Airspace Designator: IR-057

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 250 AGL - 3,000

c. Distance from main airfield
12 MILES

d. Time enroute from main airfield
6 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
SOSS/OGSC, HURLBURT FIELD, FL

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

- If so, how many?
- If so, what types (i.e., 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
CRESTVIEW 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-059

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
INSTRUMENT FLIGHT ROUTE (MTR)

2
CNATRA 23
7-18-94

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 250 AGL - 3,000

c. Distance from main airfield
12 MILES

d. Time enroute from main airfield
6 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
SOSS/OGSC, HURLBURT FIELD, FL

g. Are canned/stereo airways needed to access air space?
NO
- If so, how many?
- If so, what types (i.e., 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

- 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

ilities (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: EGLIN MOA A EAST/WEST, B, C, D

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 42NM X 20NM X 1000ft-FL180/EGLIN D 1000ft-3000ft

c. Distance from main airfield
10 MILES

d. Time en route from main airfield
5 MINUTES

e. Controlling agency
CONTACT EGLIN/133.0khz

f. Scheduling agency
3246 TESTW/DOSO EGLIN AFB

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?
EGLIN APPROACH CONTROL

cilities (cont.)

... 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
FOUR
EGLIN D MOA-TWO

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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: EGLIN MOA E

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)
APPROX. ~~24nmi. x 12nmi. x~~ SURFACE TO BUT NOT INC FL 180
45 NMi x 44 NMi

c. Distance from main airfield
18 MILES
45 NMi x 32 NMi is the correct #'s. ATTACHED documentation. Needs to be corrected

d. Time enroute from main airfield
9 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
3246 TESTW/DOSO

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)?

COORD 12 Sept 94

h. Is the airspace under radar coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
EGLIN APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
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

Airspace Designator: EGLIN MOA E

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)
APPROX. ~~24nmi. x 12nmi.~~ x SURFACE TO BUT NOT INC FL 180
45 NMi x 44 NMi

c. Distance from main airfield
18 MILES

d. Time enroute from main airfield
9 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
3246 TESTW/DOSO

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
EGLIN APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
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
UNKNOWN

n. Total number of scheduled hours 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
~~**UNKNOWN**~~ Air Combat Maneuvering
Aerial Maneuvering

CNATRA N3
7-18-94

Airspace Designator: **EGLIN MOA F**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. ~~1.5nmi. x 3nmi~~. x SURFACE TO BUT NOT INC FL 180
3.5 x 3.5

c. Distance from main airfield
18 MILES

2
CNATRA N3
7-18-94

d. Time enroute from main airfield
9 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
3246 TESTW/DOSO

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
EGLIN APPROACH CONTROL

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
JACKSONVILLE CENTER
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
UNKNOWN

n. Total number of scheduled hours 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
~~**UNKNOWN**~~ Air Combat Maneuvering
Aerial Maneuvering

✓
CNATRA NJ
7-18-94

cilities (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: R2915C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 5NM X 11NM X UNLTD

c. Distance from main airfield
20 MILES

d. Time en route from main airfield
10 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?
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?
EGLIN APPROACH CONTROL

ilities (cont.)

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.)

A. 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: R2918

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 3NM X 10NM X UNLTD

c. Distance from main airfield
30 MILES

d. Time en route from main airfield
15 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

ilities (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]

ilities (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: R2915A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 15NM X 17NM X UNLTD

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
3246 TESTW/DOSO EGLIN AFB

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?
EGLIN APPROACH CONTROL

:ilities (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]

ilities (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: R2915B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 5NM X 12NM X UNLTD

c. Distance from main airfield
20 MILES

d. Time en route from main airfield
10 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?
NO

- 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

ilities (cont.)

A. 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

cilities (cont.)

A. 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: **ROSE HILL MOA**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 35 NM X 22NM X 8,000ft-FL180

c. Distance from main airfield
45 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?
JACKSONVILLE CENTER

'lities (cont.)

... 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
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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

ilities (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: A211

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 78NM X 64NM X SURF-5,000ft

c. Distance from main airfield
30 MILES

d. Time en route from main airfield
15 MINUTES

e. Controlling agency
UNKNOWN

f. Scheduling agency
COMDR, USA, FORT RUCKER, AL.

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?
NO

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

:ilities (cont.)

a. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

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

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

l. 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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

ilities (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: **RUCKER MOA A,B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 40NM X 20NM X 1,000FT-1,500FT

c. Distance from main airfield
80 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
CMDR, USA, AVN CTR

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?
UNKNOWN

cilities (cont.)

. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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

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

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

Airspace Designator: RUCKER MOA C

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)
APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500

c. Distance from main airfield
97 MILES

d. Time enroute from main airfield
48 MINUTES

e. Controlling agency
JACKSONVILLE CNTR

f. Scheduling agency
COMDR USA AVN CNTR

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- 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 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
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: **DESOTO 2 MOA**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 30NM X 25NM X 100FT-5,000FT

c. Distance from main airfield
80 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC, HOUSTON, TX.

f. Scheduling agency
UNKNOWN

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?
UNKNOWN

Facilities (cont.)

... Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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

k. Number of high altitude airways (above 18,000 ft) that bisect airspace
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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: **DESOTO 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)
APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL

c. Distance from main airfield
91 MILES

d. Time enroute from main airfield
45 MINUTES

e. Controlling agency
HOUSTON CNTR

f. Scheduling agency
GULFPORT PFTS

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- 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

- 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 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
UNKNOWN

Airspace Designator: ATCAA EAGLE GULF ONE

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE

b. Dimensions (nmi. x nmi. x ft)
864 SQUARE MILES

c. Distance from main airfield
60 MILES

d. Time enroute from main airfield
15 MINUTES

e. Controlling agency
FAA, ARTCC HOUSTON, TX

f. Scheduling agency
ANG TRNG, GULFPORT, MS

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?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

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
~~**3500**~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

2
CNATRA N3
8-4-94

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
~~**3500**~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

2
CNATRA N3
8-4-94

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~**3500**~~ 3475
- By Navy
350
- By other services (including reserves and national guard)
3125

2
CNATRA N3
8-4-94

p. Types of training permitted
~~**UNKNOWN**~~ Air Combat Maneuvering

2
CNATRA N3
7-18-94

Airspace Designator: ATCAA EAGLE GULF TWO

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE

b. Dimensions (nmi. x nmi. x ft)
2,132 SQUARE MILES

c. Distance from main airfield
80 MILES

d. Time enroute from main airfield
20 MINUTES

e. Controlling agency
FAA, ARTCC HOUSTON, TX

f. Scheduling agency
ANG TRNG, GULFPORT, MS

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?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

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
~~**3500**~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

2
CNATRA N3
5-4-94

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
~~**3500**~~ 3475
- By your service
350
- By other services (including reserves and national guard)
3125

2
CNATRA N3
5-4-94

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
~~**3500**~~ 3475
- By Navy
350
- By other services (including reserves and national guard)
3125

2
CNATRA N3
5-4-94

p. Types of training permitted
~~**UNKNOWN**~~ Air Combat Maneuvering

2
CNATRA N3
7-18-94

cilities (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: PINE HILL MOA EAST/WEST

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 42NM X 65NM X 10,000FT-FL180

c. Distance from main airfield
70 MILES

d. Time en route from main airfield
35 MINUTES

e. Controlling agency
FAA, ARTCC, ATLANTA, GA.

f. Scheduling agency
COMTRAWING ONE

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?
UNKNOWN

cilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

cilities (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: **R2905B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 4NM X 6NM X SURF-10,000FT

c. Distance from main airfield
90 MILES

d. Time en route from main airfield
45 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
AIR DEFENSE WEAPONS CTR, TYNDALL AFB

g. Are canned/stereo airways needed to access air space?
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?
TYNDALL APPROACH CONTROL

cilities (cont.)

.. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL 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
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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: R2908

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000

c. Distance from main airfield
45 MILES

d. Time enroute from main airfield
23 MINUTES

e. Controlling agency
FAA, PENSACOLA ~~RATCF~~ TRACON
2
CNATRA N3
7-18-94

f. Scheduling agency
COMDR, TRNG AIR WG SIX, PENSACOLA, FL

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?
~~UNKNOWN~~ Pensacola TRACON
2
CNATRA N3
8-4-94

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
~~UNKNOWN~~ Pensacola TRACON
2
CNATRA N3
8-4-94

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 Navy FY93 = 11

- By other services (including reserves and national guard)
~~UNKNOWN~~ ∅

2
CNATRA N3
7-18-94

m. Total number of available hours in FY 1990 through 1993
~~UNKNOWN~~

n. Total number of scheduled hours FY 1990 through 1993

- By your service
~~UNKNOWN~~ 8 = FY93

- By other services (including reserves and national guard)
~~UNKNOWN~~ ∅

2
CNATRA N3
7-18-94

o. Total number of hours used

- By Navy
~~UNKNOWN~~ 8 = FY93

- By other services (including reserves and national guard)
~~UNKNOWN~~ 0

p. Types of training permitted
~~UNKNOWN~~ Air Combat Maneuvering
Multiple Aircraft High Speed Formation Flight
Aerial Acrobatics

2
CNATRA N3
7-18-94

ilities (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: R2905A

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 3NM X 5NM X SURF-10,000FT

c. Distance from main airfield
88 MILES

d. Time en route from main airfield
44 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
AIR DEFENSE WEAPONS CTR, TYNDALL AFB

g. Are canned/stereo airways needed to access air space?
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?
TYNDALL APPROACH CONTROL

cilities (cont.)

... Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL 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
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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: VR-1020

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ variable

c. Distance from main airfield
55 MILES

d. Time enroute from main airfield
14 MINUTES

e. Controlling agency
~~N/A~~ not applicable

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?
NO

- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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

2
CNATRA N3
7-18-94

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
448
- By your service
424
- By other services (including reserves and national guard)
24

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
224
- By your service
212
- By other services (including reserves and national guard)
24

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
224 ~~16~~
- By Navy
212
- By other services (including reserves and national guard)
12

2
CNATRA NJ
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: VR-1021

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
55 MILES

d. Time enroute from main airfield
14 MINUTES

e. Controlling agency
~~N/A~~ Not applicable

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?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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
802
- By your service
780
- By other services (including reserves and national guard)
22

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
401
- By your service
390
- By other services (including reserves and national guard)
11

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
401 ~~16~~
- By Navy
390
- By other services (including reserves and national guard)
11

2
CNATRA N3
2-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: VR-1022

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

c. Distance from main airfield
75 MILES

d. Time enroute from main airfield
19 MINUTES

e. Controlling agency
~~N/A~~ Not Applicable

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?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
UNKNOWN

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
371
- By your service
357
- By other services (including reserves and national guard)
14

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
186
- By your service
179
- By other services (including reserves and national guard)
7

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
186 ~~16~~
- By Navy
179
- By other services (including reserves and national guard)
7

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: VR-1023

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
~~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?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
UNKNOWN

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
392
- By your service
380
- By other services (including reserves and national guard)
12

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
196
- By your service
190
- By other services (including reserves and national guard)
6

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
196 ~~16~~
- By Navy
190
- By other services (including reserves and national guard)
6

CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND
POINT TO POINT NAVIGATION

Airspace Designator: VR-1024

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (VFR)

b. Dimensions (nmi. x nmi. x ft)
~~N/A~~ Variable

2
COMNAVAIRS N3
7-18-94

c. Distance from main airfield
55 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?
NO
- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
UNKNOWN

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
446
- By your service
426
- By other services (including reserves and national guard)
20

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
223
- By your service
213
- By other services (including reserves and national guard)
10

o. Total number of hours used
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY
223 ~~16~~
- By Navy
213
- By other services (including reserves and national guard)
10

2
CNATRA N3
7-18-94

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION
LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING

Airspace Designator: VR-179

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (MTR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 100 AGL - 10,000

c. Distance from main airfield
66 MILES

2
CHANGE NO
7-18-94

d. Time enroute from main airfield
33 MINUTES

e. Controlling agency
~~N/A~~ not applicable

f. Scheduling agency
ANG CRTC GULFPORT, MS

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO

- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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: VR-060

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE (VFR)

b. Dimensions (nmi. x nmi. x ft)
N/A x N/A x 100 AGL - 10,000

c. Distance from main airfield
66 MILES

2
CENTER N3
7-18-94

d. Time enroute from main airfield
33 MINUTES

e. Controlling agency
~~N/A~~ not applicable

f. Scheduling agency
FG (ANG), DANNELLY FIELD, MONTGOMERY, AL

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
NO

- If so who provides the coverage?

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
UNKNOWN

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: VR-1082

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE MTR

b. Dimensions (nmi. x nmi. x ft) N CNATRA N3 9/8/94
~~N/A~~ VARIABLE

c. Distance from main airfield
APPROXIMATELY 25 NM

d. Time enroute from main airfield
12 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?

2 CNATRA N3 9-8-94

j. Number of low level airways (below 18,000 ft) that bisect airspace
~~NONE~~ 6

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

l. Number of sorties/movements flown in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993
UNKNOWN.

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

o. Total number of hours used
UNKNOWN
- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION

Airspace Designator: VR-1084

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE MTR

b. Dimensions (nmi. x nmi. x ft) 2/ CNATRA N3 9/8/94
~~N/A~~ VARIABLE

c. Distance from main airfield
APPROXIMATELY 25 NM

d. Time enroute from main airfield
12 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?

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j. Number of low level airways (below 18,000 ft) that bisect airspace
~~NONE~~ 3

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

l. Number of sorties/movements flown in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

o. Total number of hours used
UNKNOWN
- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION

Airspace Designator: VR-1085

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
VISUAL FLIGHT ROUTE MTR

b. Dimensions (nmi. x nmi. x ft) X/ CNPTRA N3 9/8/94
~~N/A~~ VARIABLE

c. Distance from main airfield
APPROXIMATELY 25 NM

d. Time enroute from main airfield
12 MINUTES

e. Controlling agency
N/A

f. Scheduling agency
46 TW/DOAO EGLIN AFB, FL

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

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage?
YES

- If so who provides the coverage?

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace
~~NONE~~ 5

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

l. Number of sorties/movements flown in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 through 1993
UNKNOWN

n. Total number of scheduled hours in FY 1990 through 1993
UNKNOWN
- By your service

- By other services (including reserves and national guard)

o. Total number of hours used
UNKNOWN
- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING
AND POINT TO POINT NAVIGATION

cilities (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: W453

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 30NM X 45NM X SURF-FL500

c. Distance from main airfield
70 MILES

d. Time en route from main airfield
35 MINUTES

e. Controlling agency
FAA, ARTCC, HOUSTON, TX.

f. Scheduling agency
COMDR, ANG TRNG, GULFPORT, MS.

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?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

cilities (cont.)

.. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

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 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: W155A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 63NM X 47NM X SURF-FL600

c. Distance from main airfield
50 MILES

d. Time en route from main airfield
25 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

f. Scheduling agency
FACSFAC PENSACOLA, FL.

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?
FACSFAC PENSACOLA, FL.

cilities (cont.)

[redacted] Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

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: W155 B

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600

c. Distance from main airfield
75 MILES

d. Time enroute from main airfield
37 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL

f. Scheduling agency
FACSFAC PENSACOLA

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g. Are canned/stereo airways needed to access air space?
~~UNKNOWN~~ 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?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

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

CNATRA N3 8-4-94

l. Total number of sorties/movements flown in FY 1990 through 1993
- By your service
~~UNKNOWN~~ FY93: 3880
- By other services (including reserves and national guard)
~~UNKNOWN~~ FY93: ~~660~~ 2586

6466 → 2

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CNATRA N3 8-4-94

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~~ FY93: 1468 FY93 808

- By other services (including reserves and national guard)
~~UNKNOWN~~ FY93 660

CNATRA N3 7-18-94

o. Total number of hours used

- By Navy FY93 1109
~~UNKNOWN~~ 609

- By other services (including reserves and national guard)
~~UNKNOWN~~ FY93 500

p. Types of training permitted
INSTRUMENT FLIGHT TRAINING AND POINT TO POINT NAVIGATION

Air Combat Maneuvers

Bombing

Air to Air Gunnery

Surface to Air Gunnery

2

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ilities (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: **W151A**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 70NM X 48NM 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
FACSFAC PENSACOLA, FL.

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?
FACSFAC PENSACOLA, FL.

cilities (cont.)

h. Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

ilities (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: **W151B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROXIMATELY 66NM X 33NM X UNLTD

c. Distance from main airfield
75 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC JACKSONVILLE, FL.

f. Scheduling agency
FACSFAC PENSACOLA, FL.

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?
FACSFAC PENSACOLA, FL.

Facilities (cont.)

... Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACSFAC PENSACOLA, FL.

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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: W151 C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
WARNING AREA

b. Dimensions (nmi. x nmi. x ft)
42nmi. x 42nmi. x UNLTD

c. Distance from main airfield
82 MILES

d. Time enroute from main airfield
41 MINUTES

e. Controlling agency
FAA, ARTCC, JACKSONVILLE FL

f. Scheduling agency
3246 TESTW/DOSO

g. Are canned/stereo airways needed to access air space?
~~UNKNOWN~~ 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?
FACS FAC PENSACOLA

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
FACS FAC PENSACOLA

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**~~ interim text

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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
UNKNOWN

...ilities (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: CAMDEN RIDGE 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 40NM X 32NM X 500FT BUT NOT TO INCLUDE 10,000FT

c. Distance from main airfield
80 MILES

d. Time en route from main airfield
40 MINUTES

e. Controlling agency
FAA, ARTCC, ATLANTA, GA.

f. Scheduling agency
187 FG

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?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

cilities (cont.)

