Traffic Count	147	2514	885
Runway 9 Traffic Count	4	4787	1732
Runway 18 Traffic Count	0	6687	296
Runway 22 Traffic Count	0	1624	59
Runway 27 Traffic Count	202	4876	148
Runway 36 Traffic Count	573	7364	138

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[40].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[41]

NONE WITH CURRENT TYPE AIRCRAFT

wer for each independent runway complex at the home field and all OLFs and by aircraft type.
wer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

. WOLF (cont.)

15. 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 CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

. WOLF (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
4/22	3000	150	S40,T52 TT78				X		NONE	V	NONE
9/27	3000	150	S61,T79 TT119				X		NONE	V	NONE
18/36	3000	150	S82,T107 TT160				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting
TT-- Twin Tandem

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
N/A		

Facilities (cont.)

. WOLF (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	150,000	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: QUANTITY LISTED IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

HAROLD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF HAROLD

Location:
HAROLD, FL 30 41'N 86 53'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 8.5 E OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	6070	5511	5432
	Graduate Training Sorties	307	536	399
	Training Support Sorties*	111	276	263
	Other Sorties	342	1171	234
	TOTAL SORTIES:	6830	7494	6328
Non-Operational Hours[42]	Standdowns	45	36	36
	Maintenance	0	0	0
	Other Events	0	18	27

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

[redacted]urs when the airfield was closed for flight operations.

WHITING FIELD 50TH ANNIVERSARY

Facilities (cont.)

. HAROLD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[43]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. HAROLD (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	27.2	18.1	3.4
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	27.2	18.1	3.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

HAROLD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9/0	9/0	9/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

'RCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	27.2	18.1	3.4
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		27.2	18.1	3.4

see FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

HAROLD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

HAROLD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF HAROLD

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34c)	0	0
Maritime	Intermediate (T-34c)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

120 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	17925	19071	25161
Runway 18 Traffic Count	40803	34525	31969
Runway 27 Traffic Count	7481	20903	23722
Runway 36 Traffic Count	50426	40140	55935

Facilities (cont.)

HAROLD (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	100 50	100 50	100 50
IFR	0	0	0
Total	100% 50	100% 50	100% 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[44].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[45]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

[44] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
[45] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

HAROLD (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

HAROLD (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NONE	0	0	UNK				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

Facilities (cont.)

HAROLD (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NO RUNWAYS: GRASS FIELD	NO NAVAIDS	

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

GRASS FIELD: 573 ACRES

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

PACE

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF PACE

Location:
WALLACE, FL. 30 42'N 87 12'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 11 W OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5,350	4,735	4,839
	Graduate Training Sorties	112	78	78
	Training Support Sorties*	110	168	201
	Other Sorties	0	0	0
	TOTAL SORTIES:	5,572	4,981	5,118
Non-Operational Hours[46]	Standdowns	48.75	39.0	39.0
	Maintenance	0	0	0
	Other Events	0	19.5	29.25

List below the "other sorties" and "other events" included in the table above:
1992 - HURRICANE ANDREW
1993 - WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

Facilities (cont.)

PACE (cont.)

3.Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[47]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. PACE (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	17.9	14.5	15.3
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	17.9	14.5	15.3

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

PACE (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	9.75/0	9.75/0	9.75/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	17.9	14.5	15.3
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	17.9	14.5	15.3

See FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

PACE (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

i. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

PACE (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF PACE

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34c)	0	0
Maritime	Intermediate (T-34c)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

150 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.)

PACE (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	48414	48204	59439
Runway 18 Traffic Count	60850	38375	38745
Runway 27 Traffic Count	11824	36586	39066
Runway 36 Traffic Count	81197	61430	76220

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	100 50	100 50	100 50
IFR	0	0	0
Total	100% 50	100% 50	100% 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[48].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[49]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

SPACE (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

PACE (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NONE	0	0	UNK				X		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

Facilities (cont.)

PACE (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NONE		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: GRASS FIELD, 207 ACRES

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

Facilities

. SANTA ROSA

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF SANTA ROSA

Location:
MILTON, FL. 30 36'N 86 56'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 8.5 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5,836	6,106	6,265
	Graduate Training Sorties	275	599	601
	Training Support Sorties*	548	533	575
	Other Sorties	2	2	0
	TOTAL SORTIES:	6,661	7,240	7,441
Non-Operational Hours[50]	Standdowns	88.25	70.6	70.6
	Maintenance	0	0	0
	Other Events	0	35.3	52.95

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

Hours when the airfield was closed for flight operations.

- OTHER EVENTS 1992 HURRICANE ANDREW
1993 WHITING FIELD 50TH ANNIVERSARY

Facilities (cont.)

SANTA ROSA (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[1]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

[1] If requirements for the T-45 are still being derived, give best estimate.

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

SANTA ROSA (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.5	12.15/5.5	12.15/5.5
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	21.4	14.6	12.1
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		21.4	14.6	12.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)

SANTA ROSA (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

SANTA ROSA (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SANTA ROSA

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34c)	0	0
Maritime	Intermediate (T-34 c)	0	0
Rotary	Intermediate (T-34 C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

200 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.)

SANTA ROSA (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	37507	44433	55502
Runway 18 Traffic Count	77934	83475	82049
Runway 27 Traffic Count	25812	36625	42968
Runway 36 Traffic Count	82309	81124	99851

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~98~~ 50	~~98~~ 50	~~98~~ 50
IFR	~~2~~ 50	~~2~~ 50	~~2~~ 50
Total	100%	100%	100%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[52].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[53]

NONE WITH CURRENT TYPE AIRCRAFT

15. 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 CONSTRAINTS.

---

[52] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
[53] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

F ·ilities (cont.)

[redacted]ANTA ROSA (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the ıber of training installations? If so please explain.
NOT WITH CURRENT AIRCRAFT TYPE

F ·ilities (cont.)

. SANTA ROSA (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
05/23	4500	150	UNK				X		NONE	V	I/V
09/27	4500	150	UNK		X*				NONE	V/N	
14/32	4500	150	UNK				X		NONE	V	
18/36	4500	150	UNK		X*				NONE	N/V	

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
- No Lighting
- NVG Lighting

*NOTE: PORTION OF RUNWAY HAS LANDING ZONE LIGHTS FOR ROTARY WING OPS. RUNWAYS ARE NOT USED AS RUNWAYS, BUT AS LANDING AREAS. AIRFIELD OPERATES ON COURSES OF 09, 18, 27, AND 36.

LOCAL USE IFR APPROACHES USING CRESTVIEW VORTAC AND SANTA ROSA TACAN USED TO ALLOW H-57'S TO DESCEND TO SVFR CONDITIONS.

Facilities (cont.)

. SANTA ROSA (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES. LOCAL USE IFR APPROACHES USING CRESTVIEW VORTAC AND SANTA ROSA TACAN USED TO ALLOW H-57'S TO DESCEND TO SVFR CONDITIONS.

Runway Designation	NAVAID	Published Approaches
N/A		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	300,000	NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	5,833	NOTE 2
113	Parking Aprons	SY	3,307	NOTE 2
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: 150,000 SY RATED ADEQUATE AND 150,000 SY RATED SUBSTANDARD.
NOTE 2: QUANTITIES ARE RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

'lities

. SITE 8

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF SITE 8

Location:
PENSACOLA, FL. 30 32'N 87 22'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 25.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are 'ved from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3,098	3,350	3,651
	Graduate Training Sorties	183	385	354
	Training Support Sorties*	167	153	158
	Other Sorties	839	1	0
	TOTAL SORTIES:	4,287	3,889	4,127
Non-Operational Hours[54]	Standdowns	42.5	34	34
	Maintenance	0	0	0
	Other Events	0	17	25.5

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

List below the "other sorties" and "other events" included in the table above:
- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
1993 WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

cilities (cont.)

. SITE 8 (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	[illegible]	0	0	0	0
		T-45[55]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

[2] If requirements for the T-45 are still being derived, give best estimate.

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. SITE 8 (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	9.2	4.5	3.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.2	4.5	3.6

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

ilities (cont.)

. SITE 8 (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	8.5/0	8.5/0	8.5/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

RCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	9.2	4.5	3.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.2	4.5	3.6

See FAX

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

-ilities (cont.)

. SITE 8 (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

cilities (cont.)

. SITE 8 (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SITE 8

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	0	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	100	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

160 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.)

SITE 8 (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	33930	32009	49568
Runway 18 Traffic Count	22581	16491	16472
Runway 27 Traffic Count	6363	16715	14608
Runway 36 Traffic Count	41237	42842	37189

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	100 50	100 50	100 50
IFR	0	0	0
Total	100% 50	100% 50	100% 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[56].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[57]

NONE WITH CURRENT TYPE AIRCRAFT

[56] Answer for each independent runway complex at the home field and all OLFs and by aircraft type

[57] Answer for each independent runway complex at the home field and all OLFs and by aircraft type

15. 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 CONSTRAINTS.

cilities (cont.)

. SITE 8 (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the mber of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

ilities (cont.)

. SITE 8 (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NONE	0	0	UNK				0		NONE	V	V

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

TE: AIRFIELD IS A GRASS FIELD WITH 640 ACRES

OCAL USE ONLY APPROACH ALLOWS AIRCRAFT TO PRACTICE INSTRUMENT APPROACHES INTO AIRFIELD UTILIZING GATESWOOD TACAN.

Facilities (cont.)

SITE 8 (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
LOCAL USE ONLY APPROACH ALLOWS AIRCRAFT TO PRACTICE INSTRUMENT APPROACHES INTO AIRFIELD UTILIZING GATESWOOD TACAN. NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NONE		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 1	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	20,000	NOTE 2
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE 2: FUEL STORAGE RATE IS ADEQUATE.
NOTE 3: GRASS FIELD WITH 640 ACRES.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

ilities

.. SPENCER

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:
NOLF SPENCER

Location:
PACE, FL. 30 37'N 87 08' W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 9.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are ved from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	12,524	12,505	12,530
	Graduate Training Sorties	350	661	706
	Training Support Sorties*	491	535	677
	Other Sorties	222	48	95
	TOTAL SORTIES:	13,587	13,749	14,008
Non-Operational Hours[58]	Standdowns	58.75	47	47
	Maintenance	0	0	0
	Other Events	0	23.5	35.25

List below the "other sorties" and "other events" included in the table above:
1992 - HURRICANE ANDREW
1993 - WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

ilities (cont.)

. SPENCER (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45[59]	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45[2]	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD
(1) FY 87
(2) FY 88
(3) FY 85
(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)

A. SPENCER (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 **Undergraduate Training:** (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	12.2	8.5	8.9
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	12.2	8.5	8.9

NOTE-46 YEAR AVERAGE FOR BELOW VFR = 13%

6. List the major factors in the "other" category in the above table.
NONE

ilities (cont.)

.. SPENCER (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	11.75/0	11.75/0	11.75/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57 Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	12.2	8.5	8.9
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		12.2	8.5	8.9

NOTE-46 YEAR AVERAGE FOR BELOW VFR = 13%

6. List the major factors in the "other" category in the above table.
NONE

See FAX

ilities (cont.)

. SPENCER (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

ercentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics for the local flying area not available. Icing is based on pilot's visual observation of icing conditions or altitude. No syllabus flights lost due to icing.

cilities (cont.)