... Air Space and Flight Training Areas (cont.)

i. Is the airspace under communications coverage?
UNKNOWN

- If so who provides the coverage?
UNKNOWN

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 your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

p. Types of training permitted
UNKNOWN

Airspace Designator: TYNDALL MOA A

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)
APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000

c. Distance from main airfield
57 MILES

d. Time enroute from main airfield
28 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- 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

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL 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
UNKNOWN

n. Total number of scheduled hours 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
UNKNOWN

Airspace Designator: **TYNDALL MOA B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 20nmi. x 13nmi. x 9,000 - 17,000

c. Distance from main airfield
64 MILES

d. Time enroute from main airfield
32 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN
- 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

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
TYNDALL 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
UNKNOWN

n. Total number of scheduled hours 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
UNKNOWN

Airspace Designator: TYNDALL MOA C

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)
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)

c. Distance from main airfield
74 MILES

d. Time enroute from main airfield
37 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN
- 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

i. Is the airspace under communications coverage?
YES
- If so who provides the coverage?
TYNDALL 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
UNKNOWN

n. Total number of scheduled hours 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
UNKNOWN

Airspace Designator: **TYNDALL MOA D**

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)
APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)

c. Distance from main airfield
93 MILES

d. Time enroute from main airfield
47 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- 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

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL 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
UNKNOWN

n. Total number of scheduled hours 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
UNKNOWN

Airspace Designator: **TYNDALL MOA E**

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)
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)

c. Distance from main airfield
96 MILES

d. Time enroute from main airfield
48 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- 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

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL 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
UNKNOWN

n. Total number of scheduled hours 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
UNKNOWN

Airspace Designator: **TYNDALL MOA F**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
MILITARY OPERATING AREA

b. Dimensions (nmi. x nmi. x ft)
APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)

c. Distance from main airfield
98 MILES

d. Time enroute from main airfield
49 MINUTES

e. Controlling agency
TYNDALL APPROACH CON

f. Scheduling agency
ADWC

g. Are canned/stereo airways needed to access air space?
UNKNOWN

- 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

i. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
TYNDALL 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
UNKNOWN

n. Total number of scheduled hours 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
UNKNOWN

Facilities (cont.)

4. Air Space and Flight Training Areas (cont.)

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

Range Name: NONE

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
   - What is the size of the range's(s') impact area(s) (in acres)?
   - What is the size of the restricted area in which the range lies (in square miles)?
   - What is the altitude ceiling of the range's(s') restricted area(s)?
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List
h. What is the published availability of the range(s)?
   - How many hours (average per year for 1990 through 1993) was the range(s) scheduled?
   - How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)?
   - Utilization (average used/average scheduled x 100 = %)
   - Give reasons for non-use.
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
   - What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
   - What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
   - What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
   - Do any of the NSAs affect or threaten the quality of training? (Explain)
m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
   - Do any of these encroachments affect or threaten the quality of training? (Explain)
n. Describe problems (if any) with hazardous material/waste/ordnance disposal?
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
   - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.
p. Is it possible to increase utilization of the range(s) (expand hours, volume)?
q. Are there any planned range real property expansions? Describe.
   - What is community reaction to your proposal?

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

12. List all the other air-to-ground training ranges not controlled or managed by your installation within 100 nmi. For each range, provide the following data:

Range Name: R2103

a. Location (city/county and state and latitude and longitude)
FORT RUCKER, AL.

b. Distance from main airfield
75 MILES

c. Time en route from main airfield
45 MINUTES

d. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

e. Scheduling agency
COMDR, US ARMY AVN CNTR FORT RUCKER, AL.

f. 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

g. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

h. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
CAIRNS APPROACH CONTROL

Facilities (cont.)

Air Space and Flight Training Areas (cont)

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

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

k. Total number of sorties flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

l. Total number of available hours in FY 1990 through 1993
CONTINUOUS

m. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

n. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Types of training permitted
UNKNOWN

Facilities (cont.)

2. Air Space and Flight Training Areas (cont)

Range Name: R2917

a. Location (city/county and state and latitude and longitude)
DE FUNIAK SPRINGS, FL.

b. Distance from main airfield
43 MILES

c. Time en route from main airfield
23 MINUTES

d. Controlling agency
FAA, ARTCC, JACKSONVILLE, FL.

e. Scheduling agency
3246 TESTW/DOSO, EGLIN AFB, FL.

f. 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

g. Is the airspace under radar coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

h. Is the airspace under communications coverage?
YES

- If so who provides the coverage?
EGLIN APPROACH CONTROL

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

Facilities (cont.)

Air Space and Flight Training Areas (cont)

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

k. Total number of sorties flown in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

l. Total number of available hours in FY 1990 through 1993
CONTINUOUS

m. Total number of scheduled hours in FY 1990 through 1993

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

n. Total number of hours used

- By your service
UNKNOWN

- By other services (including reserves and national guard)
UNKNOWN

o. Types of training permitted
UNKNOWN

Facilities (cont.)

f. Air Space and Flight Training Areas (cont)

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

THE AIRSPACE IN THIS REGION IS LESS COMPLEX THAN IN MOST OTHER REGIONS IN THE UNITED STATES. AIRWAY AND JET ROUTE TRAFFIC DENSITY IN THE VICINITY OF NAVAL AREAS OF INTEREST IS RELATIVELY LOW.

THE PENSACOLA COMPLEX SCHEDULES AND UTILIZES ALERT AREA 292, THE PENSACOLA NORTH AND SOUTH MOA'S, W-155, R-2908 AND 18 IR/VR ROUTES. ALL AREAS ARE USED FOR BASIC AND UNDERGRADUATE PILOT TRAINING EXCEPT R-2908. THIS RESTRICTED AREA IS ALMOST EXCLUSIVELY USED BY THE NAVY BLUE ANGELS AND IS CONTROLLED ON A REAL TIME BASIS BY PENSACOLA TRACON.

THE PRIMARY AIRSPACE USED BY NASWF FOR FLIGHT TRAINING IN THE NORTHWEST FLORIDA/SOUTH ALABAMA AREA IS ALERT AREA 292, THE PENSACOLA NORTH MOA, AND THE AIRSPACE AROUND CRESTVIEW FLORIDA. THE ALERT AREA IS BISECTED BY V198/241 AIRWAY GOING EAST/WEST. THE SOUTHERN BORDER IS WARNING AREA 155A. IT IS BOUNDED ON THE WEST BY V454/552, ON THE NORTH BY V70/454, AND ON THE EAST BY V115 PLUS RESTRICTED AREA 2915. WITHIN THIS AREA RE THREE CLASS "C" AIRSPACES, (NAS WHITING FIELD, NAS PENSACOLA, PENSACOLA REGIONAL) WITH PENSACOLA APPROACH CONTROL BEING THE MAIN AIR TRAFFIC CONTROL FACILITY FOR THE MAJORITY OF THE AREA. THE AREA IS GOVERNED BY JACKSONVILLE CENTER.

SEE ATTACHMENT 3 FOR COPY OF NEW ORLEANS SECTIONAL.

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO

Facilities (cont.)

[redacted]. Air Space and Flight Training Areas (cont)

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.
NO

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.
NO

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.
NO

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?
NO

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.
UNKNOWN, THERE ARE NO REQUIREMENTS WITH ASSIGNED AIRCRAFT.

[redacted]0. Is there airspace within 50 NM which permits advanced fighter training?
YES

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.
YES

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.
NO

[redacted]

Facilities (cont.)

X. Air Space and Flight Training Areas (cont)

23. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement	
	Helo	Primary
FAMILIARIZATION	**LR**	**LR**
BASIC INSTRUMENT	**LP**	**LP**
RADIO INSTRUMENT	**LP**	**LP**
FORMATION	**LP**	**LP**
TACTICAL FORMATION	**LR**	**LP**
AIRWAY NAVIGATION	**LR**	**LR**
VISUAL NAVIGATION	**LR**	**LR**
OVERWATER NAVIGATION	**WR**	**N/A**
OUT-OF-CONTROL FLIGHT	**N/A**	**LR**
CARRIER QUALIFICATIONS	**N/A**	**N/A**
AIR COMBAT MANEUVERS	**N/A**	**N/A**
OPERATIONAL NAVIGATION	**LR**	**N/A**
WEAPONS	**N/A**	**N/A**
GUNNERY	**N/A**	**N/A**
PRECISION AEROBATICS	**N/A**	**LP**
HELO TACTICS	**LR**	**N/A**
HELO SHIP QUALIFICATIONS	**WR**	**N/A**

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)
*** Use appropriate Navy, Air Force, or Army syllabus of training list**

Facilities (cont.)

3. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: NORTH WHITING AIRPORT

a. Location (city/county and state and latitude and longitude)
MILTON, FL., 30 43.4N 87 01.3W

b. Distance from main field:
ZERO

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES (INDEPENDENT OF SOUTH FIELD)

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO, PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO, HOWEVER CURRENT TAXIWAY SYSTEM ALLOWS EXPEDITIOUS MOVEMENT OF AIRCRAFT

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO LIGHTED 6,000FT INTERSECTING RUNWAYS THAT ARE 200 FT WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

J. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 05/23 = 51.67%
RWY 14/32 = 48.33%

k. Is the airfield equipped to support IFR flight operations?
YES

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", RUNWAYS WOULD SUPPORT ALL OPERATIONS.

Facilities (cont.)

4. Airfields

Airfield Name: SOUTH WHITING AIRPORT

a. Location (city/county and state and latitude and longitude)
MILTON, FL., 30 41.8N 87 01.0W

b. Distance from main field:
ZERO

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES (INDEPENDENT OF NORTH FIELD)

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO, PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO LIGHTED 6,000FT INTERSECTING RUNWAYS THAT ARE 200 FT WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 05/23 = 43.56%
RWY 14/32 = 56.44%

k. Is the airfield equipped to support IFR flight operations?
YES, BOTH FIXED WING AND ROTARY

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
RUNWAY COMPLEX WOULD SUPPORT ANY OF THESE OPERATIONS. PRIMARILY USED FOR ROTARY AIRCRAFT WHICH ALLOWS FLEXIBILITY IN DEPARTING AND ARRIVING AT VARIOUS LOCATIONS ON THE AIRPORT PROPERTY. CURRENTLY SUPPORTS FIXED WING PRIMARY AND INTERMEDIATE FLIGHT TRAINING. CAN SUPPORT JPATS.

Facilities (cont.)

Airfields

Airfield Name: NOLF BARIN

a. Location (city/county and state and latitude and longitude)
FOLEY, AL. 30 23N 87 38W

b. Distance from main field:
44 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO, PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO LIGHTED 4,000FT RUNWAYS DESIGNED TO ACCOMMODATE DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. EXPANDABLE FOR JPATS IF SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000FT OF RUNWAY.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

[redacted] Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 15/33 = 50.97%
RWY 09/27 = 49.03%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.".

[redacted]

[redacted]

'acilities (cont.)

B. Airfields

Airfield Name: NOLF BREWTON (BREWTON MUNI)

a. Location (city/county and state and latitude and longitude)
BREWTON, AL. 31 03'N 87 09'W

b. Distance from main field:
23.5 MILES N OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO

e. Does the airfield have full-length parallel taxiways?
NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO RUNWAYS (4,067 AND 5,138 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

acilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 12/30 = 68.81%
RWY 06/24 = 31.19%

k. Is the airfield equipped to support IFR flight operations?
YES, HOWEVER NAVY DOES NOT USE FOR IFR OPERATIONS

l. Is the airfield owned by your service or leased?
LEASED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA AND INSTALLING A VORTAC.

'acilities (cont.)

B. Airfields

Airfield Name: NOLF EVERGREEN (MIDDLETON AIRPORT)

a. Location (city/county and state and latitude and longitude)
EVERGREEN, AL. 31 25'N 87 03'W

b. Distance from main field:
49 MILES OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
YES

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO 4,000 FOOT RUNWAYS CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS. AUTOMATIC WEATHER STATION ON AIRFIELD.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

ıcilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 56.31%
RWY 18/36 = 43.69%

k. Is the airfield equipped to support IFR flight operations?
YES, HOWEVER NAVY DOES NOT USE IN IFR CONDITIONS

l. Is the airfield owned by your service or leased?
LEASED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA. CONTAINS AUTOMATIC WEATHER STATION ON AIRPORT.

acilities (cont.)

B. Airfields

Airfield Name: NOLF HAROLD

a. Location (city/county and state and latitude and longitude)
HAROLD, FL., 30 41.4N 86 53W

b. Distance from main field:
8.5 MILES E OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)

d. Does the airfield have parallel or dual offset runways?
NO, GRASS FIELD WITH DUAL PATTERNS.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO IFR OPERATIONS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYLIGHT HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL FIELD. COURSES 09, 18. 27, AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 64.26%
COURSES 09/27 = 35.74%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", DESIGNED FOR ROTARY TACTICS AND EXTERNAL LOAD OPERATIONS AS WELL AS CONFINED AREA LANDINGS.

ıcilities (cont.)

B. Airfields

Airfield Name: NOLF HOLLEY

a. Location (city/county and state and latitude and longitude)
HOLLEY-NAVARRE, FL. 30 26'N 86 54'W

b. Distance from main field:
21 MILES SSE OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO RUNWAYS (3,600 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. CLOSED RUNWAY USED AS A TAXIWAY. NOT EXPANDABLE FOR JET AIRCRAFT.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 17/35 = 54.87%
RWY 09/27 = 45.13%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

Facilities (cont.)

B. Airfields

Airfield Name: NOLF PACE

a. Location (city/county and state and latitude and longitude)
WALLACE, FL. 30 42N 87 12W

b. Distance from main field:
11 MILES W OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)

d. Does the airfield have parallel or dual offset runways?
NO, GRASS FIELD WITH DUAL PATTERNS

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO IFR FLIGHT OPERATIONS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS. COURSES OF 09, 27, 18, AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 58.86%
COURSES 09/27 = 46.14%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

ıcilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 58.86%
COURSES 09/27 = 46.14%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

ilities (cont.)

D. Airfields

Airfield Name: NOLF SANTA ROSA

a. Location (city/county and state and latitude and longitude)
MILTON, FL., 30 36N 86 56W

b. Distance from main field:
8.5 MILES SSE OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO DUAL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, AIRFIELD WITH FOUR RUNWAYS (4,500 FEET BY 150 FEET) CAPABLE OF AND USED FOR DAY/NIGHT HELICOPTER OPERATIONS. RUNWAY AND GRASS (SOD) AREAS USED FOR LANDINGS. SECTION OF ONE RUNWAY LIGHTED FOR NIGHT OPERATIONS. INSTRUMENT RECOVERY AIRFIELD FOR HELICOPTERS USING THE SANTA ROSA TACAN AND THE CRESTVIEW VORTAC. COURSES OF 09, 18, 27, AND 36. FIELD IS JPATS CAPABLE.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

cilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 64.88%
COURSES 09/27 = 35.12%

k. Is the airfield equipped to support IFR flight operations?
YES

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", SANTA ROSA COULD ALSO SUPPORT PROP TRAINING.

cilities (cont.)

B. Airfields

Airfield Name: NOLF SAUFLEY

a. Location (city/county and state and latitude and longitude)
PENSACOLA, FL. 30 28'N 87 20'W

b. Distance from main field:
26 MILES SSW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, TWO RUNWAYS (4,000 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY.

CWHITMAN3

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

cilities (cont.)

D. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 05/23 = 57.75%
RWY 14/32 = 42.25%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", WOULD SUPPORT ROTARY OR PROP AIRCRAFT.

cilities (cont.)

D. Airfields

Airfield Name: NOLF SILVERHILL

a. Location (city/county and state and latitude and longitude)
ROBERTSDALE, AL. 30 43'N 87 49'W

b. Distance from main field:
47 MILES WSW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO. INTERSECTING RUNWAYS SERVE AS TAXIWAYS.

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, THREE RUNWAYS (TWO AT 2,915 FEET, AND ONE AT 3,000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

cilities (cont.)

D. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 75.41%
RWY 16/34 = 24.59%
RWY 05/23 = CLOSED FOR REPAIRS

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

[redacted]cilities (cont.)

B. Airfields

Airfield Name: NOLF SITE 8

a. Location (city/county and state and latitude and longitude)
PENSACOLA, FL. 30.32'N 87 22'W

b. Distance from main field:
25.5 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT).

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO DUAL RUNWAYS

[redacted] e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL AIRFIELD. HELICOPTER REFUELING FACILITY ON SITE. COURSES OF 09, 18, 27, AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

[redacted]

cilities (cont.)

ب. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 09/27 = 54.46%
COURSES 18/36 = 45.54%

k. Is the airfield equipped to support IFR flight operations?
NO. DOES SUPPORT PRACTICE INSTRUMENT APPROACHES AND DEPARTURES IN VFR ONLY CONDITIONS.

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
DESIGNED TO SUPPORT ROTARY OPERATIONS, EXTERNAL LOAD OPERATIONS AND CONFINED AREA LANDINGS. HAS CLOSED CIRCUIT REFUELING.

cilities (cont.)

B. Airfields

Airfield Name: NOLF SPENCER

a. Location (city/county and state and latitude and longitude)
PACE FL., 30 37'N 87 08'W

b. Distance from main field:
9.5 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT).

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO DUAL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. RUNWAY SURFACES USED AS LANDING PADS AND NOT AS RUNWAYS. HELICOPTER REFUELING FACILITY ON SITE. COURSES 09, 18. 27. AND 36.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

cilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 58.56%
COURSES 14/32 = 41.44%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", ROTARY OPERATIONS ONLY.

cilities (cont.)

b. Airfields

Airfield Name: NOLF SUMMERDALE

a. Location (city/county and state and latitude and longitude)
SUMMERDALE, AL., 30 31'N 87 39'W

b. Distance from main field:
41 MILES SW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
N/A

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO, INTERSECTING RUNWAYS SERVE AS TAXIWAYS

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, THREE RUNWAYS (2,850 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

cilities (cont.)

D. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 10/28 = 38.67%
RWY 04/22 = 38.60%
RWY 16/34 = 22.73%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G."

ilities (cont.)

b. Airfields

Airfield Name: NOLF WOLF

a. Location (city/county and state and latitude and longitude)
FOLEY, AL., 30 21'N 87 33'W

b. Distance from main field:
41 MILES SSW OF NASWF

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
NO FOR FIXED WING. YES FOR ROTARY WING.

d. Does the airfield have parallel or dual offset runways?
NO

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
NO PARALLEL RUNWAYS

e. Does the airfield have full-length parallel taxiways?
NO, INTERSECTING RUNWAYS SERVES AS TAXIWAYS

f. Does the airfield have high speed taxiways?
NO

g. Does the airfield have a crosswind runway?
YES, THREE RUNWAYS (3,000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. NOT EXPANDABLE FOR JPATS.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
NO

i. How much capacity is lost?
NONE

Facilities (cont.)

Airfields

j. What percent of the time do conditions force the crosswind runway to be used?
NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 57.70%
RWY 04/22 = 28.97%
RWY 18/36 = 14.33%

k. Is the airfield equipped to support IFR flight operations?
NO

l. Is the airfield owned by your service or leased?
OWNED

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
SEE "G.", COULD BE CAPABLE OF HELICOPTER OPERATIONS.

cilities (cont.)

D. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NORTH AND SOUTH WHITING FIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**1,025,278**	**534,445**	**0**	**490,833**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**198,787**	**155,034**	**0**	**43,753**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**241,667**	**226,667**	**15,000**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**240,888**	**240,888**	**0**	**0**

cilities (cont.)

6. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	**31,528**	**31,528**	**0**	**0**
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**65,901**	**65,901**	**0**	**0**
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**87,361**	**87,361**	**0**	**0**
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**0**	**0**	**0**	**0**
851	Roads (Do not include 851-142 and 851-143)	SY	**376,048**	**376,048**	**0**	**0**
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**249,181**	**249,181**	**0**	**0**

Facilities (cont.)

3. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: FAMILY HOUSING

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	N(1)	0	0	0

NOTE 1: OWNED AND OPERATED BY LOCAL UTILITY

cilities (cont.)

Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	**0**	**0**	**0**	**0**
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**21,410**	**21,410**	**0**	**0**
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**35,920**	**35,920**	**0**	**0**
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**0**	**0**	**0**	**0**
851	Roads (Do not include 851-142 and 851-143)	SY	**35,900**	**35,900**	**0**	**0**
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**26,539**	**26,539**	**0**	**0**

cilities (cont.)

2. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: MARINA

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

cilities (cont.)

D. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	3438	0	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	820	0	0	0

cilities (cont.)

b. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SUMMERDALE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**142,500**	**142,500**	**0**	**0**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**0**	**0**	**0**	**0**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**0**	**0**	**0**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**100**	**100**	**0**	**0**

Facilities (cont.)

D. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	**0**	**0**	**0**	**0**
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**0**	**0**	**0**	**0**
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**0**	**0**	**0**	**0**
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**0**	**0**	**0**	**0**
851	Roads (Do not include 851-142 and 851-143)	SY	**5,555**	**5,555**	**0**	**0**
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**90**	**90**	**0**	**0**

Facilities (cont.)

2. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SILVERHILL

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	147,166	0	147,166 N(1)	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	7,778	7,778	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

NOTE: 1 RUNWAYS CURRENTLY UNDER CONSTRUCTION & WILL BECOME ADEQUATE

Facilities (cont.)

c. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	**0**	**0**	**0**	**0**
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**0**	**0**	**0**	**0**
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**0**	**0**	**0**	**0**
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**0**	**0**	**0**	**0**
851	Roads (Do not include 851-142 and 851-143)	SY	**2,888**	**2,888**	**0**	**0**
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**90**	**90**	**0**	**0**

cilities (cont.)

2. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF EVERGREEN

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**133,332**	**133,332**	**0**	**0**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**44,444**	**44,444**	**0**	**0**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**6,667**	**6,667**	**0**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**N(1)**	**0**	**0**	**0**

cilities (cont.)

2. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	N(1)	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	N(1)	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	N(1)	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	N(1)	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	2,222	2,222	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

NOTE: CIVILIAN AIRFIELD LEASED BY NAVY FOR OPERATIONS

Facilities (cont.)

Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF WOLF

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**150,000**	**150,000**	**0**	**0**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**11,666**	**11,666**	**0**	**0**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**0**	**0**	**0**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**0**	**0**	**0**	**0**

:ilities (cont.)

b. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	867	867	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	45	45	0	0

ıcilities (cont.)

2. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF HOLLEY

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**120,000**	**120,000**	**0**	**0**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**14,000**	**0**	**14,000**	**0**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**0**	**0**	**0**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**0**	**0**	**0**	**0**

cilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	**0**	**0**	**0**	**0**
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**0**	**0**	**0**	**0**
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**0**	**0**	**0**	**0**
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**0**	**0**	**0**	**0**
851	Roads (Do not include 851-142 and 851-143)	SY	**4,444**	**4,444**	**0**	**0**
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**90**	**90**	**0**	**0**

cilities (cont.)

b. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SAUFLEY

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**952,018**	**133,334**	**594,065**	**224,619**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**4,667**	**0**	**4,667**	**0**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**177,994**	**0**	**177,994**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**N(1)**	**0**	**0**	**0**

cilities (cont.)

Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	N(1)	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	N(1)	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	N(1)	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	N(1)	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	N(1)	0	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	N(1)	0	0	0

NOTE: 1 ALL THESE C.C.N. CARRIED BY SAUFLEY / WHITING IS A TENANT

cilities (cont.)

.. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SANTA ROSA

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**300,000**	**150,000**	**150,000**	**0**
112*	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**98,389**	**0**	**98,389**	**0**
113**	Airfield Pavements-Aprons (Do not include shoulders)	SY	**3,307**	**0**	**3,307**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**3,300**	**3,300**	**0**	**0**

*** SCALED FROM DRAWING #5242415**
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cilities (cont.)

D. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851*	Roads (Do not include 851-142 and 851-143)	SY	8,213	8,213	0	0
852**	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	488	488	0	0

*** SCALED FROM DRAWING #5242415**

**** P-164**

cilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SITE EIGHT

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

ilities (cont.)

Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	3,556	3,556	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	180	180	0	0

acilities (cont.)

. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF PACE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

ıcilities (cont.)

ɔ. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	**0**	**0**	**0**	**0**
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**0**	**0**	**0**	**0**
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**0**	**0**	**0**	**0**
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**0**	**0**	**0**	**0**
851	Roads (Do not include 851-142 and 851-143)	SY	**10,667**	**10,667**	**0**	**0**
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**90**	**90**	**0**	**0**

cilities (cont.)

Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF HAROLD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

cilities (cont.)

. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	667	667	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	90	90	0	0

cilities (cont.)

2. Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF SPENCER

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	**252,098**	**4,444**	**247,654**	**0**
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**0**	**0**	**0**	**0**
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**0**	**0**	**0**	**0**
116-662	Dangerous Cargo Pad	SY	**0**	**0**	**0**	**0**
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**6,665**	**6,665**	**0**	**0**

cilities (cont.)

D. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851*	Roads (Do not include 851-142 and 851-143)	SY	1,328	1,328	0	0
852**	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	375	375	0	0

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** SCALED FROM DRAWING #5242418

Facilities (cont.)

Airfields cont.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

FACILITY: NOLF BARIN

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	133,333	133,333	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	19,444	19,444	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	20,972	20,972	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	140	140	0	0

cilities (cont.)

Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842*	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	400	400	0	0
843*	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	384	384	0	0
851*	Roads (Do not include 851-142 and 851-143)	SY	64,488	64,488	0	0
852*	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	6,333	6,333	0	0

* P-164

Facilities (cont.)

B. Airfields (cont.)

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

NAS WHITING FIELD (NORTH)

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111-10	RUNWAYS FIXED WING	SY	266,667	0	219,217 (N4)
113-20	PARKING APRONS	SY	307,066	0	0
113-40	ACCESS APRONS N(1)	SY	0	15,000	0
121-20	TRUCK REFUELING	GM	N(2)	0	0
121-30	DEFUELER N(3)	UNITS	1	0	0
124-30	FUEL STORAGE	GA	402,040	0	0
421-XX	AMMUNITION STORAGE	LBS	1,000	0	0
610-10	ADMIN OFFICES	SY	6,384	0	0
610-20	AUTOMATIC DATA PROCESSING	SY	67	138	0
211-20	AIRCRAFT MAINTENANCE	SY	14,084	0	0
441-XX	GENERAL SUPPLY STG. COVERED	SY	3,285	0	0
451-XX	GENERAL SUPPLY STG. OPEN	SY	895	0	0

R

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.
NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL
NOTE 3: CONTRACTOR OWNED
NOTE 4: SEE QUESTION 4

Facilities

B. Airfields (cont)

NAS WHITING FIELD (SOUTH)

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	266,667	0	258,345 (N2)
111-20	LANDING PADS	SY	1,111	0	0
113-20	PARKING APRONS	SY	226,667	0	0
113-40	ACCESS APRONS N(1)	SY	22	95,534	0
610-10	ADMINISTRATIVE OFFICES N(2)	SY	5,236	0	35 (N2)
211-20	AIRCRAFT MAINTENANCE	SY	11,133	0	0

R

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.
NOTE 2: SEE QUESTION 4

NOLF BARIN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,332	0	0
113-20	PARKING APRONS	SY	8,000	150,057	0
141-20	CRASH FACILITY	SY	114	0	0
610-10	ADMIN OFFICE	SY	922	0	0

Facilities

B. Airfields (cont)

NOLF BREWTON

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	**RUNWAYS FIXED WING**	**SY**	**153,416**	**0**	**0**

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF EVERGREEN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	**RUNWAYS FIXED WING**	**SY**	**133,332**	**0**	**0**

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF HOLLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	**RUNWAYS FIXED WING**	**SY**	**120,000**	**0**	**0**
141-20	**Crash Facility**	**SY**	**114**	**0**	**0**

R

cilities

Airfields (cont)

NOLF BREWTON

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	153,416	0	0

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF EVERGREEN

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,332	0	0

NOTE: CIVIL AIRFIELD LEASED BY THE NAVY ON A JOINT USE BASIS FOR TOUCH AND GO OPERATIONS.

NOLF HOLLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	120,000	0	0

Facilities

B. Airfields (cont)

NOLF SAUFLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,334	594,065	224,619 (N1)
113-20	PARKING APRONS	SY	0	177,994	0

NOTE 1: SEE QUESTION 4

NOLF SILVERHILL

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING N(1)	SY	147,167	0	0
141-20	Crash Facility	SY	138	0	0

R

NOTE 1: RUNWAYS CURRENTLY UNDER CONSTRUCTION TO BRING THEM UP TO ADEQUATE.

NOLF SUMMERDALE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	Runways Fixed Wing	SY	142,500	0	0
141-20	Crash Facility	SY	114	0	0

R

NOLF WOLF

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	0	0
141-20	CRASH FACILITY	SY	27	0	0

R

cilities

. Airfields (cont)

NOLF SAUFLEY

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,334	594,065	224,619 (N1)
113-20	PARKING APRONS	SY	0	177,994	0

NOTE 1: SEE QUESTION 4

NOLF SILVERHILL

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING N(1)	SY	147,167	0	0

NOTE 1: RUNWAYS CURRENTLY UNDER CONSTRUCTION TO BRING THEM UP TO ADEQUATE.

NOLF SUMMERDALE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	142,500	0	0

NOLF WOLF

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	0	0

Facilities

B. Airfields (cont)

NOLF HAROLD

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
141-20	Crash Facility	SY	31	0	0

R

NOTE: GRASS FIELD 573 ACRES.

NOLF PACE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
141-20	Crash Facility	SY	31	0	0

R

Note: GRASS FIELD 207 ACRES.

NOLF SITE 8

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
121-20	TRUCK FUELING	GM	NOTE 1	0	0
124-30	FUEL STORAGE	GA	20,000	0	0
141-20	Crash Facility	SY	31	0	0

R

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE: GRASS FIELD 640 ACRES.

cilities

B. Airfields (cont)

NOLF HAROLD

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
NONE					

NOTE: GRASS FIELD 573 ACRES.

NOLF PACE

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
NONE					

Note: GRASS FIELD 207 ACRES.

NOLF SITE 8

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
121-20	TRUCK FUELING	GM	NOTE 1	0	0
124-30	FUEL STORAGE	GA	20,000	0	0

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE: GRASS FIELD 640 ACRES.

Facilities

B. Airfields (cont)

NOLF SANTA ROSA

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	150,000	0
111-20	LANDING PADS	SY	5,833	0	0
113-20	PARKING APRONS	SY	3,307	0	0
141-20	Crash Facility	SY	114	0	0

R

NOTE: RUNWAYS USED AS LANDING PADS. GRASS FIELD 738 ACRES.

NOLF SPENCER

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	0	0	0
111-15	RUNWAYS ROTOR WING (ALL NOTES)	SY	0	247,654	0
111-20	LANDING PADS N(2)	SY	4,444	0	0
121-20	TRUCK FUELING N(2)	GM	N(1)	0	0
141-20	Crash Facility	SY	111	0	0

R

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.
NOTE 2: PRIMARILY A GRASS FIELD 640 ACRES.

RUNWAYS ARE USED AS LANDING PADS.

cilities

. Airfields (cont)

NOLF SANTA ROSA

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	150,000	150,000	0
111-20	LANDING PADS	SY	5,833	0	0
113-20	PARKING APRONS	SY	3,307	0	0

NOTE: RUNWAYS USED AS LANDING PADS. GRASS FIELD 738 ACRES.

NOLF SPENCER

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	0	0	0
111-15	RUNWAYS ROTOR WING (ALL NOTES)	SY	0	247,654	0
111-20	LANDING PADS N(2)	SY	4,444	0	0
121-20	TRUCK FUELING N(2)	GM	N(1)	0	0

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM. RUNWAYS ARE USED AS LANDING PADS.
NOTE 2: PRIMARILY A GRASS FIELD 640 ACRES.

cilities

Airfields (cont)

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

NAS WHITING FIELD (NORTH)

a. Facility Type/Code:
RUNWAYS FIXED WING (110-10)

b. What makes it inadequate?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.

c. What use is being made of the facility?
ABANDONED

d. What is the cost to upgrade the facility to substandard?
DATA NOT MAINTAINED BECAUSE UPGRADE IS NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXI RESURFACING/SEALING WOULD BE REQUIRED.

e. What other use could be made of the facility and at what cost?
NONE

f. Current improvement plans and programmed funding:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING 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, TOTALLING 131KSY. (REMAINING 134KSY MADE UP OF ABANDONED RUNWAYS)

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

cilities

. Airfields (cont)

NAS WHITING FIELD (SOUTH)

a. Facility Type/Code:
RUNWAY FIXED WING (110-10)

b. What makes it inadequate?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.

c. What use is being made of the facility?
ABANDONED

d. What is the cost to upgrade the facility to substandard?
DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY SURFACES IS TO BE UPGRADED FOR PARKING OR TAXI, RESURFACING/SEALING WOULD BE REQUIRED.

e. What other use could be made of the facility and at what cost?
NONE

f. Current improvement plans and programmed funding:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING ADEQUATE ARE 200 FEET WIDE-REDUCED FROM 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 131KSY (SAME AS NORTH FIELD).

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

ilities

Airfields (cont)

NAS WHITING FIELD (SOUTH)

a. Facility Type/Code:
ADMINISTRATIVE OFFICE (610-10)

b. What makes it inadequate?
INADEQUATE ACCESS AND ENVIRONMENTAL CONTROL

c. What use is being made of the facility?
VACANT

d. What is the cost to upgrade the facility to substandard?
UNKNOWN

e. What other use could be made of the facility and at what cost?
UNKNOWN

f. Current improvement plans and programmed funding:
NONE. THIS 35 SQUARE YARDS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

NOLF SAUFLEY

a. Facility Type/Code:
RUNWAYS FIXED WING (110-10)

b. What makes it inadequate?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.

c. What use is being made of the facility?
ABANDONED

d. What is the cost to upgrade the facility to substandard?
MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY DATA NOT SURFACE OUTSIDE PRIMARY ZONES IS TO BY UPGRADED FOR PARKING OF TAXI, RESURFACING/SEALING WOULD BE REQUIRED.

e. What other use could be made of the facility and at what cost?
NONE, USED FOR DRIVER TRAINING

f. Current improvement plans and programmed funding:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING ADEQUATE RUNWAYS ARE 150 FEET WIDE-REDUCED FROM 300 FOOT WIDTH. THERE IS, THEREFORE, A 75 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 130,000 SY.