. SPENCER (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SPENCER

NOT APPLICABLE-HELO TRAINING FIELD

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
General	Primary (T-34C)	0	0
Maritime	Intermediate (T-34C)	0	0
Rotary	Intermediate (T-34C)	0	0
	Total	0	0

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

200 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

cilities (cont.)

.. SPENCER (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 9 Traffic Count	90614	92882	97731
Runway 18 Traffic Count	109631	84149	71458
Runway 27 Traffic Count	29934	66478	59376
Runway 36 Traffic Count	137925	127055	150532

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	~~100~~ 50	~~100~~ 50	~~100~~ 50
IFR	0	0	0
Total	~~100%~~ 50	~~100%~~ 50	~~100%~~ 50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[60].

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[61]

NONE WITH CURRENT TYPE AIRCRAFT

[60] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
[61] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

5. 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 CONSTRAINTS.

cilities (cont.)

. SPENCER (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	201,195 NOTE: 1
		JPATS	NOTE: 2
Maritime	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
Rotary	Intermediate	T-34C	NOTE: 3
		JPATS	NOTE: 2
	Advanced	H-57	227,615 NOTE:4

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the mber of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

ilities (cont.)

. SPENCER (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
09L/27R	1,800	150	UNK				X		NONE	V	NONE
09R/27L	1,800	150	UNK				X		NONE	V	NONE
18L/36R	1,800	150	UNK				X		NONE	V	NONE
18R/36L	1,800	150	UNK				X		NONE	V	NONE
13L/31R	1,800	150	UNK				X		NONE	V	NONE
13R/31L	1,800	150	UNK				X		NONE	V	NONE
22L/04R	1,800	150	UNK				X		NONE	V	NONE
22R/04L	1,800	150	UNK				X		NONE	V	NONE

F - Full Lighting (approach, runway edge, center, and threshold)
P - Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.
NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

Runway Designation	NAVAID	Published Approaches
NONE		

Facilities (cont.)

A. SPENCER (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	NOTE 1
111	Runways Rotor Wing	SY	243,210	NOTE 2,3
111	Landing Pads	SY	4,444	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 4	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: PRIMARY A GRASS FIELD WITH 640 ACRES.
NOTE 2: RUNWAYS SURFACES RATED SUBSTANDARD
NOTE 3: RUNWAYS ARE USED AS LANDING AREAS AND NOT AS RUNWAYS.
NOTE 4: CONTRACTOR REFUELING TRUCK AT 40-50 GPM.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

ilities (cont.)

SPENCER (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	NOTE 1
111	Runways Rotor Wing	SY	247,654	NOTE 2,3
111	Landing Pads	SY	44,444	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 4	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: PRIMARY A GRASS FIELD WITH 640 ACRES.
NOTE 2: RUNWAYS SURFACES RATED SUBSTANDARD
NOTE 3: RUNWAYS ARE USED AS LANDING AREAS AND NOT AS RUNWAYS.
NOTE 4: CONTRACTOR REFUELING TRUCK AT 40-50 GPM.

21. List any additional constraints or limitations to the airfield that impact the training mission.
NONE

See FAX

cilities (cont.)

. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions	TYPE OF AIRSPACE	AVAILABILITY (HRS/YR)/ BLOCK
General	Primary	T-34C	3	35NM X 45NM X 9000 FT	AA/MOA/PAT/ AW	8,760 HRS/YR
		JPATS[62]	UNKNOWN			
Strike	Intermediate	T-2C	N/A			
	Advanced	TA-4J	N/A			
	Intermediate/ Advanced	T-45[6]	N/A			
E2/C2	Intermediate	T-44	N/A			
	Advanced	T-2	N/A			
		T-45[6]	N/A			
Maritime	Intermediate	T-34C	3	35NM X 45NM X 9000 FT	AA/MOA/PAT/ AW	8,760 HRS/YR
		JPATS[6]	UNKNOWN			
	Advanced	T-44	N/A			
Rotary	Intermediate	T-34	3	35NM X 45NM X 9000 FT	AA/MOA/PAT/ AW	8,760 HRS/YR
		JPATS[6]	UNKNOWN			
	Advanced	TH-57	2	35NM X 45NM X 9000 FT	AA/PAT/AW/ OWA	8,760 HRS/YR
		Total				

62 If requirements are still being derived, give best estimate.

Facilities (cont.)

. Airspace

Key to types of airspace:

MOAs -- Military Operating Areas	RR -- Restricted Areas with Ranges
WA -- Warning Areas	MTR -- Military Training Routes
AA -- Alert Areas	AW-- Airways (e.g. corridors to and from training areas)
RA -- Restricted Areas	PAT -- Pattern (e.g. airspace above runways)
ATCAA -- Air Traffic Control Assigned Airspace	OWA -- Overwater Airspace
OWAW -- Overwater Airways	CLG -- Uncontrolled Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

NOTE: T-34C PRIMARY AND INTERMEDIATE MARITIME/ROTARY SHARE SAME BLOCKS.

Facilities (cont.)

B. Airspace

5. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the air station that are used for flight training. For each airspace provide the following information (seven questions):

AIRSPACE NAME: A292

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA
- APPROXIMATELY: 75NM X 60NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE SURF-17,500FT R
- SR-0700z MON-FRI/SR-SS SAT
- NONE
- COMTRAWING SIX, NAS PENSACOLA
- UNKNOWN
- COVERS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

ilities (cont.)

. Airspace

5. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the air station that are used for flight training. For each airspace provide the following information (seven questions):

AIRSPACE NAME: A292

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA
- APPROXIMATELY: 80NM X 70NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE SURF-17,500FT
- SR-0700z MON-FRI/SR-SS SAT
- NONE
- COMTRAWING SIX, NAS PENSACOLA
- UNKNOWN
- COVERS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of training areas? If so, provide details.

NO

Facilities (cont.)

Airspace

(g) 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.

BASED ON THE NAS WHITING FIELD'S BRAC BRIEFING MATERIALS SUBMISSION OF JANUARY 1993 AND THE NAVAL AVIATION TRAINING SYSTEM (NATS) PLAN COMPILED BY THE SOUTHERN DIVISION, NAVAL FACILITIES ENGINEERING COMMAND IN MAY 1987, NAS WHITING FIELD HAS A T-34C PTR CAPACITY OF 1500. THE NATS CONSIDERED CAPACITY LEVELS FOR HOMEFIELD DEPARTURE/ARRIVAL, ENTRY CHANNELS, AND OLF'S. A 1500 PTR COULD BE ACCOMPLISHED CONSIDERING PEAK HOUR DEMAND, WITHOUT EXCEEDING THE ABOVE LISTED LEVELS. ADDITIONALLY, THE BRAC BRIEFING CONSIDERED PARKING SPACES WHICH EQUATED TO A 1513 PTR.

THE NATS DETERMINED THE LIMITING FACTOR FOR ROTARY TRAINING WAS THE CAPACITY AT THE FAMILIARIZATION OUTLYING FIELDS. THIS EQUATED TO A PTR OF 944. ADDITIONALLY, BASED ON THE PARKING SPACE CAPACITY ANALYSIS PERFORMED BY NAS WHITING FIELD AND TRAINING AIR WING FIVE ON 24 JULY 1992, AND UPDATED IN JANUARY OF 1993, THE TH-57 PTR CAPACITY IS 933.

THE PARKING SPACE CAPACITY WAS DERIVED BY USING THE PRIMARY AND ROTARY PTR AS ESTABLISHED IN JULY 1992 WITH THE FOLLOWING FORMULA:
(T-34C = PTR OF 862 / 176 SPACES USED X 309 SPACES AVAILABLE)
(TH-57 = PTR OF 544 / 128 SPACES USED X 228 SPACES AVAILABLE)

TW-5 AIRCRAFT INVENTORY ALONG WITH INSTRUCTOR PILOT MANNING WOULD HAVE TO INCREASE TO MEET THE POTENTIAL PTR CAPABILITIES.

Facilities (cont.)

B. Airspace

The above capacities are base on training Monday through Friday for an average of 17.15 hours daily for 237 fly days annually. Additional capacity can be accommodated by the following:

1. Increasing daily operating hours
2. Shifting more flights to after sunset
3. Training on Saturday and Sunday

Historically, NAS Whiting Field has completed higher PTR numbers than those listed above.

- The primary PTR completed in FY 87 was 1368. This is 91.2% of the 1500 PTR shown in Paragraph one.
- The advanced rotary PTR completed in FY 85 was 1142. This is 122.4% of the 933 PTR shown in paragraph two.

Airspace can be expanded above existing training airspace. There is adjacent airspace that could be used for training.

CNET N-443E 12MAY94

'ities

. Airspace (cont.)

AIRSPACE NAME: PENSACOLA NORTH MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA / ATCAA
- PENSACOLA, FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 60NM X 30 NM X 10,000FT-FL~~180~~ 230
- MON-SAT SR-SS
- FAA, ARTCC, JACKSONVILLE, FL.
- COMTRAWING FIVE
- UNKNOWN
- NORTH OF WHITING FIELD

PAB CNET N-443E 11MAY94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) 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.

REFER TO PARAGRAPH "G" OF A292

Facilities

Airspace (cont.)

AIRSPACE NAME: PENSACOLA SOUTH MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA/ ATCAA
- PENSACOLA FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 50NM X 25 NM X 10,000FT-FL~~180~~ 230
- MON-SAT SR-2400
- FAA, ARTCC, JACKSONVILLE, FL.
- COMTRAWING SIX
- UNKNOWN
- SOUTH OF WHITING FIELD

PLB CNET N-443E 11MAY94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) 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.

REFER TO PARAGRAPH "G" OF A292

Facilities

Airspace (cont.)

AIRSPACE NAME: A211

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- DOTHAN, AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA
- APPROXIMATELY 78NM X 64NM X SURF-5,000FT
- MON-FRI 1200-0400z
- UNKNOWN
- COMDR, USA, FORT RUCKER, AL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
30 MILES/15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2905A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 3 NM X 5NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
88 MILES, 44 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2905B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 4 NM X 6 NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
90 MILES, 45 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2908

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **PENSACOLA, FL**
- **APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000** N
- **DAILY, SR-SS**
- **FAA, PENSACOLA ~~RATCF~~** TRACON CNATRA N3 9/27/94
- **COMDR, TRNG AIR WG SIX, PENSACOLA, FL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA ~~RATCF~~ TRACON (VELEZ) COMMAND 7-18-94

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

45 MILES/23 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

(g) 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.

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2908**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **PENSACOLA, FL**
- **APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000**
- **DAILY, SR-SS**
- **FAA, PENSACOLA RATCF**
- **COMDR, TRNG AIR WG SIX, PENSACOLA, FL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA ~~RATCF~~ TRACON

(VELEZ)
CHAIRMAN
7-18-94

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

45 MILES/23 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

(g) 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.