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
NO.

Facilities (cont.)

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substan-dard/Semi-Permanent	Inade-quate/Tem porary
171-10	ACADEMIC CLASSROOMS	SY	3793	0	0
171-20	BRIEFING/DEBRIEFING	SY	8950	0	0
171-35	SIMULATOR BUILDINGS	SY	5157	0	0
171-35	2C42/(UTD)(T-34C)	EA *	4	0	0
171-35	2B37 (IFT/OFT)(T-34C)	EA *	14	0	0
171-35	2C67 (UTD)(H-57B/C)	EA *	3	0	0
171-35	2B42(IFT/OFT)(H-57B/C)	EA *	6	0	0
724-30	SIKES HALL	SY	1000	0	0
740-43	GYMNASIUM	SY	0	0	1614
740-50	THEATER	SY	1110	0	0
740-60	O' CLUB BALLROOM	SY	322	0	0

* SQUARE YARDS INCLUDED IN 171-35 (SIMULATOR BUILDINGS) LISTED ABOVE

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code: **740-43/GYMNASIUM**
b. What makes it inadequate/temporary? **NO FIRE SPRINKLER SYSTEM**
c. What use is being made of the facility? **GYMNASIUM**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **$108K**
e. What other use could be made of the facility and at what cost? **N/A**
f. Current improvement plans and programmed funding: **PROGRAMMED TO UPGRADE TO ADEQUATE IN FY 95 AT A COST OF $536K**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **NO**

:ilities

_. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your air stations. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
TH-57B	**X**	**X**	**X**		**X**
TH-57C	**X**	**X**	**X**		**X**
T-34C	**X**	**X**	**X**		**X**

cilities (cont.)

. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
PENSACOLA APPROACH	PROVIDES AIR TRAFFIC CONTROL (ATC) SERVICES IN AND OUT OF NASWF AND FOR PRACTICE APPROACHES AT PENSACOLA REGIONAL
MOBILE APPROACH	PROVIDES ATC SERVICES FOR APPROACHES AT MOBILE AIRPORTS
EGLIN APPROACH	PROVIDES ATC SERVICES FOR APPROACHES AT EGLIN/CRESTVIEW
GATESWOOD TACAN	PRACTICE NAVIGATION FACILITY
BROOKLYN TACAN	PRACTICE NAVIGATION FACILITY
SANTA ROSA TACAN	PRACTICE NAVIGATION FACILITY AND INSTRUMENT RECOVERY FACILITY
WALNUT HILL NDB	PRACTICE NAVIGATION FACILITY
CRESTVIEW NDB	PRACTICE NAVIGATION FACILITY
WHITING TACAN	INSTRUMENT NAVIGATION FACILITY
MONROEVILLE VORTAC	PRACTICE NAVIGATION FACILITY
CRESTVIEW VORTAC	PRACTICE NAVIGATION FACILITY
BROOKLEY VORTAC	PRACTICE NAVIGATION FACILITY
NASWF ASR/PAR	PRACTICE AND INSTRUMENT RECOVERY FACILITY
MOBILE REGIONAL ILS	PRACTICE NAVIGATION FACILITY
PENSACOLA ILS	PRACTICE NAVIGATION FACILITY
CRESTVIEW ILS	PRACTICE NAVIGATION FACILITY
CRESTVIEW FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
MOBILE FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
PENSACOLA FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
ANNISTON FSS	PROVIDE IN-FLIGHT WEATHER AND FLIGHT PLAN FILING
SAUFLEY VOR	PRACTICE NAVIGATIONAL FACILITY
NASWF WEATHER	PRACTICE NAVIGATIONAL FACILITY
ANDALUSIA VOR	PRACTICE NAVIGATIONAL FACILITY
ANDALUSIA PAR	PRACTICE NAVIGATIONAL FACILITY
DUKE ILS	PRACTICE NAVIGATIONAL FACILITY
ALLENTOWN NDB	PRACTICE NAVIGATIONAL FACILITY
BREWTON VORTAC (PROPOSED)	BREWTON AIRPORT INTENDS TO INSTALL A VORTAC FOR INSTRUMENT APPROACHES

ıcilities (cont.)

[redacted]. Special Military Facilities

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)
NO

3. Does installation have a dedicated munitions loading pad?
NO

a. If yes, are there any access limitations?
NO LOADING PAD

b. What type aircraft have used your pad over the last five years?
NO LOADING PAD

[redacted]

[redacted]

Facilities (cont.)

Special Military Facilities

4. Is the installation located within 150NM of:

   a. Ground Force Installation (active)? Yes/No (If yes, give name(s))
   YES. GULFPORT, MS. (SEABEE UNIT)

   b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No
   YES

   c. Deep water port facility? Yes/No (If yes, give name(s))
   YES, PENSACOLA/MOBILE/PASCAGOULA

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)
NO, FOR MEDICAL AND DENTAL FACILITIES.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.
NO, FOR MEDICAL AND DENTAL FACILITIES.

7. List any weapons storage and handling facilities located at the installation.

Type of Facility	Location	Mission and Capability of Facility
ARMORY	BLDG 1471	STORAGE AND CLEANING OF GOVERNMENT WEAPONS. AWAITING SITE APPROVAL FOR 20 LBS NET EXPLOSIVE WEIGHT (NEW) STORAGE. 1.3 HAZARD CLASS
MAGAZINE	BLDG 3080-A*	STORAGE OF UP TO 1000 LBS NET EXPLOSIVES WEIGHT, 1.3 HAZARD CLASS
MAGAZINE	BLDG 3080-B*	STORAGE OF UP TO 1000 LBS NET EXPLOSIVE WEIGHT , 1.3 HAZARD CLASS
READY SERVICE LOCKERS	NOLF'S (8) ARMORY (1) SECURITY (1) NORTH (1) SOUTH (1) CRASH (1) CUSTOMS (1)	WE ANTICIPATE INSTALLING THIRTEEN READY SERVICE LOCKERS AT THE LOCATIONS LISTED TO THE LEFT FOR STORAGE OF FLARES USED BY CRASH CREWS. NOLF'S, ARMORY AND CRASH ARE 1.3 HAZARD CLASS. REMAINING SITES ARE 1.4 HAZARD CLASS.

* **CURRENTLY THE STATION SITE APPROVAL LIMITS STORAGE TO A TOTAL OF 1000 LBS NET EXPLOSIVE WEIGHT BETWEEN 3080A AND 3080B.**

cilities (cont.)

.. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES

Activity Name / Military Service	Description of Activity Role and Degree of Support
U.S. COAST GUARD	AJ (SEE NOTE 1)
AIR FORCE, MUNITIONS SYSTEMS	MD,BR,BX
ALABAMA AIR NATIONAL GUARD	AJ,AU,AG,BC,AX,BM,AP,BD
DEPARTMENT OF THE ARMY	LICENSEE TO CONDUCT TACTICAL COMMUNICATIONS EXERCISES AT NOLFS SILVERHILL AND WOLF
ADJUTANT GENERAL STATE OF ALABAMA	AP,AW,BO

cilities (cont.)

Facility Support Arrangements for Other Services

2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the installation.

SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
PEN AIR FEDERAL CREDIT UNION	AU,AP,AH,AE,AI,AW,AX,BM,BO,BW,BY
FIRST NAVY BANK	AU,AP,AH,AE,AI,AW,AX,BM,BO,BW,BY
PENSACOLA AIR TRAFFIC CONTROL	THE PRIMARY FOCUS OF THIS MOU IS THE DEVELOPMENT, INSTALLATION, AND MAINTENANCE OF A DATA TRANSMISSION NETWORK WHICH WILL TRANSMIT WHITING FIELD'S ASR ATCRB DATA TO PENSACOLA AIRPORT AND DBRITE SERVICES TO THE USN'S ROF'S AND CONTROL TOWERS LOCATED AT WHITING FIELD.
SANTA ROSA SCHOOL BOARD	PROVIDE: (A) CLASSROOM AND FURNISHINGS FOR 25 STUDENTS, (B) SUPERVISORY ASSISTANCE TO AID WITH THE MANDATORY ATTENDANCE POLICY, AND (C) ADEQUATE OFFICE SPACE FOR THE ABE INSTRUCTORS AND ADULT LEARNING CENTER OUTREACH SPECIALIST.
GULF POWER	THE PURPOSE IS TO ESTABLISH AN ELECTRICAL SERVICE DEPOSIT PROGRAM (ESDP) FOR ACTIVE-DUTY MEMBERS OF THE ARMED SERVICES, TO PRECLUDE PAYING A DEPOSIT FOR SERVICE MEMBERS WITHOUT PRIOR ELECTRICAL UTILITY CREDIT HISTORY.
CITY OF EVERGREEN	IN RETURN FOR THE USE OF THE AIRPORT, NAS WHITING FIELD PROVIDES THE RUNWAY DUTY OFFICER WHICH WILL ISSUE AIRCRAFT TRAFFIC ADVISORY. ALSO, CRASH CREW SERVICES DURING TRAWING 5 TRAFFIC PATTERN OPERATIONS.
CITY OF BREWTON	IN RETURN FOR THE USE OF THE AIRPORT, NAS WHITING FIELD PROVIDES THE RUNWAY DUTY OFFICER WHICH WILL ISSUE AIRCRAFT TRAFFIC ADVISORY. ALSO, CRASH CREW SERVICES DURING TRAWING 5 TRAFFIC PATTERN OPERATIONS.
EMBRY RIDDLE AERONAUTICAL	PROVIDE OFFICE AND CLASSROOM SPACE; REPAIRS AND UTILITIES; STANDARD OFFICE AND CLASSROOM FURNITURE, EQUIPMENT, AND FURNISHINGS.
STUDENT CONSERVATION ASSISTANCE	SCREEN APPLICANTS; PROVIDE MEANINGFUL WORK ASSIGNMENTS; APPROPRIATE SUPERVISION FOR WORK ACTIVITIES; ARRANGE FOR HOUSING, WHEN AVAILABLE, MAKE AVAILABLE INFORMAL TRAINING OPPORTUNITIES; PROVIDE ALL NECESSARY TOOLS, EQUIPMENT, AND WORK SPECIFICATIONS; PROVIDE ON-SITE TRANSPORTATION; PROVIDE WRITTEN PERFORMANCE EVALUATION TO SCA

TROY STATE UNIVERSITY	PROVIDE OFFICE AND CLASSROOM SPACE; REPAIRS AND UTILITIES; STANDARD OFFICE AND CLASSROOM FURNITURE, EQUIPMENT, AND FURNISHINGS.
RETIRED SENIOR VOLUNTEER PROGRAMS (RSVP) OF SANTA ROSA COUNTY	DESIGNATE A COORDINATOR TO SERVE AS THE LIAISON WITH RSVP; ASSURE ADEQUATE HEALTH AND SAFETY PROVISIONS; COLLECT AND VALIDATE APPROPRIATE VOLUNTEER REPORTS; MAKE FINAL DECISIONS ON PLACEMENT OF VOLUNTEERS; PROVIDE ORIENTATION, IN-SERVICE INSTRUCTION, OR SPECIAL TRAINING; PROVIDE SUPERVISION OF VOLUNTEERS; FURNISH MATERIAL OR TRANSPORTATION REQUIRED ON ASSIGNMENT
JOB SERVICES OF FLORIDA	COORDINATE THE TIME AND DATES OF VETERAN CLIENTS; PROVIDE OFFICE SPACE, OFFICE FURNITURE, AND PHONE SERVICE; PROVIDE ASSISTANCE IN HAVING NEWS ARTICLES PUBLISHED
U.S. CUSTOMS SERVICE	AE,AF,AG,AH,AI,AN,AP,AU,AW,AX,AY,BB,BC,BD,BM, BO,BP,BR,BW,ST,MA
DEFENSE COMMISSARY AGENCY	AD,AU,AY,AZ,AF,BM,AX,AH,AI,BW,AB,AE,BU,AD,BD, BA,AJ,AM
U.S. POSTAL SERVICE	DESIGNATE AN INSTALLATION OR OPERATING LOCATION POSTAL OFFICER; ENSURE ADEQUATE AND CONTINUOUS POSTAL SUPPORT; APPOINT MAIL CLERKS AND ISSUE IDENTIFICATION CARDS; ASSIGN QUALIFIED PERSONNEL TO MILITARY POST OFFICES; DELIVER MAIL TO PERSONNEL IN A TEMPORARY DUTY STATUS, IN TRAINING; FURNISH ADEQUATE FACILITIES, UTILITIES; ASSIST POSTAL SERVICE REPRESENTATIVES IN SURVEYING, INSPECTING, AND AUDITING
PENSACOLA ENGRAVING CO	PROVIDE EDITED COPY OF NEWS, EDITORIALS, AND PHOTOGRAPHS FOR STATION NEWSPAPER; DISTRIBUTE THE "WHITING TOWER" TO ALL ON AND OFF-BASE FACILITIES
EAST MILTON FIRE DEPARTMENT	PROVIDE ASSISTANCE IN FIRE FIGHTING
SKYLINE FIRE PROTECTION	PROVIDE ASSISTANCE IN FIRE FIGHTING
CITY OF BREWTON	PROVIDE ASSISTANCE IN FIRE FIGHTING
CITY OF MILTON	PROVIDE ASSISTANCE IN FIRE FIGHTING
CYTEC INDUSTRIES	PROVIDE ASSISTANCE IN FIRE FIGHTING
FLORIDA DIVISION OF FORESTRY	PROVIDE ASSISTANCE IN FIRE FIGHTING

:ilities (cont.)

[redacted]. Facility Support Arrangements for Other Services

NOTE 1: DEFINITIONS OF ADMINISTRATIVE AND LOGISTICAL CATEGORIES OF SUPPORT SERVICES

AB - FINANCE AND ACCOUNTING SERVICES. Accounting and finance operations including fund accounting, expense accounting, reimbursement accounting, expenditure accounting, working funds accounting, payroll and leave accounting, computation and examination of vouchers including travel claims and commercial invoices, disbursing, financial reporting and the development of systems and procedures to accomplish these functions.

AD - LEGAL SERVICES. Provision of advice and services on all legal matters pertaining to legal assistance, military justice, initial claims processing, property utilization, award and execution of procurement contracts, personnel matters, including conflict of interest, standards of conduct, grievance hearings and reviews, and the like.

AE - MAIL PICKUP AND DELIVER. acceptance, sorting, routing, and delivery of incoming and outgoing official and personal mail when not otherwise provided by the United States Postal Service. The term acceptance includes financial services for personal mail if available.

AF - CUSTODIAL SERVICES. Provide janitorial services other than cleanup of work areas in shops and warehouses. May include cost of all common janitorial supplies and equipment. The provision of cleaning services for administrative office space and common service areas of buildings. When receiver's facilities are being used outside the school for such community activities as Adult Education and Boy and Girl Scouts, the reimbursable charges shall be reduced accordingly. The amount is to be negotiated between receiver and supplier.

[redacted] - PURCHASING AND CONTRACTING. Provide for the procurement of property and services for a price. May also include the termination actions in the disposition of operating supplies and equipment for another department or contractual source. Includes regional and local procurement of supplies and services, procurement planning, and purchasing operations.

AH - FIRE PROTECTION. Operation of a fire prevention and protection program for an installation, including the actual fire fighting equipment.

AI - POLICE SERVICES. Provide protection for installations and resources, maintain law and order (including enforcement of traffic laws, accident investigation, and criminal investigations). Ensure protective standards for weapons, funds, and high value resources are applied and maintained. Provide confinement and detention facilities and services, as appropriate.

AJ - HOUSING AND LODGING. Provide family housing support and housing referral services to authorized personnel and Bachelor Officer Quarters and Bachelor Enlisted Quarters accommodations for unmarried and unaccompanied personnel.

AM - FOOD SERVICE. Provision, preparation, and serving of food to authorized personnel. Includes, inflight box meals to be consumed elsewhere.

AN - STORAGE AND WAREHOUSING. Provision of space or services related to the management of technical or nontechnical commodities, material, and equipment. Includes all operations from receipt of material and equipment into storage, to issue and shipment of items from storage.

AO - TRANSPORTATION. Provision of transportation and traffic management services related to commercial or ernment-owned transportation of personnel and material, including shipment planning of cargo, packing and crating, [redacted]t clearance, scheduling movement of both personnel and personal property, processing of transportation documents, and provision of other transportation services related to inbound and outbound movements.

Facilities (cont.)

. Facility Support Arrangements for Other Services

AP - UTILITIES. Provide for the procurement, production, and distribution of utilities including water systems, sewage systems, electric systems, boiler plants, heating systems, cold storage plants, air-conditioning plants, and other purchased utility services.

AU - ADMINISTRATIVE OFFICE SPACE. Provision of space assigned to a particular office or organization for office administrative or operational purpose. Excluded are areas assigned for storage and warehousing purposes (covered under support category code AN) and those costs related to utilities, custodial, special equipment, and the like, that are included in other support categories.

AW - REAL PROPERTY MAINTENANCE. Provide the maintenance, repair, and minor construction or alteration of real property, including, as appropriate, buildings, installed equipment, miscellaneous structures, roads and grounds, railroads, surfaced areas, and other real property.