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2914A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 20 NM X 20 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
40 MILES, 20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2914B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 10 NM X 8 NM X 8500 ft-UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES, 33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 17 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
10 MILES, 5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 12 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
20 MILES, 10 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 11 NM X ~~UNLTD~~** 8500' - UNLTD
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

CN1174a N3 7-18-94

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
20 MILES, 10 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2918**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 3 NM X 10 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
30 MILES, 15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 5 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
15 MILES, 8 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 15 NM X 5 NM X ~~UNLTD~~** 8500 - UNLTD
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

CNATRA NJ 7-18-94

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
~~**15 MILES, 8 MINUTES**~~ 40 miles, 20 minutes

CNATRA NJ 7-18-94

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL
- APPROX. ~~24nmi. x 12nmi.~~ x SURFACE TO BUT NOT INCL. FL 180
- M-F, 1200-0300Z
- JACKSONVILLE CNTR
- 3246 TESTW/DOSO
- UNKNOWN
- UNKNOWN

~~45 nmi x 44 nmi~~
45 NMI X 32 NMI
CNATRA N3
9/27/94

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: EGLIN MOA A EAST/WEST, B, C, D

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA
-APPROXIMATELY 42NM X 20NM X 1,000FT-180/EGLIN D 1,000FT-3000FT
-MON-FRI 1200-0300Z
-FAA, FSS, ARTCC, JACKSONVILLE, FL.
-3246 TESTW/DOSO EGLIN AFB
-UNKNOWN
-UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?

NO

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) 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.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL
- APPROX. ~~24nmi. x 12nmi.~~ 45 NMi x 44 NMi x SURFACE TO BUT NOT INCL. FL 180
- M-F, 1200-0300Z
- JACKSONVILLE CNTR
- 3246 TESTW/DOSO
- UNKNOWN
- UNKNOWN

2 CNATRA N3 7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **EGLIN MOA F**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~1.5nmi. x 3nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR** → 3.5 nmi x 3.5 nmi
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: CAMDEN RIDGE MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **CAMDEN, AL**
- **APPROXIMATELY 40NM X 32 NM X 500 ft BUT NOT TO INCLUDE 10000 ft**
- **1300-0500Z DAILY**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **187 FG**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?
UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
80 MILES, 40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

. Airspace (cont.)

AIRSPACE NAME: ROSE HILL MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.
- MILITARY OPERATING AREA
- EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA
- APPROXIMATELY 35NM X 22NM X 8,000FT-FL180
- MON-FRI 0600-2400
- FAA, ARTCC, JACKSONVILLE, FL.
- 3246 TESTW/DOSO EGLIN AFB
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
45 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
57 MILES/28 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability ofany training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 20nmi. x 13nmi. x 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
64 MILES/32 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA C

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
74 MILES/37 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **TYNDALL MOA D**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
93 MILES/47 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- TYNDALL AFB, FL
- APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)
- MON-FRI, 1200-0600Z
- TYNDALL APPROACH CON
- ADWC
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
96 MILES/48 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **TYNDALL MOA F**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
98 MILES/49 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: RUCKER MOA A, B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- FORT RUCKER AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA
- APPROXIMATELY 40NM X 20NM X 100FT-1,500FT
- BY NOTAM ONLY
- FAA, ARTCC, JACKSONVILLE, FL.
- CMDR USA AVN CTR
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES/40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) 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.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **RUCKER MOA C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **FT RUCKER, AL**
- **APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500**
- **UNKNOWN**
- **JACKSONVILLE CNTR**
- **COMDR USA AVN CNTR**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
97 MILES/48 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **DESOTO MOA**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **GULFPORT, MS**
- **APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL**
- **1500-2200Z INTERMITTENT**
- **HOUSTON CNTR**
- **GULFPORT PFTS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
91 MILES/45 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: DESOTO 2 MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.
- MILITARY OPERATING AREA
- GULFPORT, MS. LOCATED IN THE SOUTHERN PART OF MISSISSIPPI
- APPROXIMATELY 30NM X 24NM X 100FT-5,000FT
- MON-FRI 0800-1800
- FAA, ARTCC, HOUSTON, TX.
- UNKNOWN
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? ot, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?
NO

(d) What is the distance and time enroute?
80 MILES, 40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: ATCAA EAGLE GULF ONE

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **864 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications Coverage/control? If so, whoprovides the services?
FACS FAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
60 MILES/15 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **ATCAA EAGLE GULF TWO**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **2,132 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
FACS FAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
80 MILES/20 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

Airspace (cont.)

AIRSPACE NAME: PINE HILL MOA/ATCAA EAST/WEST

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- NAS MERIDIAN, MS. LOCATED IN THE CENTRAL PART OF MISSISSIPPI
- APPROXIMATELY 42NM X 65NM X 10,000FT-FL~~180~~ 230
- MON-FRI 0700-2300 SAT 0800-1500
- FAA, ARTCC, ATLANTA, GA.
- COMTRAWING ONE
- UNKNOWN
- UNKNOWN

DB CNET N-443E 11MAY94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these ~~e~~eements are up for renewal?

NO

(d) What is the distance and time enroute?

70 MILES/35 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

(g) 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.

REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1020**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR) — 2 CNATRA N3 7-18-94
- **N/A**
- ~~N/A~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES/14 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR) — 2 CNATRA N3 7-18-94
- **N/A**
- ~~N/A~~ Variable
- **1200-0400Z M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES/14 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1022

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (VFR)
- **N/A**
- ~~N/A~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
75 MILES/19 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1023**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (nm) — 2
- **N/A** — CANCELLED NS 7-18-94
- ~~N/A~~ Variable —
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
53 MILES/13 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1024

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE (MTR)**
- **N/A**
- ~~N/A~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

ENAVRES NS
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
55 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-179**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR) — 2 PNATRA N3 7-15-94
- **N/A**
- **N/A x N/A x 100 AGL - 10,000**
- **0730-1600 local, DAILY**
- ~~N/A~~ not applicable
- **ANG CRTC GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
66 MILES/33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-060**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (CMTR)
- **N/A**
- **N/A x N/A x 100 AGL - 10,000**
- **BY NOTAM**
- ~~**N/A**~~ not applicable
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

2
CN, MTRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
66 MILES/33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1082

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE)
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

CNATRA N3 9/8/94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1084

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE MTR CNATRA N3 9/8/94
- ~~N/A~~ VARIABLE (SIZE)
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1085

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE [redacted] MTR
- ~~N/A~~ VARIABLE (size)
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

CNATRA N3 9/8/94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

. Airspace (cont.)

AIRSPACE NAME: W453

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.
- LOCATED SOUTH OF GULFPORT, MS.
- APPROXIMATELY 30NM X 45NM X SURF-FL500
- SR-SS
- FAA, ARTCC, HOUSTON, TX.
- COMDR, TRNG, GULFPORT, MS.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
70 MILES/30 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

. Airspace (cont.)

AIRSPACE NAME: W155A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF PENSACOLA, FL.
- APPROXIMATELY 63NM X 47NM X SURF-FL600
- SR-0100L
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSFAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, FACSFAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
50 MILES/25 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W155 B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **WARNING AREA**
- **PENSACOLA, FL**
- **APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600**
- **DAILY SR-0100 LOCAL**
- **FAA, ARTCC JACKSONVILLE, FL**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, FACSFAC PENSACOLA, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
75 MILES/37 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

cilities

Airspace (cont.)

AIRSPACE NAME: W151A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.
- LOCATED SOUTH OF VALPARISO, FL.
- APPROXIMATELY 70NM X 48NM X UNLTD
- INTMT
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSFAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, FACSFAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? not, do you control any real property interest? If so, describe the agreements and when these eements are up for renewal?
NO

(d) What is the distance and time enroute?
40 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

Airspace (cont.)

AIRSPACE NAME: W151B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.
- LOCATED SOUTH OF VALPARISO, FL.
- APPROXIMATELY 66NM X 33NM X UNLTD
- INTMT
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSFAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, FACSFAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
75 MILES/40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
NO

(g) 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.
REFER TO PARAGRAPH "G" OF A292

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W151 C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **WARNING AREA**
- **VALPARAISO, FL**
- **42nmi. x 42nmi. x UNLTD**
- **INTERMITTENT**
- **FAA, ARTCC JACKSONVILLE, FL**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, EGLIN APPROACH CONTROL, TYNDALL APPROACH CONTROL,JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
82 MILES/41 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-015**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) 2 CNATRA N3 7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 7,000**
- **CONTINUOUS**
- **N/A**
- **OSS/OSTA MOODY AFB, GA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER, TALLAHASSEE APPROACH CONTROL, FACS FAC JACKSONVILLE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
41 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-017**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE (MTR)** CNATRA N3 7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, COLUMBUS APPROACH CONTROL, CAIRNS APPROACH CONTROL, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
41 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-019**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE (nm)** CURTIS NO 7-18-94
- **N/A**
- **N/A x N/A x 4,000 - 7,000**
- **0700-2400 local DAILY**
- **N/A**
- **FACSFAC JACKSONVILLE**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
88 MILES/44 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm) ~ 2
- **N/A** CNATRA N3
- ~~N/A~~ variable 7-18-94
- **1200-0400Z M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
28 MILES/7 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-030**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

2
CNATRA N3
7-18-94

- **INSTRUMENT FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
32 MILES/16 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-031**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) 2 ATLANTA N3 7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
27 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-037

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm) — 2
- **N/A**
- ~~N/A~~ Variable — CENTER N3
- **1200-0400Z, M-F** 7-18-94
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, MEMPHIS CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
67 MILES/17 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-038**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (IFR) 2
- **N/A**
- ~~N/A~~ variable CNATRA NJ
- **SR-SS, M-F** 7-15-94
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
53 MILES/13 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-040**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm²) — 2 CNATRA N3 7-18-94
- **N/A**
- ~~N/A~~ Variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, MEMPHIS CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
53 MILES/13 MINUTES
(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN
(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN
(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-057

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- INSTRUMENT FLIGHT ROUTE (nm)
- N/A
- N/A x N/A x 250 AGL - 3,000
- CONTINUOUS
- N/A
- SOSS/OGSC, HURLBURT FIELD, FL
- UNKNOWN
- UNKNOWN

3
CNAFRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
12 MILES/6 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-059**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

2
CHATTA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?
NO

(d) What is the distance and time enroute?
12 MILES/6 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.
UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.
UNKNOWN

(g) 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.
REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

F-cilities (cont.)

. Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?
YES

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:
NONE REQUIRED

a. Where do these units/squadrons deploy?
b. How far from your installation?
c. Frequency?
d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)
e. Annual costs incurred for deployments due to adverse weather?
f. Annual costs incurred for deployments due to airspace non-availability?
g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.
NONE

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Pilot Training	Level of Training	Terrain Requirements
General	Primary	OVER LAND PREFERRED
Strike	Intermediate	N/A
	Advanced	N/A
Maritime	Intermediate	OVER LAND PREFERRED
	Advanced	N/A
E2/C2	Intermediate	N/A
	Advanced	N/A
Rotary	Intermediate	OVER LAND PREFERRED
	Advanced	OVER LAND PREFERRED OVER WATER REQUIRED FOR SHIPBOARD TRAINING

N/A - NOT APPLICABLE TO THIS COMMAND.

List any additional constraints or limitations to the airspace that impact the training mission.
NONE

Facilities (cont.)

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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)[7]	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	**11**	**25**	**554,400**

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

11 CLASSROOMS
25 STUDENTS/CLASSROOM
275
8 HOURS/DAY
2200
252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

Facilities (cont.)

Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

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)[7]	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	11	25	554,400

For the Student HRS/YR value in the preceding table, describe how that entry was derived.
11 CLASSROOMS
25 STUDENTS/CLASSROOM
275
8 HOURS/DAY
2200
252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
2C42	4	4	16,128
2B37	14	14	56,448
2C67	3	6	24,192
2B42	6	12	48,348

See FN 1

DB CNET N-443E 11MAY94

For the Student HRS/YR value in the preceding table, describe how that entry was derived.
16 HOURS/DAY
252 DAYS/YR

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
2C42 (UTD)(T-34C)	4	4	16,128
2B37 (IFT/OFT)(T-34C)	14	14	56,448
2C67 (UTD)(TH-57B/C)	3	3	12,096
2B42 (IFT/OFT)(TH-57B/C)	6	6	24,192

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME.

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY.

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY

EXAMPLE:

2B42: 6 X 16 X 252 = 24,192

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)
2C42 (UTD)(T-34C)	4	4	16,128
2B37 (IFT/OFT)(T-34C)	14	14	56,448
2C67 (UTD)(TH-57B/C)	3	3	12,096
2B42 (IFT/OFT)(TH-57B/C)	6	6	24,192

R R

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME. R

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY. R

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY R

EXAMPLE:

2B42: 6 X 16 X 252 = 24,192

Facilities

Ground Training (cont.)

3. 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) could be gained? Provide details and assumptions for all calculations.

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[63]

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

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

NEEDS OF THE NAVY; FLEET'S ABILITY TO ABSORB THROUGHPUT; NUMBER OF SIMULATORS.

[63] Answer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)

. Ground Training (cont.)

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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-XX 179-XX

Type Training Facility	Total Number	Design Capacity (PN)[9]	Capacity (Student HRS/YR)
17110 ACADEMIC INSTRUCTION	7	760	1,520,000
17120 APPLIED INSTRUCTION	3	180	360,000
17125 AUDITORIUM	2	556	1,112,000
17940 SMALL ARMS RANGE	1	8	12,000
17945 FIRE DRILL TOWER	1	6	12,000
17945 FIRE TRAINING MOCKUP	1	8	16,000
17950 MILITARY WORKING DOG TRAINING	1	4	8,000
17955 COMBAT TRAINING POOL	1	8	16,000

Facilities

Ground Training (cont.)

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

17110 760 SEATS X 8 HOURS X 250 DAYS = 1,520,000

17120 180 SEATS X 8 HOURS X 250 DAYS = 360,000

17125 556 SEATS X 8 HOURS X 250 DAYS = 1,112,000

17940 1 RANGE X 8 FIRING POSITIONS X 6 HOURS X 250 DAYS = 12,000

17945 1 X 8 POSITIONS X 8 HOURS X 250 DAYS = 16,000

17945 (DRILL TOWER) 1 X 6 POSITIONS X 8 HOURS X 250 DAYS = 12,000

17955 1 X 8 LANES X 8 HOURS X 250 DAYS = 16,000

8. 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) could be gained? Provide details and assumptions for all culations.

50%
COULD INCREASE BY ~~5,070~~ BY SCHEDULING 12 HOURS A DAY OR 100% BY SCHEDULING 16 HOURS A DAY.

DLB CNET N-4432E 11MAY94

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[64]

NONE

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

NONE

[64] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

QUESTION NOT VALID FOR THIS COMMAND

Type of Aircraft	Number of Aircraft (Fiscal Year)							Mission
	1995	1996	1997	1998	1999	2000	2001	
NONE								

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
34C	272	341	SEE NOTE A
T-34C	9	9	MAINTENANCE SPOTS
TH-57B/C	162	182	SEE NOTE B.
TH-57B/C	9	9	MAINTENANCE SPOTS
TH-57B/C	33	33	STORAGE SPOTS

SEE NOTES A AND B ON NEXT PAGE WITH QUESTION 3.

Facilities (cont.)

. Aircraft Parking, Maintenance, and Supply

3. 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 on the parking apron spaces.

NOTES

A: NORTH FIELD CURRENTLY HAS 272 PARKING PADS WITH APPROPRIATE TIE-DOWNS IN ACCORDANCE WITH NAVFAC P-80. SIXTY NINE OF THESE TIE-DOWN SPOTS ARE USED FOR STORING AIRCRAFT AWAITING PARTS OR MAJOR MAINTENANCE. UNDER A SURGE SCENARIO, THESE AIRCRAFT COULD BE MOVED TO ABANDONED RUNWAY AND TAXIWAY AREAS ON NORTH FIELD AND TEMPORARY TIEDOWNS USED TO SECURE THE AIRCRAFT. THIS WOULD FREE UP THE 69 SPOTS ON THE "I" AND "J" LINES AND ALLOW NORMAL PARKING AT P-80 STANDARDS FOR 272 FLYABLE T-34 AIRCRAFT AND 69 NONFLYABLE AIRCRAFT FOR A TOTAL OF 341

B: SOUTH FIELD HAS PARKING SPOTS FOR 162 HELICOPTERS (BELL JET RANGER TYPE) THAT MEET P-80 CRITERIA. THE ADDITIONAL 33 SPOTS AND 9 MAINTENANCE SPOTS ALLOW FOR A TOTAL OF 204 AIRCRAFT. AN ADDITIONAL 20 SPOTS COULD BECOME AVAILABLE UNDER A SURGE SCENARIO IF TEMPORARY TIE DOWNS WERE USED ON THE MAT "A" AND "B" AREAS. THIS WOULD ALLOW 191 FLYABLE AIRCRAFT AND 33 NONFLYABLE AIRCRAFT AT SOUTH FIELD.

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

NOTE: ADDITIONAL HANGAR SPACE IS AVAILABLE AT NETPMSA (NOLF SAUFLEY) FOR TRAWING FIVE. USED DURING HURRICANES.

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34C	28	36	SEE NOTE "A" IN QUESTION 5
TH-57B/C	38	52	SEE NOTE "B" IN QUESTION 5

R

5. 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.

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTIONS 3 AND 5
TH-57B/C	234	SEE QUESTIONS 3 AND 5

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE QUESTION 3 AND 5.

NOTE: NORMAL MAINTENANCE OF THESE AIRCRAFT CAN BE ACCOMPLISHED ON THE PARKING LINE.

Facilities (cont.)

. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

NOTE: ADDITIONAL HANGAR SPACE IS AVAILABLE AT NETPMSA (NOLF SAUFLEY) FOR TRAWING FIVE. USED DURING HURRICANES.

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34C	28	36	SEE NOTE "A" IN QUESTION 5
TH-57B/C	24	40	SEE NOTE "B" IN QUESTION 5

5. 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.

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTIONS 3 AND 5
TH-57B/C	234	SEE QUESTIONS 3 AND 5

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE QUESTION 3 AND 5.

NOTE: NORMAL MAINTENANCE OF THESE AIRCRAFT CAN BE ACCOMPLISHED ON THE PARKING LINE.

Sec FAX

Facilities (cont.)

. Aircraft Parking, Maintenance, and Supply (cont.)

8. Describe any maintenance backlogs that your installation 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).
NONE. CONTRACT MAINTENANCE

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTION 10
TH-57B/C	234	SEE QUESTION 10

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.
DETAILS FOR MAINTENANCE APPLY, AIRCRAFT ARE MAINTAINED BY CIVILIAN CONTRACTORS. ADEQUATE SUPPLY AND STORAGE FACILITIES EXIST TO MEET THESE AIRCRAFT NUMBERS.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.
NONE

NAS WH

Berthing Facilities - Current and FY 1997

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE BEDS	ADEQUATE SF	SUBSTANDARD BEDS	SUBSTANDARD SF	INADEQUATE BEDS	INADEQUATE SF	
721-11	2958	208	104	208	260	0	0	0	0	
721-12/3	2958	48	48	48	390	0	0	0	0	
	2958	82	72	82	390	0	0	0	0	Transient
724-11/2	2957	163	163	163	520	0	0	0	0	
	2957	42	28	42	390	0	0	0	0	Transient

Enlisted 338 rooms 100% adequate
Officer 205 rooms 100% adequate

Features and Capabilities

. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

NOTE: BOQ BLDG.2957 - Student and Permanent Party HEARD anET N-4433 11 May

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 724-11/724-12 CWO & ABOVE	120	120	~~120~~ 52 *
CBQ 724-11/724-12 CWO & ABOVE	85	71	~~85~~ 37 *

* LOW UTILIZATION IN ANTICIPATION OF RENOVATION (Average # of people housed Reflected) HEARD anET N-4433

NOTE: BEQ BLDG.2958 - Permanent Party HEARD anET N-4433

Facility Type, Bldg. # & Cat Code	Total No. of Beds *p2652Y	Total No. of Rooms	Total people housed
CBQ 721-11 E1-E4	208	104	~~208~~ 193 *
CBQ 721-12/721-13 E5-E9	56	56	~~56~~ 52 *
CBQ 721-12/721-13 E1-E9	82	72	~~82~~ 76 *

NOTE: RENOVATION CONTRACT TO BRING THE CBQ COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY 1996. THE NUMBERS IN THE TABLES ABOVE REFLECT TOTAL CAPACITIES UPON COMPLETION OF PHASED RENOVATION.

* Average # of people housed. HEARD anET N-4433 11 May

2. 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. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

NOTE: BOQ BLDG.2957

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 724-11/724-12 CWO & ABOVE	120	120	120
CBQ 724-11/724-12 CWO & ABOVE	85	71	85

NOTE: BEQ BLDG.2958

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 721-11 E1-E4	208	104	208
CBQ 721-12/721-13 E5-E9	56	56	56
CBQ 721-12/721-13 E1-E9	82	72	82

Features and Capabilities (cont.)

A. Housing and Messing (cont.)

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

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

NOTE: GENERAL MESS EXPECTED TO CLOSE AT END OF FY94 AND CONVERT TO A MWR DINING FACILITY (CCN 740-XX) R

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
N/A	0	0	0

R

NOTE: MEALS SERVED EXPECTED TO INCREASE UNDER MWR MANAGEMENT

Features and Capabilities (cont.)

. Housing and Messing (cont.)

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

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

NOTE: GENERAL MESS EXPECTED TO CLOSE IN FY95 AND CONVERT TO A MWR DINING FACILITY

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

NOTE: MEALS SERVED EXPECTED TO INCREASE UNDER MWR MANAGEMENT

Features and Capabilities (cont.)

. Housing and Messing (cont.)

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ NOTE 1,2,6	127	205	205	205	205	205	205
BEQ NOTE 2,6	200	346	346	346	346	346	346
On-Base Housing NOTE 3,6	100	100	100	100	100	100	100
Off-Base Housing NOTE 4,6	(N4)	(N4)	(N4)	(N4)	(N4)	(N4)	(N4)
Messing NOTE 5,6	(N5)	(N5)	(N5)	(N5)	(N5)	(N5)	(N5)

NOTE 1: CURRENT NAVY DIRECTIVES DO NOT REQUIRE OFFICER STUDENTS TO LIVE IN BOQ THEREFORE, BOQ SPACE IS NOT A DETERMINING FACTOR IN ADSL.

NOTE 2: RENOVATION CONTRACT TO BRING THE CBQ COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY 1996. THE NUMBERS IN THE TABLE ABOVE REFLECT APACITIES UPON COMPLETION OF PHASED RENOVATION.

NOTE 3: WHILE CERTAIN HOUSING UNITS (100 UNITS) ARE DESIGNATED "STUDENT HOUSING", ASSIGNMENT OF UNITS CAN BE MODIFIED TO INCREASE THAT NUMBER DEPENDENT UPON THE NUMBER OF PERMANENT STAFF OFFICERS DESIRING TO RESIDE IN MILITARY FAMILY HOUSING.

NOTE 4: ADEQUATE OFF-BASE HOUSING IN THE LOCAL COMMUNITY IS AVAILABLE, WITHIN A 45 MINUTE COMMUTE OR LESS, TO PROVIDE HOUSING FOR THE TOTAL STUDENT CAPACITY WHICH CURRENTLY EXISTS AT NAS WHITING FIELD.