AX - REFUSE COLLECTION AND DISPOSAL. The provision of services for collection and disposal of trash and wasted materials by in-house or contractor services. Also includes use of destruction facilities and incinerators for disposal of waste materials. Excludes disposal services provided by the Defense Property Disposal Offices (DPDOs).

AY - ADMINISTRATIVE SERVICES. Provide noncombat support to other organizations in the areas of administrative orders, records management, personnel locator, classified document control and handling, forms and publications, duplicating and copying service (including contract), Armed Forces Courier Services support for incoming and outgoing containers, operation of the Administrative Communications Distribution Center, operation of the official mail distribution system, and maintenance of a publications reference library.

[redacted] - PUBLIC AFFAIRS. Activities aimed toward responding directly or through news media to the general public's right and need to know how the DoD Components accomplish assigned tasks and missions; includes public information, community relations, history reports, internal (troop) information and security review activities. This includes Armed Forces Radio and Television Service.

BA - CHAPLAIN AND RELIGIOUS SERVICES. Provide comprehensive pastoral ministry, including opportunities for worship, religious rites, pastoral visits, spiritual counseling and religious education.

BB - SAFETY. Administration of a safety program. Includes identification of special personal protective equipment needed by the receiver, and cst of safety educational and promotional materials generated by the supplier.

BC - COMMUNICATION SERVICES. Common-use and joint-use communications facilities (AUTOVON bad AUTODIN) provided on a nonreimbursable basis. Telephone equipment and services, excluding telephone toll calls, shall be provided as nonreimbursable at those locations when the supplier is serviced by a government-owned telephone exchange. Equipment, service charges and toll calls shall be reimbursed to the host at locations when the telephone exchange is commercially leased. Also, the leasing of equipment and lines, purchase of authorized communications equipment, and administrative costs related directly thereto, are reimbursable. Special communications-electronics equipment services dedicated to the tenant mission shall be provided on a reimbursable basis.

BD - COMMUNITY SERVICES. Provide community facilities and services including aero and audio clubs, arts and crafts centers, commissary and exchange services, libraries, officer, NCO and enlisted clubs, sports facilities and programs, theaters, and youth activity programs.

BM - ENTOMOLOGY SERVICES. Provision of abatement and control measures directed against insects, rodents, weeds, [redacted]gi, and other animals or plants that are determined to be undesirable, including, but not limited to, routine treatment [redacted]grounds, buildings, equipment, supplies, aircraft, and other common carriers, as necessary.

:ilities (cont.)

.. Facility Support Arrangements for Other Services

BO - ENVIRONMENTAL QUALITY CONTROL. Provide the administration of programs for the control of air, water, noise, hazardous material, and other forms of pollution, including resource recovery and energy conservation programs.

BR - TRAINING. Provision of training to personnel in planned, prepared, and coordinated programs, courses, curriculums, and instructions that are or will be directly related to the performance of official duties. Includes use of ranges (that is, rifle ranges, degaussing or deperming ranges, and target ranges).

BU - EXPENDABLE AND GENERAL SUPPLIES. Provision of any common, generally expendable, nontechnical commodity, material or equipment, such as administrative office and housekeeping supplies, duplicating paper, common electrical, hardware and plumbing supplies, building materials, paints, and tools.

BV - PRINTING AND REPRODUCTION. Provide for the operation of centralized printing and duplicating facilities. Includes cost of supplies used.

BW - DISASTER PREPAREDNESS. Provide for the full disaster preparedness and response for support, including training and equipage. Provide or program for emergency wartime operation, including shelter spaces, shelter supplies, or radiation and chemical monitoring equipment.

BY - OCCUPATIONAL AND INDUSTRIAL HEALTH SERVICES. Provide for conduct of a worker and work place, specific health screening program and industrial hygiene surveillance of the occupational environment.

- AIRCRAFT. Provide for the supply, maintenance, and repair of aircraft and associated equipment. Includes armament, electronic and communication equipment, engines, and any other equipment that is an integral part of an aircraft.

MD - ORDNANCE EQUIPMENT AND COMPONENTS. Provide for the supply, maintenance, and repair of equipment and services that relate to the manufacture of ordnance supplies, such as military weapons, ammunition, explosives, combat vehicles, and battle material, collectively. Also included are ordnance-related maintenance tools and equipment and explosives ordnance disposal services.

ST - PETROLEUM, OILS, LUBRICANTS, AND CHEMICALS. Provide for the dispensing of fuel, oils lubricants, and chemicals. Also included is the maintenance and repair of the equipment used for the dispensing of the above mentioned fluids.

Facilities (cont.)

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

NO

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

YES, NASWF MAIN BASE AND NOLFS PROVIDE A UNIQUE OPPORTUNITY FOR AIR TRAFFIC CONTROL AND COMMUNICATION DETACHMENTS OF U.S. SPECIAL FORCES AS WELL AS MARINE ATC UNITS TO CONDUCT FIELD TRAINING.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

ALL HELICOPTER STUDENTS RECEIVE INITIAL SHIPBOARD FLIGHT TRAINING ON A SPECIALLY DESIGNED HELICOPTER LANDING TRAINER (HLT). THE HLT, A UNIQUE SEAGOING VESSEL HOMEPORTED AT NAS PENSACOLA, WHICH SIMULATES A SHIP'S FLIGHT DECK AREA. THIS TRAINING IS CONDUCTED DIRECTLY FROM NASWF IN COASTAL WATERS WITHIN 20 NAUTICAL MILES OF NASWF.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate?

40 NAUTICAL MILES

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

INSTALLATION

Facilities (cont.)

Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

Airfield Name	Major Use / Capability	Location / Distance in sm
Fairhope	Civilian airport/approaches/landings	55 SW
Foley	Civilian airport/approaches/landings	45 SW
Gulf Shores	Civilian airport/approaches/landings	50 SW
Atmore	Civilian airport/approaches/landings	35 NW
Peter Prince	Civilian airport/approaches/landings	8 S

FAIRHOPE, FOLEY, GULF SHORES, ATMORE, AND PETER PRINCE ARE USED AS EMERGENCY FIELDS ONLY. T-34C IS NOT EQUIPPED WITH VHF RADIO.

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance sm
NAS Pensacola	Approaches / Landings	43 SW
Hurlburt Field	Landings	35 SE
Kessler AFB	Approaches / Landings	100 W
Eglin AFB	Approaches / Landings	50 SE
Duke Field	ILS / landings	28 E
Choctaw	Landings	20 SE

cilities (cont.)

.. Proximity to Other Support Facilities

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
ST Elmo, AL	Civilian airport/approaches/landings	70 W
Jackson, AL	Civilian airport/approaches/landings	65 NW
Pensacola, FL	Civilian airport/approaches/landings	26 SW
Crestview, FL	Civilian airport/approaches/landings	30 E
Mobile Downtown, AL	Civilian airport/approaches/landings	65 W
Monroeville, AL	Civilian airport/approaches/landings	50 NW
Troy, AL	Civilian airport/approaches/landings	90 NE
Gulfport, MS	Civilian airport/approaches/landings	100 W
Andalusia, AL	Civilian airport/approaches/landings	50 NE
Mobile Regional, AL	Civilian airport/approaches/landings	70 W

NOTE: NUMEROUS FACILITIES COULD BECOME AVAILABLE FOR JPATS OPERATIONS DEPENDING ON SOURCE SELECTION.

cilities (cont.)

Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

UNIQUE FEATURES

- 10 % OF ALL NAVY FLIGHT HOURS ACCUMULATED AT WHITING COMPLEX

- GREATER THAN 45% OF ALL TRAINING COMMAND FLIGHT HOURS ARE CONDUCTED FROM NAS WHITING FIELD

- TWO AIR STATIONS FOR THE PRICE OF ONE
  - -- NORTH FIELD
    - --- 155 T-34C AIRCRAFT
    - --- SUPPORTED BY 8 NOLF's
  - -- SOUTH FIELD
    - --- 125 TH-57B/C
    - --- SUPPORTED BY 5 NOLF'S AND AN HLT
  - -- MINIMAL COST TO OPERATE SUPPORTING NOLF'S, NAVAIDS, AND FACILITIES
  - -- AIRFIELDS ARE MIRROR IMAGES OF EACH OTHER AND COULD FUNCTION AS PARALLEL RUNWAYS
  - -- NAVAIDS DISTRIBUTED THROUGHOUT THE OPERATING AREA
    - --- 2 NDB'S, VOR, TACAN

- ONLY NAVY SITE FOR TRAINING NAVY, MARINE, COAST GUARD AND FOREIGN NATIONAL HELICOPTER PILOTS, FOREIGN NATIONAL FIXED WING PILOTS, AND NAVAL FLIGHT SURGEONS. ALSO PROVIDE ORIENTATION FLIGHTS FOR ROTC AND NAVAL ACADEMY MIDSHIPMEN

- PROVIDES FACILITIES AND SERVICES FOR ROYAL SAUDI NAVAL FORCES ENLISTED AVIATION MAINTENANCE PREPARATORY SCHOOL

- ONLY NAVY SITE FOR REWORK OF T-34B/C AIRCRAFT

- ALTERNATE COMMAND POST FOR CNET DURING EMERGENCY CONDITIONS (HURRICANES)

- NAS WHITING FIELD AND THE NOLF'S PROVIDE DEPLOYMENT SITES FOR THE FLORIDA AND ALABAMA NATIONAL GUARDS, MARINE RESERVE UNITS, ARMY NATIONAL GUARDS, AND THE U.S. SPECIAL FORCES

cilities (cont.)

d. Unique features

- RURAL SETTING RESULTS IN MINIMAL NOISE COMPLAINTS AND ENCROACHMENT CONCERNS
  - -- AIRPORT ZONING IN PLACE FOR NOLF'S IN FLORIDA
  - -- KEY MEMBER OF THE SOUTHEASTERN TEST AND TRAINING AREA (SETTA) ENCROACHMENT AND ENVIRONMENTAL COORDINATION COMMITTEE ALLOWING RAPID AND JOINT CIVIL\MILITARY RESPONSES TO ISSUES
  - -- PROVIDES TECHNICAL ADVICE TO THE CONTINUING FLORIDA AIR SYSTEM PLANNING PROCESS (CFASPP) NORTHWEST REGION

- NAS WHITING FIELD AND THE T-34C NOLF's ARE EXPANDABLE FOR OPERATION OF THE JOINT PRIMARY AIRCRAFT TRAINING SYSTEM (JPATS)

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:
YES

a. Name or type of facility
HELICOPTER SIMULATOR BUILDING
b. Total SF
32,552 SQ FEET
c. Cat code
171-35 (BLDG 3005A)
d. Present use
HELICOPTER SIMULATOR FOR H-57B/C

a. Name or type of facility
AIRCRAFT MAINTENANCE/REWORK FACILITY.
b. Total SF
80,271 SQ FEET
c. Cat code
211-06/08/21/45 (BLDG 2941)
d. Present use
ONLY REWORK FACILITY FOR T-34 DEPOT, INTERMEDIATE AND ORGANIZATIONAL MAINTENANCE.

ure Requirements

Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NORTHWEST DISTRICT (FDEP)

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No
YES, ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT MONTGOMERY AREA (ADEM)

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.
FDEP 7,504 ACRES (INCLUDES NASWF & NOLF'S IN FL.)
ADEM 3,310 ACRES (INCLUDES NOLF'S IN AL.) R

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO
NO

a. If the base is in a maintenance area, identify the regulated pollutant(s).
NOT IN AREA

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).
NOT IN AREA

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO
NO

ture Requirements

... Air Quality

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

NO

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

NOT RESTRICTED

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

NO

c. If special actions have been implemented, specify the nature of the actions.

NO SPECIAL ACTIONS

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO

NO

'ture Requirements (cont.)

. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

NO

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	0	0	0
1992	0	0	0
1993	0	0	0

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

ture Requirements (cont.)

[redacted] Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances?
YES, IN SANTA ROSA AND ESCAMBIA COUNTIES OF FLORIDA.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.
SEE ATTACHMENT FOUR

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.
The Santa Rosa County Ordinance restricts growth around North and South Whiting and NOLF's Pace, Holley, Harold, Spencer and Santa Rosa. The Escambia ordnance restricts growth around NOLF's Saufley and Site 8.

SEE ATTACHMENTS FIVE AND SIX

Litigation history has been limited to challenges to the zoning ordinances that were up held and two litigations involving horse farms. The Navy was held not liable in either case. The second case involved the Army and Navy but primarily the Air Force, in which the Air force settled the case.

[redacted]

[redacted]

ture Requirements (cont.)

[redacted]

Encroachment (cont)

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

NO. The current training aircraft are probably the quietest in the fleet and with the established "good neighbor" atmosphere between the communities and the Navy, we do not expect any major restrictions. Additionally, the areas surrounding the NOLFs are predominantly rural.

NAS Whiting Field and its thirteen NOLFS occupy, for the most part, a rural setting and therefore encroachment is minimal and does not restrict or hinder flight operations, to any appreciable degree. Airport zoning is in place for the NOLFs in Santa Rosa County and Escambia County, Florida. Both of these have been incorporated into the State required comprehensive plans and landuse maps. They both restrict the number and type of buildings in the airport environs and have been effective. No airport zoning exists in Alabama however; coordination has been established in an effort to integrate airport zoning into the land use ordnance. In the interim, cooperative efforts have been established between planning agencies and the Navy. These zoning efforts are diligently combined with an active clear zone acquisition program and should ensure viability of these airfields for current aircraft and the Joint Primary Aviation Training System (JPATS).

NAS Whiting Field is a key member of the South Eastern Test and Training Area (SETTA) encroachment and environmental coordination committee. This committee allows rapid and joint responses to encroachment issues as well as the sharing of knowledge.

A highly cooperative atmosphere exists in the local area. A recent proposal for an expansion at Peter Prince Airport (3 miles south of Whiting) had the potential to disrupt training operations, however, the Santa Rosa County Commissioners agreed that no construction would take place that would hinder Naval Flight Training. This agreement permits the civil airport to expand but the requirement for the Navy to issue the pilots a "Prior Permission Required" (PPR) in order to use the new runway allows the Navy to control numbers during Navy operating hours. Additionally the airport cannot install any instrument landing systems.

Concerns have been voiced regarding the crowded airspace in the Whiting complex. A large number of the near midair collision (NMAC) reports occurred prior to procedural changes that eliminate many of the congestion points and a corresponding decrease in near midair reports. The imminent installation of the collision avoidance system (NACWS) in the T-34C will decrease the number of future incidence.

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

SEE ATTACHMENTS SEVEN AND EIGHT

[redacted]

ture Requirements (cont.)

. Encroachment (cont)

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.
YES

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.
FOUR PER MONTH OVER A THREE YEAR PERIOD.

c. Has the installation implemented noise abatement procedures? YES/NO.
NO

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.
NOT REQUIRED

ure Requirements (cont.)

. Encroachment (cont)

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to ermine compatibility percentages. Aerial photos may be available from local governments, USDA ices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:

(a) Within the Clear Zone (CZ) at each end of each active runway?
(b) Within Accident Potential Zone (APZ) I at each end of each active runway?
(c) Within APZ II at each end of each active runway?
(d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
(e) Between the 65 Ldn and 75 Ldn noise contours?
(f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
(g) Within the 80 Ldn noise contour and above (if available)?

ture Requirements (cont.)

2. Encroachment (cont)

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

THE FIGURES IN THE FOLLOWING ARE ESTIMATES BASED ON AICUZ DRAWINGS AND AERIAL PHOTOS.

AIRFIELD: NORTH WHITING FIELD

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	5	0	0	0	CZ	23	0	0	0
APZ I	5	0	65	0	APZ I	23	2	70	0
APZ II	5	0	88	0	APZ II	23	0	144	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	14	0	0	0	CZ	32	0	0	0
APZ I	14	0	103	0	APZ I	32	0	90	0
APZ II	14	0	150	0	APZ II	32	0	70	0

AIRFIELD: SOUTH WHITING FIELD

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	5	0	5	0	CZ	14	0	0	0
APZ I	5	*	*	*	APZ I	14	*	*	*
APZ II	5	*	*	*	APZ II	14	*	*	*

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	23	0	39	0	CZ	32	0	46	0
APZ I	23	*	*	*	APZ I	32	6	58	19
APZ II	23	*	*	*	APZ II	32	12	58	21

*** NO APZ I AND APZ II ESTABLISHED FOR RUNWAYS 5, 14, AND 23 AT SOUTH WHITING.**

ure Requirements (cont.)

د. Encroachment (cont)

AIRFIELD: NOLF SANTA ROSA/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	12	0	APZ I	9R	0	0	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	0	0	APZ I	27R	0	0	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	9	0	APZ I	18R	0	10	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	0	12	0	APZ I	36R	0	7	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

ture Requirements (cont.)