NOTE 5: ADEQUATE MORALE WELFARE AND RECREATION/NAVY EXCHANGE FACILITIES (AS WELL AS OFF BASE FACILITIES) EXIST TO PROVIDE MESSING SERVICES TO ANY ANTICIPATED INCREASE IN REQUIREMENTS.

NOTE 6: HOUSING AND MESSING IS NOT A PROBLEM IN THIS AREA. IF REQUIRED, LOCAL CONSTRUCTION WOULD ACCOMODATE ANY INCREASES REQUIRED BY AN INFLUX OF PERSONNEL. THE FY 93 PRIMARY TRAINING RATE WAS 57% OF WHAT THE PRIMARY TRAINING RATE WAS IN FY 87. ADDITIONALLY THE ADVANCED ROTARY TRAINING RATE IN FY 93 WAS 43% OF THE ADVANCED ROTARY TRAINING RATE IN FY 85.

Provide the basis (including source data) of your calculations in enough detail so they can be produced.

SEE NOTES FOR QUESTION 5

7. List any additional constraints or limitations to the housing and messing facilities that impact the ining mission. NONE

Appendix 1

Appendix 1 a

Navy pilot training syllabi with service components trained.

Syllabus of Training	
Strike	USN
	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
	FMS

Navy NFO training syllabi with service components trained.

Adv Navigator (NAV)	USN
	FMS
	NOAA
Tact Navigator (TN/BN)	USN
	USMC
Radar Intercept Officer (RIO)	USN
	USMC
Over Water Jet Navigator (OJT)	USN
Airborne Tact Data Systems (ATDS)	USN


USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45[65]
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45[2]
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

Navy NFO syllabi of training with levels of training and types of aircraft used.

General	Primary	T-34/T-2
		JPATS
General	Intermediate	T-34/T-2
NAV	Advanced	T-43
TN/BN	Advanced	T-2
	Advanced	T-39
RIO	Advanced	T-2
	Advanced	T-39
OJN	Advanced	T-2
	Advanced	T-39
ATDS	Advanced	E-2C

Navy list of aircraft used in undergraduate pilot and NFO training.

T-2
TA-4J
T-34C
T-39
T-43
T-44
T-45
TH-57

If requirements for the T-45 are still being derived, give best estimate.

JPATS

Appendix 1 b

Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAFA
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF
	ANG
	AFRES
	NATO
BANKED REQ T-38	USAF
BANKED REQ T-1	USAF
FIXED WING QUAL TNG	USAF
	ANG
	AFRES
ROTARY WING QUAL	USAF
	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS

UPT T-38 ADVANCED TNG PGM	FMS
INTRO TO FTR	USAF
FUND (IFF)	ANG
AT-38	AFRES
	NATO
	FMS
INTRO TO BOMBER FUND (IBF)	USAF
(NO A/C, SIMS	AFRES
ONLY)	ANG
T-43	USAF
	FMS
PILOT INSTR	USAF
TNG (PIT) T-37	FMS
PILOT INSTR	USAF
TNG (PIT) T-38	FMS
PILOT INSTR TNG (PIT) T-1	USAF
T-1 PIT TRANSITION	USAF
PILOT INSTR TNG (PIT)	USAF
AT-38	NATO
ENJJPT PIT	USAF
T-37	NATO
ENJJPT PIT	USAF
T-38	NATO
JET	USAF
CURRENCY	ANG
COURSE T-38	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force navigator training syllabi with service components trained.

Syllabus of Training	
SUNT Core Sys Off Tng	USAF
	ANG
	FMS
SUNT Core Topoff Tng	USAF
	ANG
SUNT Core Nav Tng	USAF
	ANG
	AFRES
	FMS
SUNT Core EWO Tng	USAF
	ANG
	AFRES
	USMC
SUNT Core EWO + Topoff	USAF
	ANG
Interservice UNT	USN
	FMS
	NOAA
USMC UNT	USMC
EWO Tng CAF	USAF
Nav Instr Tng T-43	USAF
	USN
Intro to Ftr Fundamentals WSO AT-38	USAF
	ANG
	FMS
IFF Instr WSO Tng AT-38	USAF

Air Force pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
	Advanced Helo	UH-1
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38
Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transition	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Air Force navigator syllabi of training with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
SUNT SO Tng	Primary	T-43
	Advanced	T-38
SUNT Topoff Tng	Advanced	T-37
SUNT Nav Tng	Primary	T-43
	Advanced	T-43
SUNT EWO Tng	Primary	T-37/T-43
	Advanced	T-43
SUNT EWO Topoff	Advanced	T-37
Interservice UNT	Advanced	T-43
USMC UNT	Primary	T-43
EWO Tng CAF	Advanced	T-43
Nav Instr Tng	Graduate	T-43
IFF WSO	Graduate	AT-38
IFF WSO Instr Tng	Graduate	AT-38

Air Force list of aircraft used in undergraduate pilot and navigator training.

T-37
JPATS
T-38
T-1A
AT-38
T-43
UH-1

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
IERW	Primary	UH-1/TH-67
	Instruments	UH-1/TH-67
	Track	UH-1/OH-58
Graduate	AQC IPC MOI MTP	AH-64
	AQC IPC MOI MTP	CH-47D
	AQC SUP MOI MTP SUP (M)	OH-58D
	AQC IPC MOI MTP	AH-1
	AQC IPC MOI MTP	UH-60
	IPC MOI	OH-58A/C
	IPC NVG RWART RWIC RWQC RWIFEC MOI (CT) MOI (NVG)	UH-1
	FWMEQC FWIPC	U-21
	AQC FLT Refresher	C-12
Euro/NATO	Primary Instru ADINS ADCON C/S	UH-1
Spanish	RWQC TQO IERW NVG IPC	UH-1

Army pilot training syllabi with service components trained.

IERW	USA
	USAF
	USAF (RWQC)
	SPANISH
	EURO/NATO
	FMS
	OTHER
Graduate	USA
	SPANISH
	EURO/NATO
	FMS
	OTHER

ADDENDUM TO DATA CALL NINETEEN

1. How many simultaneous helicopter pattern operations can be conducted at Whiting Field and all OLF's (include OLF's currently used for T-34 aircraft)?

South Whiting

South Whiting is utilized as the base field for maintenance, arrival and departure point for all NOLF work, IFR and VFR airwork, and IFR and VFR cross country work. It is a day/night visual/instrument airfield with an operating control tower and radar facility. The number of aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

North Whiting

North Whiting could accommodate a limited number of rotary wing aircraft along with the fixed wing aircraft but its primary function is to handle fixed wing training. Again the number of rotary wing aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

NOLF Spencer

Maximum of 15 aircraft operating at NOLF
Left: 6 aircraft in pattern, 2 aircraft in low work
Right: 5 aircraft in pattern, 2 aircraft in low work
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Pace

Left: 4 aircraft in pattern
Right: 4 aircraft in pattern

NOLF Santa Rosa

Maximum of 11 aircraft at NOLF
Normal Pattern: 7 aircraft
Autorotations: 4 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

WC

NOLF Site 8

Maximum of 12 aircraft at NOLF
Left: 6 aircraft in pattern
Right: 6 aircraft in pattern
- (When tactical work is conducted, only 3 aircraft allowed in that pattern)
- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Harold

Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF.
Normal Pattern: 5 aircraft
Confined Landings: 2 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Other

It is estimated that the following Fixed Wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley	NOLF Saufley	NOLF Barin
NOLF Silverdale	NOLF Summerdale	NOLF Wolf
NOLF Evergreen	NOLF Choctaw (if assigned to TW-5)	

It is estimated that NOLF Brewton could accommodate eight (8) rotary wing aircraft due to the civil operations.

Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94

Please clarify the following questions:

1. (AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	(1) UTILIZATION RATE (SORTIES/MONTH)	(2) PAA FOR THE COMMAND	(2) TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)	34	139	150
T-34 (FY 01)	34	126	* 138
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)	Unknown	**	** 339
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			

Note: 1. Based on peacetime planning factors.
2. PAA, Total ACFT inventory and distribution is a moving target based upon PTR decisions and other factors at various echelon levels.

* Reflects updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) based upon current PTR projection for CTW-5 in FY2001.

** Current planned total JPATS buy for CNATRA - Initial delivery scheduled for NAS Whiting Field in FY2002. PAA for CNATRA = 304

Command: CNATRA

Data Call Number Nineteen Amendment One
(Addendum Pages - Clarification of Joint Military Value and Capacity Analysis)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

CNET
Title

14 OCT 1994
Date

CNET
Activity

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

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

W. A. EARNER
NAME

W. A. Earner
Signature

Title

10/21/94
Date

Encl (1)

RESPONSE FOR NATRACOM STATIONS TO:
BRAC 95: CLARIFICATION TO JOINT MILITARY VALUE AND CAPACITY ANALYSIS DATA CALLS, DTD 27 AUG 94

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

P R Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/738

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian
(2) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (3) and (4), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: **NAS Whiting Field**

Data Call Number Nineteen Revisions
(Pages 7, 22, 23, 34, 43, 46, 55, 66, 75, 85, 95,
106, 117, 129, 139, 160, 171, 178, 181, 198a, 204, and 207)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN — PEH
NAME — Signature

Acting — 10/3/94
Title — Date

CNET
Activity

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

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

P.W. DRENNON — [signature]
NAME — Signature

Acting — 12 OCT 1994
Title — Date

Encl (2)

28 SEP RECD

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 7,22,23,34,43,46,55,66,75,85,95,106,117,129,139, 160,171,178,181,204 & 207

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

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

27 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

Encl (3)

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE THREE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

23 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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."

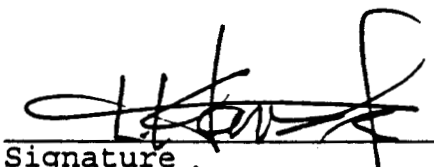
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

L. K. Tande
NAME


Signature

Commanding Officer
Title

9/23/94
Date

NAS Whiting Field
Activity

227

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/742

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186c and 187a)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/3/94
Date

CNET
Activity

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

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

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

Encl (1)

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGES 186C & 187A

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

R R Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

Command: NAS Whiting Field

Data Call Number Nineteen

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND — NAME
Signature

Acting — Title
13 MAY 94 — Date

CNET — Activity

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

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

J. B. Greene, Jr. — NAME
Signature

Acting — Title
27 May 1994 — Date

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN
(CAPACITY)

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

L. K. Tande
NAME


Signature

Commanding Officer
Title

5/5/94
Date

NAS Whiting Field
Activity

Enclosure (4)

Command: **NAS Whiting Field**

Data Call Number Nineteen (Revision)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

5/19/94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME

Signature

Acting
Title

27 MAY
Date

Encl (4)

229

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/586
23 AUG 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186a-186k, 187a-187c, 188a-188f, 189a,
189b, 190a, 190b, 191a-191g, 193a, 195a-195l)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

23 AUG 1994
Date

CNET
Activity

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

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

W. A. EARNER
NAME

WAEarner
Signature

Title

8/27/94
Date

BRAC-95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 175a-175k, 176a-176c, 177a-177f, 178a, 178b, 179a, 179b, 180a-180g, 182a, 184a-1841

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WBHayden
Signature

Chief of Naval Air Training
Title

9 Aug 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER NINETEEN CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

L. K. Tande
NAME

Signature

Commanding Officer
Title

7/12/94
Date

NAS Whiting Field
Activity

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

12 Jul 94
Date

Training Air Wing FIVE
Activity

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/742
03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186c and 187a)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PETT
NAME	Signature
Acting	10/3/94
Title	Date

CNET
Activity

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

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

NAME	Signature
Title	Date

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGES 186C & 187A

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

NEXT ECHELON LEVEL (If applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

P R Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEPT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

04 OCT RECD

11000
Ser 00R/738

03 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian
(2) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (3) and (4), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: **NAS Whiting Field**

Data Call Number Nineteen Revisions
(Pages 7, 22, 23, 34, 43, 46, 55, 66, 75, 85, 95,
106, 117, 129, 139, 160, 171, 178, 181, 198a, 204, and 207)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN — NAME

PEH — Signature

Acting — Title

10/3/94 — Date

CNET — Activity

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

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

NAME

Signature

Title

Date

28 SEP RECD

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 7,22,23,34,43,46,55,66,75,85,95,106,117,129,139, 160,171,178,181,204 & 207

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

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

27 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE THREE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

23 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

L. K. Tande
NAME

Signature

Commanding Officer
Title

9/23/94
Date

NAS Whiting Field
Activity

227

Command: **NAS Whiting Field**

Data Call Number Nineteen Revisions
(Pages i, ii, iii, 17, 17a, 17b, 191h-191j, 198, and 198a)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT — NAME
T W Wright — Signature

CNET — Title
9-23-94 — Date

CNET — Activity

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

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

W. A. EARNER — NAME
W A Earner — Signature

Title
10/5/94 — Date

WC

Encl (

BRAC-95 DATA CALL 19
NAS WHITING FLD UIC 60508
REV 9/1/94 PGS i,ii,iii,17,17a,17b,191h,191i,191j,198,198a

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

NEXT ECHELON LEVEL (If applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

12SEP94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE TWO
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R.O. Abshier
Signature

Commander
Title

1 SEP 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE TWO
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

L. K. Tande
NAME

Signature

Commanding Officer
Title

9/1/94
Date

NAS Whiting Field
Activity

CHANGE TWO REPLACEMENT PAGES FOR DATA CALL NINETEEN (CAPACITY)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call NINETEEN(19):

a. Remove pages i, ii, and iii dated 11 Jul 94, insert pages iR, iiR, and iiiR dated 1 Sep 94.

b. Remove page 17, insert page 17R dated 1 Sep 94.

c. Insert pages 17a and 17b dated 1 Sep 94.

d. Insert pages 191h, 191i, and 191j dated 1 Sep 94.

e. Remove page 198, insert page 198R dated 1 Sep 94.

f. Insert page 198a, dated 1 Sep 94.

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

229

11000
Ser 00R/796
21 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Whiting Field**

Data Call Number Nineteen Revisions
(Pages 29a and 31a)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

CNET
Title

20 Oct 94
Date

CNET
Activity

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

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

W. A. EARNER

NAME

W. A. Earner
Signature

Title

10/27/94
Date

Encl (1)

BRAC-95 DATA CALL 19
NAS WHITING FLD UIC 60508
STATION REV 12 OCT 94 PGS 29a, 31a

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

W B Hayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

14 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE FOUR INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

12OCT94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE FOUR
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, 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."

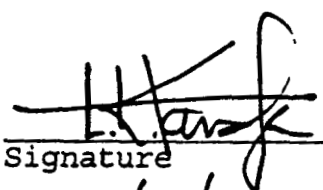
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications 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 Chair 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.

ACTIVITY COMMANDER

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

L. K. Tande
NAME


Signature

Commanding Officer
Title

10/12/94
Date

NAS Whiting Field
Activity

CLOSE HOLD

NAS WHITING FIELD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

4 May 94

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

* Maps located in original folder

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

CLOSE HOLD

WC

Table of Contents

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Mission Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
MARINE AVIATION SUPPORT GROUP	**ATC/COMMUNICATIONS (NASWF)**
MARINE RESERVE FORCES	**NIGHT MANEUVERS (NOLF'S)**

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function
ALABAMA AIR GUARD	**ATC COMMUNICATIONS EXERCISES (NASWF, NOLF'S)**
ALABAMA NATIONAL GUARD	**COMMUNICATIONS EXERCISES (NOLF'S)**
FLORIDA NATIONAL GUARD	**COMMUNICATIONS EXERCISES (NOLF'S)**
SEABEES	**CONSTRUCTION TRAINING (NASWF)**

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
NONE			

Mission Requirements (cont.)

D. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

NO OPERATIONAL SQUADRONS BASED AT THIS COMMAND.

Squadron Name	Aircraft Type(s)	Mission
N/A	N/A	N/A

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission
U.S. CUSTOMS	H-57	PRIMARY: INTERDICT AERIAL SMUGGLING OF CONTRABAND INTO THE UNITED STATES. SECONDARY: SUPPORT LOCAL, STATE, AND FEDERAL LAW ENFORCEMENT.
	CESSNA 210	
	PIPER PA31	
	CE 550	
	BE 200	

Mission Requirements (cont.)

2. Operational Squadron Support (cont.)

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

NO NON-TRAINING AIRCRAFT ASSIGNED TO THIS COMMAND.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1992	"	"	"	"	"	"	"	"
1993	"	"	"	"	"	"	"	"
1994[2]	"	"	"	"	"	"	"	"

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

NO DEPLOYABLE UNITS ASSIGNED TO THIS COMMAND.

Type of Unit	Number of Units	Mission	Equipment Items
N/A	N/A	N/A	N/A

[1] Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

[2] Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)

E. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role	
PENSACOLA NORTH MOA	SCHEDULED/UTILIZED	
ALERT AREA 292	SCHEDULED/UTILIZED	
HELICOPTER LANDING TRAINER (HLT)	SCHEDULED/UTILIZED	
NOLF BARIN	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF BREWTON	SCHEDULED/MANNED	NOTE 1,4
NOLF EVERGREEN	SCHEDULED/MANNED	NOTE 1,4
NOLF HOLLEY	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF SAUFLEY	SCHEDULED/MANNED	NOTE 1,3
NOLF SILVERHILL	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF SUMMERDALE	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF WOLF	CONTROLLED/MANNED/MAINTAINED	NOTE 1,2
NOLF HAROLD	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF PACE	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF SANTA ROSA	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF SITE 8	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5
NOLF SPENCER	CONTROLLED/MANNED/MAINTAINED	NOTE 2,5

* NOTE:

1. MANNED: indicates crash crews, wheels watch and runway duty officers at fixed-wing NOLF's.
2. MAINTAINED: indicates direct support provided for operational maintenance (i.e.; runway overlays, drainage control, operation and maintenance of crash crew facilities).
3. MAINTAINED: by NETPMSA Saufley, NASWF utilizes the runways under a host/tenant agreement.
4. MAINTAINED: by respective cities with NASWF as a lessee.
5. MANNED: indicates crash crews only at helicopter NOLF's.

Mission Requirements (cont.)

e. Managed Training Areas

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

Asset	Installation	Reason for Consideration
AIRSPACE	**NAS PENSACOLA**	**PROXIMITY**
NOLF'S	**NAS PENSACOLA**	**PROXIMITY**

Mission Requirements (cont.)

J. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

YES, ONLY THE U.S. CUSTOMS

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
H-57	**1**	~~UNK~~ *
CESSNA 210	**1**	~~UNK~~ *
PIPER PA31	**1**	~~UNK~~ *
CE 550	**1**	UNK **
BE 200	**1**	UNK **

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function
NONE	

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

YES.

A. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.
B. UNDER SCATANA, A PLAN EXISTS TO DEACTIVATE NAVIGATIONAL AIDS.

* APPROXIMATELY 500 SORTIES FLOWN BY THESE THREE AIRCRAFT IN FY 93. (ADDITIONAL SORTIES, NUMBERS NOT RELEASABLE, WERE FLOWN BY ENFORCEMENT MISSION AIRCRAFT.)

** AIRCRAFT NOT AT WHITING FIELD IN FY 93.

CNET N-4432E 11MAY94

Mission Requirements (cont.)

D. General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.
YES, CONSTRUCTION AND PLANNING INITIATED TO LINK NASWF ASR-8 RADAR TO PENSACOLA TRACON AND IN RETURN NASWF WILL RECEIVE PROCESSED VIDEO IN THE NORTH TOWER, SOUTH TOWER, AND RADAR.

4. Describe the role this installation plays in any logistics support and mobilization plan.
NONE

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).
NONE

6. Are any new military missions planned for this installation?
FIRST NAVY JOINT PRIMARY TRAINING SQUADRON (VT-3) NOW HAS 10 AIR FORCE INSTRUCTOR PILOTS AND AN AIR FORCE PXO ONBOARD). AIR FORCE STUDENTS SCHEDULED TO ARRIVE THIS FISCAL YEAR. ADDITIONALLY, VT-3 WILL BE THE FIRST NATRACOM JOINT SQUADRON TO RECEIVE AND TRAIN IN THE JPATS AIRCRAFT.

Mission Requirements (cont.)

Other Support

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

NASWF SERVES AS THE SECONDARY COMMAND POST FOR THE CHIEF OF NAVAL EDUCATION AND TRAINING (CNET) IN THE EVENT OF A DISASTER IN PENSACOLA THAT REQUIRES EVACUATION (E.G. HURRICANE). NAS PENSACOLA HOUSING RESIDENTS AND THE FEDERAL PRISONERS AT NETPMSA SAUFLEY WOULD ALSO BE TEMPORARILY HOUSED AT NASWF. NASWF HAS ENTERED INTO WRITTEN MUTUAL AID FIRE FIGHTING AGREEMENTS WITH SEVERAL ORGANIZATIONS WITHIN SANTA ROSA COUNTY, FLORIDA AND ONE WRITTEN AGREEMENT WITH THE CITY OF BREWTON, ALABAMA. ADDITIONALLY, A WRITTEN FIRE FIGHTING AGREEMENT IS IN EFFECT WITH THE STATE OF FLORIDA. A MUTUAL UNDERSTANDING (NON-WRITTEN) IS FORMED WITH THE SANTA ROSA COUNTY, FLORIDA, FIRE FIGHTER'S ASSOCIATION THAT NASWF WILL RESPOND ON REQUEST TO EMERGENCY INCIDENTS. IN ADDITION, NASWF SERVES THE 2ND ARMY FOR NORAD SOUTHEASTERN SECTOR AS A SPOTTER FOR CHEMICAL-BIOLOGICAL-RADIOLOGICAL DEFENSE.

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

YES, THE FOLLOWING AGENCIES ARE SUPPORTED BY NAVTRAMETOCDET NAS WHITING FIELD

1. TRAINING AIRWING FIVE
   -ALL METEOROLOGICAL SERVICES
2. BEECH AEROSPACE SERVICES (BASI)
   - WARNINGS AND FORECASTS
3. U.S. CUSTOMS
   - AVIATION FORECASTING
4. FLORIDA DIVISION OF FORESTRY
   - WEATHER FORECASTS IN SUPPORT OF CONTROLLED FIRE BURNS.
5. UNITED NUCLEAR CORP. (UNC)
   - WARNINGS AND FORECASTS

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.
UNKNOWN

Mission Requirements (cont.)

Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: NAS WHITING FIELD

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	%of All Sorties Canceled Due to Weather T-34	H-57	R
Jan.	79	21	10	39.0	32.4	R
Feb.	81	19	8	21.6	6.1	R
Mar.	83	17	7	24.4	16.6	R
Apr.	88	12	4	13.1	4.7	R
May	94	6	2	15.3	5.1	R
June	95	5	1	16.7	8.3	R
July	96	4	1	19.0	16.2	R
Aug.	95	5	1	13.9	8.2	R
Sept.	93	7	2	22.6	11.2	R
Oct.	92	8	3	11.5	9.0	R
Nov.	88	12	5	14.0	6.9	R
Dec.	81	19	8	21.4	14.2	R

WRM NAS WF

T-34 = 19.38

Helo = 11.58

*** NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.**

*** NOTE: SORTIES CANCELLED BASED ON 1993. NOTE: ATYPICAL WEATHER YEAR** R

*** NOTE: VALUES INCLUDE NIGHT AND OVERHEAD FLIGHTS. ACTIVITY DOES NOT MAINTAIN RECORD OF SEPARATE SORTIE LOSSES FOR DAY LIGHT HOURS. ALL SORTIES ARE RESCHEDULED.** R

[1]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Mission Requirements (cont.)

F. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: NAS WHITING FIELD

Month	% of Hours[3] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	Annual Number of Daylight Flying Hours Rescheduled/Canceled Due to Weather	
				T-34	H-57
Jan.	79	21	10	374	150
Feb.	81	19	8	252	106
Mar.	83	17	7	466	266
Apr.	88	12	4	430	144
May	94	6	2	288	120
June	95	5	1	388	242
July	96	4	1	392	346
Aug.	95	5	1	412	248
Sept.	93	7	2	328	172
Oct.	92	8	3	230	100
Nov.	88	12	5	326	154
Dec.	81	19	8	286	66

*** NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.**
*** NOTE: SORTIES CANCELLED BASED ON 1993.**
*** NOTE: ALL SORTIES TO INCLUDE NIGHT AND OVERHEAD, (2.0 HOURS USED FOR SCHEDULED SORTIE LENGTH). ALL SORTIES ARE RESCHEDULED.**

[3]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Mission Requirements (cont.)

F. Weather

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

78 % EFFECTIVE WEATHER FOR T-34 TRAINING, 22 % OF SORTIES LOST DUE TO WEATHER.

90 % EFFECTIVE WEATHER FOR TH-57 TRAINING, 10 % OF SORTIES LOST DUE TO WEATHER.

NOTE: ALL SORTIES ARE MADE UP.

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

TRAINING SORTIES ARE NOT SCHEDULED BY WORKING AREAS. ALTERNATE TRAINING AREAS ARE NOT REQUIRED AS THE AREAS CURRENTLY USED ARE OF SUFFICIENT DISTANCE FROM EACH OTHER TO COMPENSATE FOR ALL BUT THE MOST WIDESPREAD WEATHER SYSTEMS. THERE ARE PROVISIONS FOR AIRCRAFT AND MAINTENANCE TO RELOCATE TEMPORARILY (DETACHMENT OPERATIONS) IN LOCAL DIRECTIVES AND CIVILIAN MAINTENANCE CONTRACTS, HOWEVER, THERE HAS BEEN NO NEED TO EXERCISE THIS OPTION FOR OVER FIVE YEARS.

Facilities

[redacted]. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.
NO

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?
NO

a. If scheduling problems are encountered, list all reasons.
N/A

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)
NO

a. If yes, state all reasons.
N/A

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)
NO

a. If yes, list all changes.
N/A

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.
ALERT AREA 292 (SEE ATTACHMENT ONE)
PENSACOLA NORTH MOA (SEE ATTACHMENT TWO)

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.
SOME TRAINING IS CONDUCTED IN THE PENSACOLA SOUTH MOA AND IN GENERAL AIRSPACE.

[redacted]

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

Airspace Name: A292

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)
NO

- What is the status of each environmental analysis and supplement?
N/A

- Were there any problems associated with the analysis?
N/A

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.
N/A

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
NO

[redacted]

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

N/A

- Do any of these NSAs affect or threaten the quality of training or mission?
NO

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)
NONE THAT DEGRADE THE TRAINING MISSION.

P/B P. Brannan NO, CNET-N-4438, 10 May 94

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

THERE ARE NUMEROUS AIRPORTS AND TALL STRUCTURES IN THE TRAINING AREA. ALL TRAINING CAN BE ACCOMPLISHED WITHOUT DEGRADATION. A WORKING AGREEMENT HAS BEEN ARRANGED WITH LOCAL ALABAMA PARACHUTE OPERATIONS THAT ALLOWS NOTIFICATION ON A REAL TIME BASIS OF JUMP OPERATIONS.

[redacted]

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

NO

- Explain proposal and give status (to include community reactions)
  NO PROPOSALS

- What was the primary rationale supporting expansion?
  NO PROPOSALS

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

NONE

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?
  1990 - 4,545
  1991 - 4,605
  1992 - 5,602
  1993 - 5,583
  TOTAL-20,335

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?
  1990 - 4,483
  1991 - 4,425
  1992 - 4,470
  1993 - 4,358.5
  TOTAL-17,736.5

- State reasons for difference between scheduled and actually used.
  MOST OF THE HOURS LOST ARE MAINLY DUE TO WEATHER.

g. Is it possible to increase utilization of the airspace? (Yes or No)

YES

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

(7)

h. Can it be expanded in volume and/or hours of use? (Yes or No)
YES, EXPANSION OF AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED.

* (1) i. Describe the volume or area of the airspace.
APPROXIMATELY 75NM X 60NM = 4,500 SQ MILES (1)
APPROXIMATELY 75NM X 60NM X 2.878NM = 12,951 CUBIC NM

j. What percentage of the airspace is usable?
APPROXIMATELY 95%

* Response inconsistent with Data Call 3.

(1) 5200 sq miles

Facilities (cont.)

k. Air Space and Flight Training Areas (cont.)

h. Can it be expanded in volume and/or hours of use? (Yes or No)
YES, EXPANSION OF AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED.

i. Describe the volume or area of the airspace.
APPROXIMATELY 75NM X 60NM = 4,500 SQ MILES
APPROXIMATELY 75NM X 60NM X 2.878NM = 12,951 CUBIC NM

j. What percentage of the airspace is usable?
APPROXIMATELY 95%

Sol
FAC

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

Airspace Name: PENSACOLA NORTH MOA

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

NO

- What is the status of each environmental analysis and supplement?
  N/A

- Were there any problems associated with the analysis?
  N/A

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.
  N/A

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
NO

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
  NONE

- Do any of these NSAs affect or threaten the quality of training or mission?
  N/A

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)
NO

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)
  N/A

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)
NO

- Explain proposal and give status (to include community reactions)
N/A

- What was the primary rationale supporting expansion?
N/A

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)
NONE

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?
1990 - 4,252.5
1991 - 4,267
1992 - 4,445
1993 - 5,478
TOTAL-18,442.5

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?
EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY JACKSONVILLE CENTER ON A REAL TIME BASIS.

- State reasons for difference between scheduled and actually used.
MOST OF THE HOURS LOST ARE MAINLY DUE TO WEATHER.

g. Is it possible to increase utilization of the airspace? (Yes or No)
YES

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

h. Can it be expanded in volume and/or hours of use? (Yes or No)
YES, USE OF ADDITIONAL AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED

i. Describe the volume or area of the airspace.
APPROXIMATELY 60NM X 30NM = 1,800 SQ MILES
APPROXIMATELY 60NM X 30NM X 1.315NM = 2,367 CUBIC NM

j. What percentage of the airspace is usable?
100% OF THE AIRSPACE IS USABLE *

. * THEORETICALLY, THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.

2

CLAYTON

[redacted]

[redacted]

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

8. Potential For Growth in Training Airspace (Area)

   a. Is expansion possible? (Yes or No)
   YES

   - If yes, give an estimate of the percentage of increase and rationale for your estimate
   ~~N/A~~

SEE PAGE 18-A
PB CNET X-443E
12 MAY 94

   b. Will current access remain the same (status quo)? (Yes or No)
   YES

   c. Are reductions expected? (Yes or No)
   NO

   - If yes, give an estimate of the percentage of decrease and rationale for your estimate
   NONE EXPECTED

   d. Do current special use airspace and training areas meet all training requirements? (Yes or No)
   YES

   - Can some of your training requirements only be met by deployed, off-station training? (Yes or No)
   NO

   - If not, what degradation is experienced? Explain/identify
   NONE

9. Commercial Aviation Impact

   a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.
   NO

Facilities (cont.)

A. Ai
rspace and Flight Training Areas (cont.)

8. a.

Based on the NAS Whiting Field's BRAC briefing materials submission of January 1993 and the Naval Aviation Training System (NATS) Plan compiled by the Southern Division, Naval Facilities Engineering Command in May 1987, NAS Whiting Field has a T-34C PTR capacity of 1500. The NATS considered capacity levels for homefield departure/arrival, entry channels, and OLF's. A 1500 PTR could be accomplished considering peak hour demand, without exceeding the above listed levels. Additionally, the BRAC briefing considered parking spaces which equated to a 1513 PTR.

The NATS determined the limiting factor for rotary training was the capacity at the familiarization outlying fields. This equated to a PTR of 944. Additionally, based on the parking space capacity analysis performed by NAS Whiting Field and Training Air Wing FIVE on 24 July 1992, and updated in January of 1993, the TH-57 PTR capacity is 933.

The parking space capacity was derived by using the primary and rotary PTR as established in July 1992 with the following formula:
(T-34C = PTR of 862 / 176 spaces used x 309 spaces available)
(TH-57 = PTR of 544 / 128 spaces used x 228 spaces available)

TW-5 Aircraft inventory along with Instructor Pilot manning would have to increase to meet the potential PTR capabilities.

The above capacities are base on training Monday through Friday for an average of 17.15 hours daily for 237 fly days annually. Additional capacity can be accommodated by the following:

1. Increasing daily operating hours
2. Shifting more flights to after sunset
3. Training on Saturday and Sunday

Historically, NAS Whiting Field has completed higher PTR numbers than those listed above.

- The primary PTR completed in FY 87 was 1368. This is 91.2% of the 1500 PTR shown in Paragraph one.
- The advanced rotary PTR completed in FY 85 was 1142. This is 122.4% of the 933 PTR shown in paragraph two.

Airspace can be expanded above existing training airspace. There is adjacent airspace that could be used for training.

TAB CNET N-443E 12MAY94

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 mile radius of the installation.