2. Encroachment (cont)

AIRFIELD: NOLF SPENCER/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	11	0	APZ I	9R	8	11	50
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	6	7	25	APZ I	27R	14	7	50
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	4	8	0	APZ I	18R	0	8	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	6	10	0	APZ I	36R	8	10	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

ure Requirements (cont.)

b. Encroachment (cont)

AIRFIELD: NOLF SITE EIGHT/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	0	0	APZ I	9R	0	0	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	0	0	APZ I	27R	0	0	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	0	0	APZ I	18R	0	0	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	0	0	CZ	36R	0	0	0
APZ I	36L	0	0	0	APZ I	36R	0	0	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF HAROLD/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9L	0	0	0	CZ	9R	0	0	0
APZ I	9L	0	5	0	APZ I	9R	0	6	0
APZ II	9L	0	0	0	APZ II	9R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	27L	0	0	0	CZ	27R	0	0	0
APZ I	27L	0	40	0	APZ I	27R	0	40	0
APZ II	27L	0	0	0	APZ II	27R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	10	0	APZ I	18R	0	10	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	36L	0	5	0	CZ	36R	0	5	0
APZ I	36L	0	10	0	APZ I	36R	0	10	0
APZ II	36L	0	0	0	APZ II	36R	0	0	0

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF PACE/COURSES

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	**9L**	**0**	**0**	**0**	CZ	**9R**	**0**	**0**	**0**
APZ I	**9L**	**0**	**10**	**0**	APZ I	**9R**	**0**	**10**	**0**
APZ II	**9L**	**0**	**0**	**0**	APZ II	**9R**	**0**	**0**	**0**

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	**27L**	**0**	**0**	**0**	CZ	**27R**	**0**	**0**	**0**
APZ I	**27L**	**0**	**10**	**0**	APZ I	**27R**	**0**	**10**	**0**
APZ II	**27L**	**0**	**0**	**0**	APZ II	**27R**	**0**	**0**	**0**

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	**18L**	**0**	**0**	**0**	CZ	**18R**	**0**	**0**	**0**
APZ I	**18L**	**0**	**10**	**0**	APZ I	**18R**	**0**	**10**	**0**
APZ II	**18L**	**0**	**0**	**0**	APZ II	**18R**	**0**	**0**	**0**

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	**36L**	**0**	**0**	**0**	CZ	**36R**	**0**	**0**	**0**
APZ I	**36L**	**0**	**10**	**0**	APZ I	**36R**	**0**	**10**	**0**
APZ II	**36L**	**0**	**0**	**0**	APZ II	**36R**	**0**	**0**	**0**

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF BARIN

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	9	0	0	0	CZ	27	10	50	20
APZ I	9	0	23	0	APZ I	27	0	23	0
APZ II	9	0	58	0	APZ II	27	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	15	0	27	0	CZ	33	0	0	0
APZ I	15	0	23	0	APZ I	33	4	23	0
APZ II	15	4	58	0	APZ II	33	2	58	0

AIRFIELD: NOLF BREWTON

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	06	0	60	0	CZ	24	40	61	50
APZ I	06	6	23	10	APZ I	24	18	44	10
APZ II	06	4	58	5	APZ II	24	8	88	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	12	2	4	0	CZ	30	0	15	0
APZ I	12	8	23	0	APZ I	30	0	44	0
APZ II	12	4	58	0	APZ II	30	4	116	0

NOTE: RUNWAY 18/36 NOT USED BY NAVY.

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF HOLLEY

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	10	45	80	CZ	27	60	40	100
APZ I	09	40	23	65	APZ I	27	20	23	80
APZ II	09	75	58	20	APZ II	27	40	58	80

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	17	12	58	15	CZ	35	10	47	25
APZ I	17	50	23	50	APZ I	35	6	23	60
APZ II	17	30	58	30	APZ II	35	16	58	0

AIRFIELD: NOLF SILVERHILL

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	05	0	35	0	CZ	23	4	48	15
APZ I	05	0	23	0	APZ I	23	0	23	0
APZ II	05	0	48	0	APZ II	23	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	0	51	0	CZ	27	15	50	50
APZ I	09	0	23	0	APZ I	27	4	23	15
APZ II	09	2	54	0	APZ II	27	0	30	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	16	6	48	10	CZ	34	0	43	0
APZ I	16	0	23	0	APZ I	34	0	23	0
APZ II	16	0	55	0	APZ II	34	18	58	0

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF EVERGREEN

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	20	46	5	CZ	27	0	52	0
APZ I	09	10	23	30	APZ I	27	0	23	0
APZ II	09	0	58	0	APZ II	27	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18	10	55	15	CZ	36	0	45	0
APZ I	18	0	23	0	APZ I	36	0	23	0
APZ II	18	0	58	0	APZ II	36	2	58	0

AIRFIELD: NOLF SUMMERDALE

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	04	8	16	5	CZ	22	2	28	5
APZ I	04	0	21	0	APZ I	28	3	20	0
APZ II	04	0	58	0	APZ II	28	0	48	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	10	4	21	30	CZ	28	6	39	10
APZ I	10	0	20	0	APZ I	28	0	23	0
APZ II	10	0	48	0	APZ II	28	4	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	16	4	27	15	CZ	34	0	48	0
APZ I	16	6	20	10	APZ I	34	4	23	0
APZ II	16	0	58	0	APZ II	34	3	48	0

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF SAUFLEY

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	05	4	52	5	CZ	23	0	5	0
APZ I	05	0	23	0	APZ I	23	2	23	0
APZ II	05	0	58	0	APZ II	23	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	14	0	23	0	CZ	32	6	22	50
APZ I	14	0	23	0	APZ I	32	10	23	15
APZ II	14	0	30	0	APZ II	32	30	58	20

AIRFIELD: NOLF WOLF

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	09	0	42	0	CZ	27	6	49	15
APZ I	09	0	23	0	APZ I	27	0	23	0
APZ II	09	6	30	0	APZ II	27	0	52	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18	0	47	0	CZ	36	0	47	0
APZ I	18	0	23	0	APZ I	36	0	23	0
APZ II	18	0	58	0	APZ II	36	0	58	0

Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	04	0	43	0	CZ	22	0	41	0
APZ I	04	0	23	0	APZ I	22	0	22	0
APZ II	04	0	54	0	APZ II	22	0	17	0

ture Requirements (cont.)

B. Encroachment (cont)

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

AIRFIELD: NORTH WHITING FIELD

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	6	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: SOUTH WHITING FIELD

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	22	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SANTA ROSA

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	4.3	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SPENCER

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	199	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

ıture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF SITE EIGHT

DNL	/Est Pop	Acres	% Incomp L-U
60-65	5	4	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF HAROLD

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	150	0
65-75	0	2	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF PACE

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF BARIN

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

ıture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF BREWTON

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF HOLLEY

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF EVERGREEN

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SAUFLEY

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

ture Requirements (cont.)

B. Encroachment (cont)

AIRFIELD: NOLF SILVERHILL

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF SUMMERDALE

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

AIRFIELD: NOLF WOLF

DNL	Est Pop	Acres	% Incomp L-U
60-65	0	0	0
65-75	0	0	0
75-80	0	0	0
80+	0	0	0

ture Requirements (cont.)

B. Encroachment (cont)

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

NO KNOWN CHANGES.

b. How are local land use plans expected to impact the AICUZ footprints?

NO IMPACT EXPECTED.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

AICUZ REFLECTS CURRENT FLIGHT OPERATIONS.

ure Requirements (cont.)

B. Encroachment (cont)

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

(1) AICUZ recommended height restrictions.
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(3) AICUZ recommended development limits for APZ II
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if ilable).
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.
LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.

(8) Are real estate disclosure statements required by local communities?
ESCAMBIA COUNTY - NO
SANTA ROSA COUNTY - YES

ture Requirements (cont.)

B. Encroachment (cont)

11. Future local/regional community encroachment (cont.)

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

NONE THAT ARE EXPECTED AFFECT FLIGHT TRAINING.

f. Has all clear zone acquisition been completed? YES/NO.

NO

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

CLEAR ZONE ACQUISITION

AIRFIELD	RWY END	ACRES	ACQUISITION COST	TIMETABLE
AS WHITING FIELD (SOUTH)	5	5	5 @ 1500 = 7,500	***
	23	39	39 @ 1500 = 58,500	FY 94
	32	46	46 @ 1500 = 69,000	FY 94
TOTAL		90	$ 135,000	
BARIN	27	50	50 @ 3500 = 175,000	FY 96
	15	27	27 @ 2000 = 54,000	FY 95
TOTAL		77	$ 229,000	
SAUFLEY	23	5	5 @ 3000 = 15,000	***
	15	52	52 @ 3000 = 156,000	***
	32	22	22 @ 4500 = 99,000	***
	14	23	23 @ 3500 = 80,500	***
TOTAL		102	$ 350,500	

AIRFIELD	RWY END	ACRES	COST	COMMENTS
SUMMERDALE	16	27	27 @ 1500 = 40,500	***
	34	48	48 @ 1500 = 72,000	***
	10	21	21 @ 1500 = 31,500	***
	28	39	39 @ 1500 = 58,500	***
	22	28	28 @ 1500 = 42,000	***
	04	16	16 @ 1500 = 24,000	***
TOTAL		179	$ 268,500	
SILVERHILL	16	48	48 @ 1500 = 72,000	***
	34	43	43 @ 1500 = 64,500	***
	09	51	51 @ 1500 = 76,500	***
	27	50	50 @ 1500 = 75,000	***
	23	48	48 @ 1500 = 72,000	***
	05	35	35 @ 1500 = 52,500	***
TOTAL		275	$ 412,500	
HOLLEY	17	58	58 @ 3000 = 174,000	***
	35	47	47 @ 3000 = 141,000	***
	09	45	45 @ 3000 = 135,000	***
	27	40	40 @ 3000 = 120,000	***
TOTAL		190	$ 570,000	
WOLF	18	47	47 @ 2000 = 94,000	***
	36	47	47 @ 2000 = 94,000	***
	27	49	49 @ 2000 = 98,000	***
	09	42	42 @ 2000 = 84,000	***
TOTAL		185	$ 286,000	

NOTE:-A COMPLETE CLASS "A" CLEARZONE (3000' X 1000') = 69 AC.
-ABOVE COSTS ARE ESTIMATES FOR LAND ONLY, NO HOMES
*** DENOTES TIME FRAME

ture Requirements (cont.)

B. Encroachment (cont)

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

YES. THE ONLY INCOMPATIBLE DEVELOPMENT ON BASE IN THE CLEAR ZONES IS THE WESTERN ENTRANCE TO THE BASE AND THE POOL AT THE CONSOLIDATED CLUB. BOTH HAVE WAIVERS. ADDITIONALLY THE GOLF COURSE PRO SHOP UNDERLIES THE APZ I AREA AT NORTH FIELD.

Future Requirements

Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?
YES

2. What is the availability of off-installation acreage for possible future installation development?
RELATIVELY LOW COST AGRICULTURAL LAND AVAILABLE ON THE NORTH, EAST, AND SOUTH. AREA TO WEST IS FOREST LAND AND RELATIVELY HILLY.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWHPD)	192,000	192,000	70,985	92,600
Water (GPD)	2.448m	N/A	.550m	.925m
Sewage (GPD)	1.05m	N/A	.221m	.250m
Natural Gas (CFH)	54,200m	70,000m	5m	34m
Short Term Parking	6780	NONE	3,500*	5,000*
High Temp. Water/Steam Generation/Distribution	60,000 lbs/hr**	NONE	20,000 lbs/hr	40,000 lbs/hr

*** ESTIMATED**
**** 2 BOILERS AT 100%**

4. Are there any characteristics regarding your utility systems that should be considered?
THE WASTE WATER TREATMENT PLANT IS CURRENTLY IN AN ENGINEERING EVALUATION AND WILL CULMINATE IN FACILITY EFFLUENT UPGRADES. THE EXISTING STEAM PLANT AND ASSOCIATED STEAM LINES ARE BEING PHASED OUT BY REPLACEMENT WITH PACKAGE STEAM UNITS.

ure Requirements (cont.)

C. Ability for Expansion (cont.)

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: NAS WHITING FIELD (NORTH AND SOUTH)

Land Use	Total Acres	Developed[4]	Available for Development	
			Restricted[5]	Unrestricted
Operational	2285	450	1200*	635
Training	55	38	2	15
Research & Development	0	0	0	0
Supply and Storage	5	3	0	2
MAINTENANCE	63	40	3	20
Admin	120	82	3	35
Housing	50	40	0	0
Recreational	430	300	0	130
Navy Forestry Program	914	0	0	914
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	3922	953	1208	1761

DB CNET N-443E 10 MAY 94

*** ESTIMATED**

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF PACE**

Land Use	Total Acres	Developed[6]	Available for Development	
			Restricted[7]	Unrestricted
Operational	206	0	206*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	207	1	206	0

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF SITE 8**

Land Use	Total Acres	Developed[8]	Available for Development	
			Restricted[9]	Unrestricted
Operational	485	0	485*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	151	0	0	151
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	3	3	0	0
Total	640	4	485	151

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF HAROLD

Land Use	Total Acres	Developed[10]	Available for Development	
			Restricted[11]	Unrestricted
Operational	279	0	279*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	293	0	0	293
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	~~593~~ 573	1	279	293

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*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **HOUSING (WHITING PINES)**

Land Use	Total Acres	Developed[12]	Available for Development	
			Restricted[13]	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	88	80	0	8
Recreational	8	4	0	4
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
Total	98	85	0	~~0~~ 13

N-443 10 MAR 94

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF BARIN

Land Use	Total Acres	Developed[1]	Available for Development	
			Restricted[2]	Unrestricted
Operational	619	30	558*	31
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	0	0	0	0
Recreational	2	1	0	1
Navy Forestry Program	187	0	0	187
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
Total	810	32	558	220

R

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF BREWTON

Land Use	Total Acres	Developed[16]	Available for Development	
			Restricted[17]	Unrestricted
Operational	672	32	330*	310
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	673	33	330	310

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.
NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF EVERGREEN

Land Use	Total Acres	Developed[18]	Available for Development	
			Restricted[19]	Unrestricted
Operational	439	27	280*	132
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	440	28	280	132

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.
NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF HOLLEY**

Land Use	Total Acres	Developed[20]	Available for Development	
			Restricted[21]	Unrestricted
Operational	443	25	330*	88
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	253	0	0	253
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	697	26	330	341

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF SILVERHILL

Land Use	Total Acres	Developed[22]	Available for Development	
			Restricted[23]	Unrestricted
Operational	151	30	121*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	25	0	15*	10
Navy Agricultural Outlease Program	223	0	205*	18*
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	400	31	341	28

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ıture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF SUMMERDALE

Land Use	Total Acres	Developed[24]	Available for Development	
			Restricted[25]	Unrestricted
Operational	111	29	82*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	48	0	0	48
Navy Agricultural Outlease Program	405	0	324*	81
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	565	30	406	129

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, chaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ture Requirements (cont.)

. Ability for Expansion (cont.)

Site Location: NOLF WOLF

Land Use	Total Acres	Developed[3]	Available for Development	
			Restricted[4]	Unrestricted
Operational	298	31	189*	78
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	9	0	0	9
Navy Agricultural Outlease Program	114	0	90*	24
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	422	32	279	111

R

* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ıre Requirements (cont.)

Ability for Expansion (cont.)

Site Location: BOAT DOCKS

Land Use	Total Acres	Developed[5]	Available for Development	
			Restricted[6]	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	5	3	1*	1
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	6	4	1	1

R

* RESTRICTED DUE TO WETLANDS.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ıture Requirements (cont.)

c. Ability for Expansion (cont.)

Site Location: NOLF SANTA ROSA

Land Use	Total Acres	Developed[30]	Available for Development	
			Restricted[31]	Unrestricted
Operational	436	48	388*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	300
Navy Forestry Program	300	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	737	49	388	300

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, haeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ıture Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF SPENCER

Land Use	Total Acres	Developed[32]	Available for Development	
			Restricted[33]	Unrestricted
Operational	639	52	587*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	640	53	587	0

*** RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ**
NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

ıture Requirements (cont.)

c. Ability for Expansion (cont.)

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

The NAS Whiting Field complex has exceptional ability to readily accept mobilization of both regular and reserve units with little or no capital outlays. Training exercises have been completed by units of the Alabama Air National Guard, Florida National Guard, U. S. Marines, U. S. Special Forces, Naval Reserve and Seabees. NAS Whiting Field's assets allow units to hold these training exercises at a fraction of the cost expected at other locations. NAS Whiting Field could easily assume all of the fixed wing (T-34C) primary training mission as recommended by the Naval Audit Service Southeast region in their draft audit report 7500/90-0013 ser E-1/0599 dtd 5 September 1991.

This complex has demonstrated the ability to accept new and challenging missions. When the NFO training program increased the number of takeoffs and landings required per student, NAS Whiting provided them access to the southern NOLFs. When the Navy needed a place to establish an enlisted aviation maintenance preparatory school, NAS Whiting again stood ready with some of the best facilities in the Navy.

Whiting Field has actively planned for the future by completing evaluations of airfield facilities in light of possible JPATS contenders. The selection of an aircraft capable of operating from shorter runways would require minimal construction. However, the mostly rural location of NAS Whiting ·eld and the NOLFs allow for expansion if required. Environmental and political constraints are nimal, therefore, any expansions required for JPATS can be accommodated with proper funding.

The Northwest Florida and Southern Alabama areas have consistently demonstrated a pro-Navy posture. These communities would readily accept and assist the accommodation of additional mission requirements for NAS Whiting Field.

- RURAL SETTING IS IDEAL FOR EXPANSION IF REQUIRED.

- SOUTH FIELD COULD CONDUCT CONCURRENT ROTARY AND FIXED WING TRAINING. ROTARY AND FIXED WING DO NOT COMPETE FOR AIRSPACE OR NOLF's

Manpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle) yes no
NO

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	18	18	N/A	N/A
Officer	3	50	50	N/A	N/A
Officer	1 or 2	90	90	N/A	N/A
Enlisted	4+	35	26	9	N/A
Enlisted	3	159	129	30	N/A
Enlisted	1 or 2	60	17	43	N/A
Mobile Homes	N/A	N/A	N/A	N/A	N/A
Mobile Home lots	N/A	N/A	N/A	N/A	N/A

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code: **NO INADEQUATE QUARTERS**
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

'anpower Implications (cont.)

A. Quality of Life (cont.)

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[34]	Average Wait
O-6/7/8/9	1	N/A	N/A
	2	N/A	N/A
	3	N/A	N/A
	4+	0	1 MOS
O-4/5	1	N/A	N/A
	2	N/A	N/A
	3	1	3 MOS
	4+	2	4 MOS
O-1/2/3/CWO	1	N/A	N/A
	2	19	2 MOS
	3	3	3 MOS
	4+	2	3 MOS
E7-E9	1	N/A	N/A
	2	N/A	N/A
	3	1	1 MOS
	4+	0	3 MOS
E1-E6	1	N/A	N/A
	2	36	6-8 MOS
	3	3	1 MOS
	4+	6	2-4 MOS

[34]As of 31 March 1994.

anpower Implications (cont.)

a. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

80%

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**99.56**
Substandard/Semi-Permanent	**93.92**
Inadequate/Temporary	**N/A**

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

OUR FY94 REPORT WILL REFLECT A DECREASE IN OUR UTILIZATION RATE. THIS REDUCTION IS MAINLY DUE TO UNITS BEING DOWN FOR MAJOR WALL REPLACEMENT IN ADEQUATE HOUSING. SINCE E-1'S THROUGH E-3'S ARE NOW ABLE TO COMPETE WITH OTHER ENLISTED PERSONNEL FOR ADEQUATE QUARTERS, OCCUPANCY RATE WILL PROBABLY DECREASE IN SUBSTANDARD QUARTERS.

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**86%**
Substandard/Semi-Permanent	**N/A**
Inadequate/Temporary	**N/A**

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

IN NOVEMBER 1993, RENOVATION BEGAN ON THE BEQ. THIS REDUCED THE NUMBER OF ROOMS AVAILABLE. OCCUPANCY AS OF 31 MARCH 1994 WAS 96%.

NOTE: THE BEQ AND BOQ HAVE BEEN CONSOLIDATED INTO A CONSOLIDATED BACHELORS QUARTERS (CBQ)

Manpower Implications (cont.)

11. Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	43%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

IN DECEMBER 1993, RENOVATION BEGAN ON THE BOQ. THIS REDUCED THE NUMBER OF AVAILABLE ROOMS. AS OF 31 MARCH 1994 OCCUPANCY WAS 90%.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

NO FAMILY HOUSING UNDER RENOVATION OR CONSTRUCTION.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure) (SF)	Capacity (Appropriate Measure)	Availability Date
BOQ	~~127~~ 131	520	~~127~~ 139	DEC 94
BEQ	120	260-390	~~200~~ 164	NOV 94
BEQ	~~30~~ 50	260-390	~~50~~ 70	JUN 95
BOQ	60	520	~~60~~ 66	JAN 96
BEQ	~~82~~ 62	260-390	~~120~~ 112	JAN 96

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(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

NO FAMILY HOUSING/BOQ/BEQ MILCON SCHEDULED FOR RENOVATION OR CONSTRUCTION.

Manpower Implications (cont.)

A. Quality of Life (cont.)

2. For on-installation MWR facilities[35] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS WHITING FIELD DISTANCE 0

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	13	Y
	Outdoor Bays	20	Y
Arts/Crafts-Ceramics	SF	3,430	N/A*
Wood Hobby	SF	4,060	N
Bowling	Lanes	12	Y
Enlisted Club	SF	7,000	Y**
Officer's Club	SF	12,000	Y**
Library	SF	2,880	N/A
Library	Books	13,000	N/A
Theater	Seats	0	N/A***
ITT	SF	180	Y
Museum/Memorial	SF	3,280	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor) Community	Lanes	8	Y
Pool (outdoor) CBQ	Lanes	5	Y
Beach	LF	1,230	N/A
Lake	Each		
Tennis CT	Each	11	N/A

* NOTE: ORGANIZED CLUB MANAGED
** NOTE: CLUBS WILL BE CONSOLIDATED THIS FISCAL YEAR
*** NOTE: THEATER ASSIGNED TO TRAINING

[35] Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

anpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	3	N/A
Basketball CT (outdoor)	Each	4	N/A
Racquetball CT (indoor/outdoor)	Each	4	N/A
Squash CT	Each	0	N/A
Golf Course	Holes	18	N/A
Driving Range	Tee Boxes	12	Y
Gymnasium Nautilus	SF	2,772	N/A
Gymnasium Gym	SF	11,473	N/A
Fitness Center	SF	10,646	N/A
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Rod and Gun Club/Range	Each		N/A
Softball Fld	Each	6	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	0	N/A

NOTE: SPORTS EQUIPMENT OF VARIOUS TYPES ARE MAINTAINED AT ALL THE NOLFS TO FACILITATE NAVY PERSONNEL REMAINING PHYSICALLY ABLE TO COMPLETE THE PHYSICAL FITNESS TEST.

3. Is your library part of a regional interlibrary loan program?
YES

Manpower Implications (cont.)

Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0	0	0	*	**	0
6-12 Mos	0	0	0	*	**	0
12-24 Mos	10	0	618	0	5	90
24-36 Mos	14	0	780	0	7	120
3-5 Yrs	17	0	1293	0	13	180

* TOTAL SQUARE FEET OF BUILDING IS 2,691 WHICH IS INADEQUATE FOR AGES 0-12 MOS. BUT SUBSTANDARD FOR AGES 12MOS-5YRS.
NO LIST ESTABLISHED SINCE CARE NOT AVAILABLE IN CENTER

450
840
2340
25 | 3630
145.2

anpower Implications (cont.)

a. Quality of Life (cont.)

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- Facility Type/Code:
  CHILD CARE CENTER (740-74)

- What makes it inadequate/temporary?
  NO SPACE FOR INFANT CARE
  WAITING LIST CANNOT BE ACCOMMODATED

- What use is being made of the facility?
  CARE FOR AGES ONE YEAR THROUGH FIVE YEARS. (41)
  MEALS ARE BEING SERVED IN THE FACILITY
  CHILD DEVELOPMENT CENTER AND FAMILY HOME CARE PROGRAMS ARE BEING OPERATED OUT OF SMALL OFFICE
  TRAINING REQUIRED FOR STAFF TAKES PLACE DURING NAP TIME OR ON PICNIC TABLES OUTSIDE OR AT NIGHT

- What is the cost to upgrade the facility to substandard/semi-permanent?
  ADD SQUARE FOOTAGE TO BUILDING = 100K

- What other use could be made of the facility and at what cost?
  THRIFT SHOP COULD OCCUPY THE SPACE AT NO MAJOR COST
  PACKAGE STORE/MINI MART COULD OCCUPY THE SPACE

- Current improvement plans and programmed funding:
  THE UNOCCUPIED ARMY RESERVE BUILDING AT 2781 N.W. DOGWOOD DRIVE IS BEING ACTIVELY PURSUED BY NASWF. PRELIMINARY PLANS HAVE BEEN DRAWN AND FUNDS HAVE BEEN PROVIDED FOR FINAL DESIGN. THE $220K RENOVATION WILL ACCOMMODATE 98 CHILDREN FROM THE AGES OF 6 WEEKS TO 5 YEARS. THIS FACILITY WOULD BE FULLY ADEQUATE FOR NASWF CHILD CARE NEEDS.

- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?
  NO

Manpower Implications (cont.)

a. Quality of Life (cont.)

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

SEVERAL AREA CHILD CARE CENTERS EITHER PRIVATELY OR CHURCH SPONSORED PROVIDE CARE FOR CHILDREN ON OUR WAITING LIST. FAMILY HOME CARE THROUGH HRS PROVIDE CARE OFF MILITARY FACILITIES.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

CORRY STATION 3/4 HOUR
EGLIN AFB 1 HOUR
NAS PENSACOLA 1 HOUR

Manpower Implications (cont.)

Quality of Life (cont.)

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	17,000
Gas Station	SF	1,302
Auto Repair	SF	1,023
Auto Parts Store	SF	0*
Commissary	SF	21,978
Mini-Mart	SF	0
Package Store	SF	3,740
Fast Food Restaurants	Each	0
Bank/Credit Union	Each	2
Family Service Center	SF	4,234
Laundromat	SF	0
Dry Cleaners	Each	0
ARC	PN	0
Chapel	PN	400
FSC Classrm/Auditorium	PN	33
Exchange Snack Stand	Each	3

* AUTO PARTS CAN BE ORDERED FROM THE AUTO REPAIR SHOP AND THE AUTO HOBBY SHOP.

'anpower Implications (cont.)

.. Quality of Life (cont.)

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Atlanta, GA	300
Biloxi, MS	139
Birmingham, AL	229
Brewton, AL	30
Evergreen, AL	55
Foley, AL	66
Fort Walton, FL	48
Gulf Shores, AL	71
Jacksonville, FL	348
Miami, FL	680
Milton, FL	7
Mobile, AL	76
Montgomery, AL	140
Nashville, TN	422
Navarre Beach, FL	35
New Orleans, LA	221
Orlando, FL	444
Panama City, FL	114
Pensacola, FL	34
Pensacola Beach, FL	34
Tallahassee, FL	184
Tampa, FL	456

Manpower Implications (cont.)

. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	24.70	13.82
E2	24.70	15.53
E3	12.40	9.14
E4	37.43	26.12
E5	40.16	28.04
E6	30.73	20.92
E7	33.48	23.25
E8	14.87	11.24
E9	25.26	19.17
W1	70.84	53.80
W2	36.90	28.94
W3	49.33	40.10
W4	42.78	37.93
O1E	20.26	15.03
O2E	28.55	22.77
O3E	40.08	33.91
O1	34.89	25.71
O2	0.00	0.00
O3	55.31	46.56
O4	33.97	29.54
O5	90.39	74.75
O6	145.67	120.57
O7	74.18	60.27

229

Command: NAS Whiting Field

Data Call Number Twenty Revision
(Page 40a)

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
PET — Signature

Acting — Title
10/4/94 — 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] — Signature

ACTING — Title
12 OCT 1994 — Date

WC

Encl (2)

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

21 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

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE) 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

3 MAR 94
Date

Training Air Wing FIVE
Activity

Enclosure (4)

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE) 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."

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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

5/3/94
Date

NAS Whiting Field
Activity

Enclosure (4)

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 MAY 94
Date

Naval Air Training Command
Activity

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

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 Twenty

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

T L McClelland
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

J B Greene Jr.
Signature

ACTING
Title

6/8/94
Date

229

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/588

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 TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (5) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Whiting Field

Data Call Number Twenty Revisions
(Answers to BSAT questions and revised pages 9, 38a-38v, 40a-40d, 54a, 54b, 56a-56f, 60a, 60b, 62a-62n, 66a, 66b, 70a, 70b, 72a-72l)

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

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

NEXT ECHELON LEVEL (if applicable)

W.B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 AUG 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL 20
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 38a-38v, 40a-40d, ~~45a-45d,~~ 54a, 54b, 56a-56f, 60a, 60b, 62a-62n, 66a, 66b, 70a, 70b, 73a-731

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 TWENTY 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."

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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

L.K. Tande
Signature

Commanding Officer
Title

7/12/94
Date

NAS Whiting Field
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
JOINT 20, (MILITARY VALUE) 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."

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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

L. K. Tande
Signature

Commanding Officer
Title

3/4/94
Date

NAS Whiting Field
Activity

Enclosure (5)

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY 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."

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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

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY 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."

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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

4 Aug 94
Date

Training Air Wing FIVE
Activity

Command: **NAS Whiting Field**

Data Call Number Twenty Revisions
(Pages i, ii, iii, iv, 62o-62t, 141-146, and 150)

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 (2)

16 SEP RECD

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

13 SEP 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), 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."

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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

8 SEP 94
Date

Training Air Wing FIVE
Activity

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE), 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."

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ACTIVITY COMMANDER

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

D. C. Ray
NAME

Signature

Commanding Officer, Acting
Title

08 SEP 94
Date

NAS Whiting Field
Activity

CHANGE FOUR REVISION PAGES FOR NASWF DATA CALL TWENTY (MILITARY VALUES)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call TWENTY (20):

a. Remove page 150, insert page 150R dated 8 Sep 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)

W. B. HAYDEN, RADM, USN — WBHayden
NAME (Please type or print) — Signature

Chief of Naval Air Training — 12 SEP 94
Title — Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print) — Signature

Title — Date

Activity

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 — WAEarner
NAME (Please type or print) — Signature

Title — 10/5/94
Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), 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."

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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 TRAINING AIR STATION
JOINT 20 (MILITARY VALUE), 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."

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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

9/4/94
Date

NAS Whiting Field
Activity

CHANGE THREE REVISION PAGES FOR NASWF DATA CALL TWENTY (MILITARY VALUES)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call TWENTY (20):

a. Remove pages i, ii, iii, and iv dated 11 Jul 94, insert pages iR, iiR, iiiR, and ivR dated 1 Sep 94.

b. Remove pages 141, 142, 143, 144, 145, and 146, insert pages 141R, 142R, 143R, 144R, 145R, and 146R dated 1 Sep 94.

~~c. Remove page 150, insert page 150R dated 1 Sep 94.~~ WJOC OPNAV N44 10/3/94

d. Insert pages 62o, 62p, 62q, 62r, 62s, and 62t dated 1 Sep 94.

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

04 OCT RECD

11000
Ser 00R/740
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 TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Pensacola
(2) Revised Page - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (1) and (5), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: NAS Whiting Field

Data Call Number Twenty Revision
(Page 40a)

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 — PET
NAME — Signature

Acting — 10/4/94
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

Encl (2)

BRAC 95 DATA CALL 20
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGE 40

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

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

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/739
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 TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Page - NAS Meridian
(2) Revised Pages - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certifications to CNO (N44). Enclosures (1) and (2) contain revised pages which should be incorporated into enclosures (4) and (5), respectively, of reference (a).

C. R. GIMBEL
By direction

Command: **NAS Whiting Field**

Data Call Number Twenty Revisions
(Pages 96, 110, 141, 142, 150, 166, 192, 198, 204, 205, and 215)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN — PETobin
NAME — Signature

Acting — 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

28 SEP RECD

BRAC 95 DATA CALL 20
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 96,110,141,142,166,192,198,204,205 & 215

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 TWENTY (MILITARY VALUE), CHANGE FIVE 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

9/23/94
Date

Training Air Wing FIVE
Activity

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE), CHANGE FIVE 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

229

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/826
28 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 TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (5) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Whiting Field**

Data Call Number Twenty Revisions
(Pages 96, 110, 141, 142, 150, 166, 192, 198, 204, 205, and 215)

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
PE Tobin — Signature

Acting — Title
10/28/94 — 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
11/3/94 — Date

Encl (1)

BRAC 95 DATA CALL 20
NAS WHITING FLD UIC 60508
STATION REVISIONS OF 9/23/94, PGS 96,110,141,142,166,192,198,204,205 & 215

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 — R R Statskey
NAME (Please type or print) — Signature

CHIEF OF NAVAL AIR TRAINING (ACTING) — 25 OCT 94
Title — Date

NAVAL AIR TRAINING COMMAND
Activity

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

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 (6)

UIC 60508

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE FIVE 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

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE), CHANGE FIVE 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.

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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

23 Sept 94
Date

NAS Whiting Field
Activity

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

229

11000
Ser 00R/795

11 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 TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Page - NAS Whiting Field

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains a revised page which should be incorporated into enclosure (5) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Whiting Field**

Data Call Number Twenty Revision
(Page 162)

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)

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 TWENTY (MILITARY VALUE), CHANGE SIX 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.

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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 OCT 94
Date

Training Air Wing FIVE
Activity

UIC 60508

CERTIFICATION OF BRAC 95 TRAINING AIR STATION JOINT 20 (MILITARY VALUE), CHANGE SIX 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

SPECIAL USE AIRSPACE REPORT FOR PENSACOLA NORTH MOA

1. Restricted area number/MOA name: **Pensacola North Military Operating Area**

2. Period of report: **1 October 1992 - 30 September 1993**

3. Published hours of operation: **Sunrise to Sunset, Monday - Saturday Occasionally nighttime operations to midnight**

4. Altitudes:
   a. Published Altitudes: **10,000 MSL to but not including FL 180**
   b. ATCAA airspace associated: **Yes (Eagle Bravo ATCAA)**
   c. ATCAA altitudes available per LOA: **FL 180 - FL 200**

5. Activities:

   a. Aircraft Operations
      (1) Aircraft types: **T-34C**
      (2) Maximum altitude/flight level: **17,999**
      (3) Activities conducted in the area: **Progressive Spins**
      Maintenance Flights
      Standardization Flights
      Basic Instruments
      (4) Area used for supersonic operation: **No**

   b. Artillery/Mortar/Missile (restricted Area):
      (1) Type: **N/A**
      (2) Maximum ordinate: **N/A**
      (3) Purpose/Mission: **N/A**

   c. Other Operations:
      (1) Type: **N/A**
      (2) Maximum altitude: **N/A**
      (3) Purpose/Mission: **N/A**

6. Area Coverage Available:
   a. Communications: **371.9 and 338.3**
   b. Radar/Type: **Citronelle - ARSR-1**
   c. ATC services provided: **Flight following by JAX Center**

7. Usage:

   a. Total number of air operations for period of report: **4,555 Sorties**

   b. Total number of days area was:
      (1) Scheduled: **313 Days**
      (2) Activated: **247 Days: 313 days - 52 Saturdays - 10 holidays - 4 safety stand downs**
      (3) Used: **247 Days**

ATTACHMENT 2

c. Total number of hours area was:
   (1) Scheduled: **5478 Hours: 313 days x 17.5 hrs**
   (2) Activated: **247 days. Exact information is not available at this command.**
   (3) Used: **247 days. Exact information not available at this command.**

8. Released to controlling agency for public use (Joint Use):

   a. Total number of hours released for period reported: **Total 3,339 Hours: 247 weekdays x 6.5 hrs + (112 weekend, holidays and safety stand downs x 24 hours)**

   b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: **Information not available at this command. Activated on a real time basis by Jacksonville Center.**

   c. Total number of weekdays area was not activated: **14 (includes 10 holidays)**

   d. Total number of weekend and holiday days area was not activated: **114 Days**

9. New chart submitted or no change: **No Change**

10. Other pertinent information: **N/A**

SPECIAL USE AIRSPACE REPORT FOR EAGLE BRAVO ATCAA

1. Restricted area number/MOA name: **Eagle Bravo ATCAA**

2. Period of report: **1 October 1992 - 30 September 1993**

3. Published hours of operation: **Sunrise - Sunset Daily**

4. Altitudes:
   a. Published altitudes: **FL 180 - FL 200**
   b. ATCAA airspace associated: **No**
   c. ATCAA altitudes available per LOA: **N/A**

5. Activities:

   a. (1) Aircraft types: **T-34C**
      (2) Maximum altitude/flight level: **FL 200**
      (3) Activities conducted in the area: **Post Maintenance Check Flights**
      (4) Area used for supersonic operations: **No**

   b. Artillery/Mortar/Missile (Restricted Area):
      (1) Type: **N/A**
      (2) Maximum ordinate: **N/A**
      (3) Purpose/Mission: **N/A**

   c. Other Operations:
      (1) Type: **N/A**
      (2) Maximum altitude: **N/A**
      (3) Purpose/Mission: **N/A**

6. Area Coverage Available:
   a. Communications: **309.8 and 345.0**
   b. Radar/Type: **ASR-8**
   c. ATC services provided: **Flight following by Pensacola TRACON**

7. Usage:

   a. Total number of air operations for period of report: **495 Sorties**

   b. Total number of days area was:
      (1) Scheduled: **N/A**
      (2) Activated: **N/A**
      (3) Used: **N/A**

   c. Total number of hours area was:
      (1) Scheduled: **N/A**
      (2) Activated: **N/A**
      (3) Used: **N/A**

~~Encl (3)~~
ATTACHMENT 3

8. Released to controlling agency for public use (Joint Use):

   a. Total number of hours released for period reported: **N/A**

   b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: **N/A**

   c. Total number of weekdays area was not activated: **N/A**

   d. Total number of weekend/holiday days area was not activated: **N/A**

9. New chart submitted or no change: **No change**

10. Other pertinent information: **N/A**

SPECIAL USE AIRSPACE REPORT FOR PENSACOLA SOUTH MOA

1. Restricted Area/Moa name: **Pensacola South Military Operating Area**

2. Period of report: **1 October 1992 - 30 September 1993**

3. Published hours of operation: **Intermittent, Sunrise - 2400 Monday - Saturday. Contact nearest Flight Service Station**

4. Altitudes:
   a. Published altitudes: **10,000 MSL to but not including FL 180**
   b. ATCAA airspace associated: **Yes (Eagle Alpha ATCAA)**
   c. ATCAA altitudes available per LOA: **FL 250 - FL 400**

5. Activities:

   a. Aircraft Operations:
      (1) Aircraft types: **T-34C**
      (2) Maximum altitude flight level: **17,999**
      (3) Activities conducted in the area: **Progressive Spins, Maintenance Flights**
      (4) Area used for supersonic operations: **No**

   b. Artillery/Mortar/Missile (Restricted Area):
      (1) Type: **N/A**
      (2) Maximum ordinate: **N/A**
      (3) Purpose/Mission: **N/A**

   c. Other Operations:
      (1) Type: **N/A**
      (2) Maximum altitude: **N/A**
      (3) Purpose/Mission: **N/A**

6. Area Coverage Available:
   a. Communications: **309.8 and 345.0**
   b. Radar/Type: **ASR-8**
   c. ATC services provided: **Flight following by Pensacola TRACON**

7. Usage:

   a. Total number of air operations for period of report: **105 Sorties**

   b. Total number of days area was:
      (1) Scheduled: **N/A**
      (2) Activated: **N/A**
      (3) Used: **N/A**

c. Total number of hours area was:
   (1) Scheduled: **N/A**
   (2) Activated: **N/A**
   (3) Used: **N/A**

8. Released to controlling agency for public use (Joint Use):

   a. Total number of hours released for period reported: **N/A**

   b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: **N/A**

   c. Total number of weekdays area was not activated: **N/A**

   d. Total number of weekend/holiday days area was not activated: **N/A**

9. New chart submitted or no change: **No change**

10. Other pertinent information: **N/A**

BRAC95 DATA JOINT 20 (MILITARY VALUE)
CERTIFICATION SUMMARY LIST
NAS WHITING FIELD
(C) (904)-623-****
(A) 868-****

WHITING FIELD

L. K. Tande, CAPT, USN.
Commanding Officer
-7121

Sammy L. Vickers, CDR, USN.
Executive Officer
-7121

D.C. Ray, CDR, USN
Operations Officer
-7196

Walter R. Martin, GS-12
Aviation/Community Planner
-7196

Donald A. Clack, ENS, USN.
Asst. Aviation Planner
-7196

Andrew S. Marshall, ENS, USN.
Asst. Aviation Planner
-7196

Edward M. Dee, GS-12
MWR Director
-7221

Joel O. Carr, DCC, USN.
LCPO, Disaster Preparedness
-7380

Guy B. Girod, AC2, USN
Air Traffic Controller
-7371

Anthony C.McGrew, AC2, USN
Air Traffic Controller
-7372

Julia Catone
Environmental Planner
-7181 ext. 38

Leslie Schisler, GS-12
Management Analyst Officer
-7594

Enclosure (3)

John L. Ball, CDR, USN.
Public Works Officer
-7268

G. J. McCaffrey, LCDR, USN.
Air Traffic Control (ATC) Facility Officer
-7371

C. M. Barbeau, ENS, USN
Billeting Officer
-7605

Les Lassiter
Facility Planner
-7181

Thomas A. Kraus, GMC (SW), USN.
Weapons Officer
-7649

Lud Opager, GM-13
Engineering Director, Public Works
-7181

Jerrel Anderson, GS-12
Planning Director, Public Works
-7181

Glenn White
Utilities Engineer
-7181

Jane Garton
Director, Child Development Center
-7293

R. A. Osteen
Housing Manager
-9726

TRAINING AIR WING FIVE

R. O. Abshier, CAPT, USN.
Commander
-7555

Dallas Nobles, LTCOL, USMC.
Operations Officer
-7147

Hal Tuten, CDR, USN
Plans Officer
-7139

BRANCH MEDICAL CLINIC

Mike Mathieu, LCDR.
Officer in Charge, Acting
Branch Medical Clinic
-7568

BRANCH DENTAL CLINIC

G. B. Grantham, CAPT, DC, USN
Director, Dental Clinic
-7568

PERSONNEL SUPPORT DETACHMENT

Randy Harris, LT.
Officer in Charge
-7159

NAVAL OCEANOGRAPHY COMMAND DETACHMENT

J. M. Kuhn, AGC, USN.
CPO, Acting
-7119

US CUSTOMS, PENSACOLA AIR UNIT

J. J. Gambold
Customs Pilot
-7765

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

2) Findings of the County Staff.

3) Cumulative effect of development.

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

Section 16 - Airport Land Use.

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

PART I

FINDINGS

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

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

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

PART II

APPLICABILITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

44) Tree. Any woody plant.

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

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

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

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

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

PART IV

HEIGHT LIMITATIONS

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

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

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

a) Pensacola Regional

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

b) Coastal and Ferguson Airports

1,250 feet.

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

a) Pensacola Regional

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

b) Coastal and Ferguson Airports
5,000 feet.

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

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

a) Pensacola Regional.

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

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

b) Coastal and Ferguson Airports.

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

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

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

A. NAS Pensacola

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

B. OLF Saufley

Runways 5/24 and 14/32;

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

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

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

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

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

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

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

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

PART V

AIRPORT ENVIRONS, USES AND SITE AND BUILDING REQUIREMENTS

Number 1 - Airport Environs Area

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

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

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

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

B. Airport Noise Zones are hereby established as follows:

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

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

C. Airport Environs Zones are hereby established as follows:

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

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

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

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

3. Landscaping.

See Article VII, Section 13.

4. Signs.

See Article VII, Section 7.

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

1. Uses Permitted.

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

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

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

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

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

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

J. Water based recreation. Clubhouses are not permitted.

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

L. Forestry activities.

2. Special Exceptions.

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

B. Industrial and manufacturing uses of the following types:

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Site and Building Requirements.

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

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

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

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

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

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

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

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

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

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

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

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Public utilities including above ground transmission lines.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

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

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

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

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

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

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

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

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

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

C. Group quarters.

D. Government services.

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Site and Building Requirements.

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

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

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

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

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

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

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

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

PART VI

USES INTERFERING WITH AIRCRAFT

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

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

ARTICLE ELEVEN

AIRPORT ENVIRONS

11.00.00 FINDINGS: The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

A. There exist airports within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;

B. Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;

C. Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;

D. Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;

E. The creation or establishment of an airport hazard injures the community served by the airport in question; and

F. In the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented.

11.01.00 APPLICABILITY: The regulations on land use set forth herein are applicable to all lands within the delineated zones set forth on Maps 1 (Airport Environs Zones) and 2 (Height Limitations), which are incorporated herein by reference and which are available for review and inspection in the Office of the Santa Rosa County Planning Director.

11.02.00 CONFLICTING REGULATIONS: In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

ATTACHMENT 7

D. Conical Surface: The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport height at the inner boundary and increases one foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.

E. Approach Surface: An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for at the runway end. The inner edge of the approach surface is the same width as the primary surface and expands uniformly to a width for each runway as set out hereinafter for each airport.

F. Transitional Surface: The area extending from the side of the primary surface and approach surfaces and connecting them to the horizontal surface. Height limits within the transitional -surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every 7 feet horizontally with the horizontal distance measured at right angles to the runway centerline and the extended centerline, until the height matches the height of the horizontal surface or conical surface. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

11.03.02 Military Airports: The various zones and surface height limitations are hereby established for military airports:

A. Primary Surface: An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:

1. Jets and large turbo-prop aircraft - 1,500 feet.

2. Prop and small turbo-prop aircraft - 1,000 feet.

B. Clear Zone: The area adjacent to the landing threshold extending outward for 3,000 feet. The width varies as follows:

1. Jets and large turbo-prop aircraft - fan-shaped, the inner boundary is the same width as the primary surface and commencing 200 feet out

11.03.03 Naval Helicopter Outlying Fields: The various zone and surface height limitations are hereby established for Naval helicopter outlying fields:

A. Primary Surface: An area horizontally centered on the helipad at the established elevation of landing, 150 feet wide and 150 feet in length.

B. Takeoff Safety Zone: The takeoff safety zone shall be used as the clear zone. It is an area which underlies the first 400 feet of the approach-departure surface [refer to 3].

C. Approach-Departure Surface: An inclined plane which flares upward and outward from the helipads longitudinally extended centerline which starts at the end of the primary surface with the same width as the primary surface and expands to a width of 500 feet, 4,000 feet from the primary surface. The slope ratio is 1 foot vertically for every 10 feet horizontally.

D. Transitional Surface: The area which extends outward and upward from the lateral boundaries of the primary surface and from the approach surface at a slope of 2 to 1 for a distance of 250 feet from the centerline of the landing area.

E. Helicopter Traffic Pattern Airspace: No structure shall exceed 200 feet above ground level in the traffic pattern airspace. The area protected around each helicopter OLF is determined by the capacity limit of the OLF.

11.04.00 Use Restrictions: Notwithstanding any provision of Article 6 of this ordinance, the permitted land use for any property within the Airport Environs Area shall be modified as set forth in Table 11-1.

11.04.01 Key to Table 11-1

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

B. Airport Noise Zones are hereby established as follows:

3. Unacceptable Development: The land uses permitted by Article Six are incompatible with and prohibited by the airport environs zone in which the property is located.

11.04.02 Conditions for Development: This section is intended to be used with Table 11-1. For the purposes of this section, NLR means Noise Level Reduction.

A. No passenger terminals are permitted.

B. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.

C. Permitted only within height constraints.

D. Hunting and Fishing is permitted only for wildlife control.

E. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.

F. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.

G. Chapels are not permitted.

H. Development is subject to the condition that spectator stands are not built as part of this land use operation.

I. Development is subject to the condition that clubhouses are not built as part of this land use operation.

J. Development is subject to the condition that concentrated rings with classes larger that 25 are not built as part of this land use operation.

K. Residential structures are not permitted.

L. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA in reception, office, retail and employee lounge areas.

M. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA throughout the facility.

TABLE 11 - 1

LAND USE OBJECTIVES

LAND USE CATEGORY	AIRPORT ENVIRON AREAS								
	A	B3	B2	B1	C3	C2	C1	3	2
RESIDENTIAL:									
Single Family Dwellings	No	No	*24,14	*24	No	*16,17	*16	No	*17
2 Family Dwellings; Multi-Family Dwellings; Mobile Home Parks or Courts	*17		No	No	No	No	No	No	NoN
Group Quarters; Residential Hotels; Transient Lodgings	No	No	No	No	No	No	No	*21	*17
INDUSTRIAL/MANUFACTURING:									
Food and Kindred Products; Textile Mill Products	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products	No	No	No	No	No	No	No	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing	*12		No	*5	*12	Yes	*5	*12	Yes
*5									
Professional, Scientific & Control Instruments	No	No	No	No	No	*12	No	*5	*12

*6	*13								
Furniture; Home Furnishings (Retail)	No	No	No	No	*6	*12	Yes	*6	*13
Eating & Drinking Establishments	No	No	No	No	No	No	No	*14	*6

PERSONAL & BUSINESS SERVICES:

Finance; Real Estate; Insurance; Personal Services; Business Services;									
Professional Services; Indoor Recreation Services	No	No	No	No	*14	*6	Yes	*14	*6
Repair Services; Contract Construction Services	No	*6	*13	Yes	*6	*13	Yes	*6	*13
Automobile Service Stations	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

PUBLIC & QUASI-PUBLIC SERVICES:

Government Services	No	No	No	No	No	*13,18	*20	*6	*13
Educational Services; Cultural Activities; Non-Profit Organizations		No	No	No	No	No	No	No	No4
Medical & Other Health Services	No	No	No	No	No	No	No	*6	*14
Cemeteries	No	*7	*7	*7	*7	*7	*7	Yes	Yes

Agriculture Related Activities	No	*11	*24,17	*24	*11	*17	Yes	No	*17
Forestry Activities	*3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities	*4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Undeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes								

11.06.01 Hazard Marking and Lighting: In granting any permit or variance under this article, the Building Inspection Department or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Santa Rosa County or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

11.07.00 NONCONFORMING USES: No provision of this article shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.

11.07.01 No nonconforming structure or tree shall be increased, permitted to grow taller or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

11.07.02 In the event that a nonconforming use or nonconforming structure has been abandoned for a period of one year or is more than eighty percent torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.

11.07.03 Within zones A, B1 and C1 for OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in paragraphs (B), (P) and (X) of Section 11.04.02.

11.08.00 PERMITS

11.08.01 No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport hazard area unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.

11.08.02 No nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or replanted within the airport hazard area unless a permit has been granted by the Building Inspection Department. No permit shall be granted that would permit a

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted Article Eleven of the Santa Rosa County Land Development Code to determine the restrictions which have been placed on the subject property.

Dated this ___ day of _____, 19___.

_____ _____

Witness Purchaser/Lessee

11.10.00 APPEALS

A. Any person aggrieved, or taxpayer affected, by any decision of an administrative official or agency made in its administration of the regulations adopted under this article, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative official or agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment the decisions of such administrative official or agency. Appeals shall be made and heard pursuant to Section 2.03.00 et. seq. of this ordinance.

B. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency or official from which the appeal is taken, certifies to the Board of Adjustment (BOA), after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the BOA on notice to the agency from which the appeal is taken and on due cause shown.

11.10.01 Special Exception - Private Airports and Helicopter Landing Sites: In addition to the special exceptions which may be considered by the BOA pursuant to Section 2.04.000 of this ordinance, the Board may grant a special exception for a private airport or helicopter landing site if it finds the following:

A. That the applicant has obtained all necessary permits from state and federal agencies for the operation of the facility;

B. That the proposed use is consistent with the highest order of safety;