ANDALUSIA OPP
ATMORE MUNI
BAPTIST HOSPITAL
BAKER AIRSTRIP
BAY MINETTE MUNI
BELFOREST
BERRY
BLACKWATER AIRFIELD
BOB SIKES AIRPORT (CRESTVIEW)
BOOKER
BONNER FIELD
BREWTON MUNI
BUCHANAN HELIPORT
BUNGE FARM
COASTAL AIRPORT
COLLIER PINE BARREN
DE FUNIAK SPRINGS
DESTIN
DOTSON FARMS AIRPORT
DOUG ODOM AIRSTRIP
DREWRY ROAD
JACK EDWARDS
ELLIS
ELSANOR
FAIRHOPE MUNI
FERGUSON
FLORALA
FLY IN RANCH
FOLEY MUNI
FORT WALTON BEACH
GARCON FIELD AIRPORT
GOLDEN HARVEST
GULF BREEZE HOSPITAL HELIPORT
HORAK
HUMANA HOSPITAL HELIPORT
J-22 RANCH AIRPORT
JAY AIRPORT
JAY FLYING SERVICE
JEDDO FLYING SERVICE
JORDAN
KLUMPP
LARUE FIELD
LIPSCOMB AERIAL SERVICE
LONESOME PINES AIRPORT
MCCUTCHAN AIRSTRIP
MCKINNON AIRPARK
MIDDLETON FIELD (EVERGREEN)
MIKE'S AG AIR
MONROE COUNTY
DOUG ODOM
ODOM'S FLYING SERVICE #2
OLD RIVER SEAPLANE
OWLS HEAD FARM
PARKER FLYING SERVICES
PECAN PONDS FARM
PENSACOLA REGIONAL
PETER PRINCE FIELD
PIERCE FIELD
PLEASANT VIEW FARM
PORTER STOLPORT
RESORT
RUCKEL
SACRED HEART HOSPITAL HELIPORT
SANTA ROSA MED CTR HELIPORT
SHIELDS
SKY RANCH AIRPORT
STREIT'S STRIP
STURDY OAK FARM
SWANEY AIRPORT
THOMAS FARMS
TURNER
WALLACE FIELD
WELLS FLYING SERVICE
WEST FLORIDA HOSPITAL HELIPORT
YELLOW RIVER VALLEY

Facilities (cont.)

H. Air Space and Flight Training Areas (cont.)

c. Do civilian/commercial operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.
NO

- Describe the impact.
VOLUNTARY AGREEMENTS RESTRICT TOUCH AND GO OPERATIONS AT PENSACOLA REGIONAL AIRPORT AFTER 2100L.

Facilities (cont.)

11. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: A292

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 75NM X 60NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE TO 17,500FT

c. Distance from main airfield
0 MILES

d. Time en route from main airfield
0 MINUTES

e. Controlling agency
NONE

f. Scheduling agency
COMTRAWING SIX, NAS PENSACOLA, DELEGATED TO COMTRAWING FIVE

g. Are canned/stereo airways needed to access air space?
NO, STANDARD DEPARTURE/INBOUND ROUTES ARE USED

- If so, how many?
NUMEROUS

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
IFR AND VFR

h. Is the airspace under radar coverage?
MOST OF THE AREA IS CURRENTLY COVERED BY RADAR FACILITIES. RADAR SERVICE WILL BE ENHANCED WITH COMPLETION OF LINKING OF NAS WHITING ASR-8 TO PENSACOLA TRACON.

- If so who provides the coverage?
PENSACOLA APPROACH

Facilities (cont.)

k. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
PENSACOLA APPROACH AND MOBILE APPROACH CONTROL

j. Number of low level airways (below 18,000 ft) that bisect airspace
ONE (V198/241)

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

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
1990 - 133,949
1991 - 113,304
1992 - 109,734
1993 - 102,731
TOTAL- 459,718 SORTIES BY TRAINING AIR WING FIVE

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
1990 - 5,583
1991 - 5,583
1992 - 5,602
1993 - 5,583
TOTAL-22,351 HOURS UTILIZED BY TRAINING AIR WING FIVE

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
  1990 - 4,545
  1991 - 4,605
  1992 - 5,602
  1993 - 5,583
  TOTAL-20,335 HOURS BY TRAINING WING FIVE/VT-10 (TW-6) FOR NFO TRAINING

- By other services (including reserves and national guard)
  UNKNOWN

o. Total number of hours used

- By your service
  1990 - 4,483
  1991 - 4,425
  1992 - 4,470
  1993 - 4,358.5
  TOTAL-17736.5

- By other services (including reserves and national guard)
  UNKNOWN

p. Types of training permitted

(a)Fixed wing aircraft(T-34C)	Altitude (MSL)
Familiarization	Surface - 10,000
Formation	Surface - 10,000
Precision Aerobatics	Surface - 10,000
Basic Instruments	Surface - 9,500
Radio Instruments	Surface - 9,500
Day Navigation	Surface - 9,500
Night Navigation	Surface - 9,500
Night Familiarization	Surface - 9,500
Indoctrination Flights	Surface - 10,000
Maintenance Flights	Surface - 10,000
Airway Navigation	Surface - 9,500
Standardization and Pilot Proficiency	Surface - 10,000
Out-of-control Flight	Surface - 10,000

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

(b)Helicopter (TH-57B/C)	Altitude (MSL)
Familiarization	Surface - 1,500
Day/Night Navigation	Surface - 1,500
Tactical Navigation	Surface - 1,000
Standardization and Pilot Proficiency	Surface - 1,000
Indoctrination Flights	Surface - 1,500
Formation	Surface - 3,000
Radio Instruments	Surface - 5,000
Basic Instruments	Surface - 5,000
Helicopter Tactics	200 - 900
Maintenance Flights	Surface - 3,000
Carrier Qualification	Surface - 900

[redacted]

[redacted]

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: PENSACOLA NORTH MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 60NM X 30NM X 10,000FT-FL180

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

[redacted] f. Scheduling agency
COMTRAWING FIVE

g. Are canned/stereo airways needed to access air space?
YES

- If so, how many?
TWO

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
IFR-NSE1
VFR-NSE2

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

[redacted]

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
1990 - 6,211
1991 - 4,377
1992 - 4,684
1993 - 4,555
TOTAL-19,827 SORTIES BY TRAINING AIR WING FIVE

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
1990 - 5,616
1991 - 5,616
1992 - 5,634
1993 - 5,616
TOTAL-22,482

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
1990 - 4252.5
1991 - 4,267
1992 - 4,445
1993 - 5,478
TOTAL-18442.5

- By other services (including reserves and national guard)
UNKNOWN

Facilities (cont.)

7. Air Space and Flight Training Areas (cont.)

o. Total number of hours used

- By your service
  EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY JACKSONVILLE CENTER ON A REAL TIME BASIS.

- By other services (including reserves and national guard)
  UNKNOWN

p. Types of training permitted
PROGRESSIVE SPINS
MAINTENANCE FLIGHTS
BASIC INSTRUMENTS
STANDARDIZATION FLIGHTS

Facilities (cont.)

11. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: PENSACOLA SOUTH MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 50NM X 25NM 10,000FT-FL180

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
COMTRAWING SIX

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

- If so, how many?
NONE

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
N/A

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
PENSACOLA APPROACH

Facilities (cont.)

k. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
PENSACOLA APPROACH

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
1990 - 662
1991 - 541
1992 - 49
1993 - 105
TOTAL-1,357 SORTIES BY TRAINING AIR WING FIVE

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

o. Total number of hours used

- By your service
  UNKNOWN

- By other services (including reserves and national guard)
  UNKNOWN

p. Types of training permitted
PROGRESSIVE SPINS
MAINTENANCE FLIGHTS

Facilities (cont.)

K. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2919A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15NM X 5NM X UNLTD

c. Distance from main airfield
15 MILES

d. Time en route from main airfield
8 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

[redacted]

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

[redacted]

Facilities (cont.)

2. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2919B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15NM X 5NM X 8,500FT-UNLTD

c. Distance from main airfield
40 MILES

d. Time en route from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2914A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 20NM X 20NM X UNLTD

c. Distance from main airfield
40 MILES

d. Time en route from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R2914B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 10NM X 8NM X 8,500FT-UNLTD

c. Distance from main airfield
55 MILES

d. Time en route from main airfield
33 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
UNKNOWN

- If so, what types (i.e., IFR, VFR, or altitude reservation)?
UNKNOWN

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

Facilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

[redacted]

m. Total number of available hours in FY 1990 through 1993
CONTINUOUS

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

[redacted]

Airspace Designator: IR-015

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) (VELEZ)
INSTRUMENT FLIGHT ROUTE (MTR)

2
CNATRA N3
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 7,000

c. Distance from main airfield
41 MILES

d. Time enroute from main airfield
~20 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
OSS/OSTA MOODY AFB, GA

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL
JACKSONVILLE CENTER
TALLAHASSEE APPROACH CONTROL
FACS FAC JACKSONVILLE

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
TYNDALL APPROACH CONTROL
TALLAHASSEE APPROACH CONTROL
FACS FAC JACKSONVILLE
JACKSONVILLE CENTER
MACON FSS

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Airspace Designator: **IR-017**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 3,000

2
CANCELLED NJ
7-18-94

c. Distance from main airfield
41 MILES

d. Time enroute from main airfield
~20 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FG (ANG), DANNELLY FIELD, MONTGOMERY, AL

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
COLUMBUS APPROACH CONTROL
CAIRNS APPROACH CONTROL
TYNDALL APPROACH CONTROL
JACKSONVILLE CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
COLUMBUS APPROACH CONTROL
CAIRNS APPROACH CONTROL
TYNDALL APPROACH CONTROL
JACKSONVILLE CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-019**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 4,000 - 7,000

2
CNATRA NJ
7-18-94

c. Distance from main airfield
88 MILES

d. Time enroute from main airfield
~44 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC JACKSONVILLE

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

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Airspace Designator: IR-021

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (IFR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

2
CNATRA N3
7-18-94

c. Distance from main airfield
28 MILES

d. Time enroute from main airfield
7 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

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

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
32
- By your service
28
- By other services (including reserves and national guard)
4

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
16
- By your service
14
- By other services (including reserves and national guard)
2

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
16
- By Navy
14
- By other services (including reserves and national guard)
2

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: **IR-030**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 6,000

2
CNATRA N3
7-18-94

c. Distance from main airfield
32 MILES

d. Time enroute from main airfield
16 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
NAWC, PATUXENT RIVER, MD

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

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Airspace Designator: **IR-031**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (AIR)

2
CNATRA ltr
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 500 AGL - 6,000

c. Distance from main airfield
27 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
NAWC, PATUXENT RIVER, MD

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

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
JACKSONVILLE CENTER
ATLANTA CENTER
HOUSTON CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Total number of hours used

- By Navy
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Airspace Designator: IR-037

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (mtr)

b. Dimensions (nmi. x nmi. x ft)
N/A variable

c. Distance from main airfield
67 MILES

d. Time enroute from main airfield
17 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

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

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
183
- By your service
175
- By other services (including reserves and national guard)
8

m. Total number of available hours in FY 1990 through 1993
~~UNKNOWN~~ 5840 for FY93

2
CNATRA N3
7-18-94

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
92
- By your service
88
- By other services (including reserves and national guard)
4

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
92 ~~16~~
- By Navy
88 ~~12~~
- By other services (including reserves and national guard)
4

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: IR-038

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
53 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
HOUSTON CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
3

- By your service
3
- By other services (including reserves and national guard)
0

m. Total number of available hours in FY 1990 through 1993
~~**UNKNOWN**~~ FY93 = 4380

2
CNATRA N3
7-18-94

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
3
- By your service
3
- By other services (including reserves and national guard)
0

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
3 ~~**16**~~
- By Navy
3
- By other services (including reserves and national guard)
0

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: IR-040

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
53 MILES

d. Time enroute from main airfield
13 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
FACSFAC PENSACOLA

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

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
MEMPHIS CENTER
HOUSTON CENTER

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. Total number of sorties/movements flown in FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
167
- By your service
161
- By other services (including reserves and national guard)
6

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
83
- By your service
80
- By other services (including reserves and national guard)
3

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
83 ~~16~~
- By Navy
80
- By other services (including reserves and national guard)
3

2
CNADRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION